

CUSTOM CACHE

IN February, 1977, Vic bought a standard 750K6 and ran it as built for a few years—until he paid a visit to the States and was seduced by the custom bug. He returned with several armful of custom parts and adorned the K6 with chrome.

Meanwhile, a Medway woman motorist was working on a plan to modify Vic's machine. She managed this one morning by pouncing from a side turning and inviting Vic to pile into the side of her car at around 30mph. Vic obliged, much against his better judgment, and as a reward picked up £460 insurance and a van-load of mangled pieces.

That was the end of Mark One. Vic turned to customising from the frame up as a way to replace his transport. Mark Two was on the way.

The frame chosen was an Amen Sovereign, built in America, but there were only eight new frames in the country. Vic was lucky enough to track one of these down. Using that as his base he proceeded to put in hours of painstaking work on rebuilding the Honda engine and gearbox, mounting it in the frame and redesigning the bright work and running gear to suit his own preference. Mark Two was complete when the white and purple tank was bolted in position.

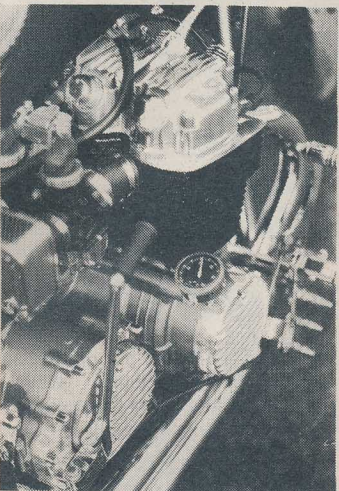
Vic was reasonably satisfied with the overall result, but he thought it could be improved. So it was 'back to the workshop' and the current Mark Three *Love Hunter*, pictured in all its finery left, was born.

The Amen frame was kept, including the soft tail, but the head



ABOVE: Twin Bates headlamp shells hold halogen bulbs.

BELOW: Handy oil pressure gauge, nestling by the main gallery.



angle was slightly increased to 10deg, and 8in over teles were mounted. Originally, the forks had only one caliper mount, so Vic had a second mount welded to the other leg to take an extra disc. Until last winter the innards of the engine were completely standard—but now a big bore kit has been incorporated to increase power and improve flexibility. The result has been well worth the expense. On the Continent, Vic has been able to see well over 115mph on the clock, and bottom end torque seems to have improved, too.

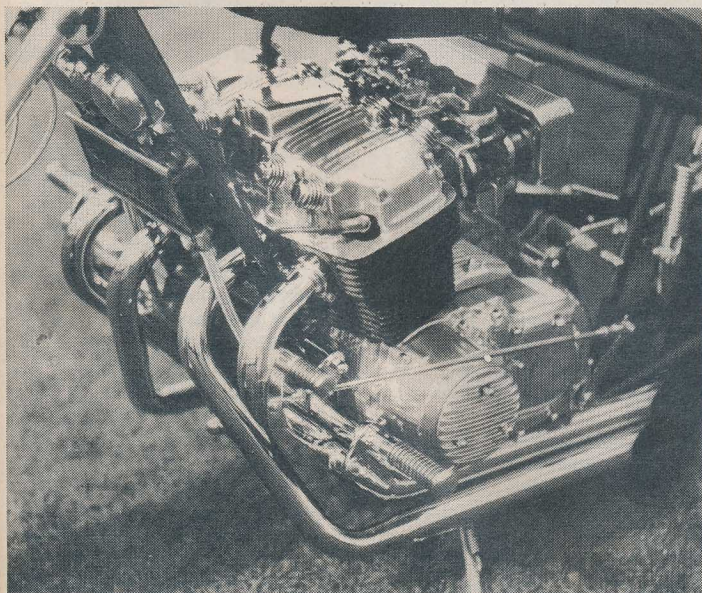
Although the exhaust pipes look like straight throughs, in fact they have sound-absorbent material concealed in their tailends; listening to the engine on the move it was fairly quiet, and certainly well within the law. A lot of work has been put into the alloy castings on the engine. They were rubbed down and polished, but not lacquered; Vic feels that uncoated alloy has a genuine look about it that is far better than any chrome or lacquer

finish. Any machine is improved by a good paint job. The frame and tank were treated to a Candy Gold base coated with Candy clear maroon. Vic did this part of the job himself, but when it came to the tank mural he went to an expert. He used the same chap he employed to detail his Mark Two. Ted, a local artist now retired, has done him proud. The illustration of a nude astride a coiled dragon snake was borrowed from a record cover, but I must say it looks better on the tank than it did on the record. The detail work is fantastic. Every individual scale on the snake's skin is carefully shaded to give the three-dimensional effect, and it is really a piece of fine art—for only £80.

Vic is adamant about the fact that the machine was built to use and not just to stare at; each year he covers about 4,000 miles, half of that touring the Continent. Last year, for instance, he covered 2,500 miles at about 55mpg, in the South of France with his girlfriend and camping gear on the back.

Vic trick

Pictures and words by David Nash



Super clean engine sports oil cooler and compact air filter. All alloy parts have been rubbed down and chromed.

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