

This particular Sharks history is unknown until an Ebay listing appeared in 2006 listing it as a Katana.

There was just 1 picture of it in a haulage type yard and no information. Except non runner possibly needing a petrol tank. I (Fossie) contemplated a low bid just to see one in the flesh but didn't.

A few days later, after a phone conversation with another club member (Gary) who had bid, and collected it from Norfolk way, but thought it was worse than he hoped. A776 AMK was dropped off at my house and I paid Gary what he had paid..delivery was free.

To be fair it did look better in the picture.



As said I really wanted to inspect one, basically to do what we are doing in this article, comparing to a Popup. However I decided that I would get it roadworthy and rehome it.

It needed a new petrol tank as there was no tap area left, other than that is was just a case of unsiezing bits and cleaning othersa few weekends later and it was MOT'd.

At this time this chap who worked with me was learning to fettle motorcyclesthis chap we know as JMAC...he quite liked the idea that it was basically a roadworthy blank canvas to practice on. He paid me what it owed me so up to now this bike cost nowt!

Where is it now? Yep JMAC still has it, he has learnt to paint, repaint, (Its now in its original Suzuki Italia colour ways.) He has learnt to strip and rebuild top ends and more to find a missing valve lock nut..

I have witnessed the quest to replace the running light lens, the visits to car breakers and then the dremmelling to get it right.

The bike has taken him to rallies and holidays including Eurokats in Switzerland and Lymm, England where it was and is viewed with interest.

(sometimes in wonder....but that's more about the pilot)



Indeed at the time of writing A776 AMK is a bike that just sits at the back of the garage just waiting, it is Jmacs ever faithful.