

To the Kawasaki enthusiast, embellishing the Z is tantamount to sharpening the tip of Mt. Fuji—no way. But for Paul Dunstall, British Cafe Society entrepreneur, there's always room at the top for something different, if not more powerful. Paul's head-snapping kit is available piecemeal for the do-it-yourselfer or in full-blown assembled form including the elephant mill, ready to roll for \$3750 plus shipping charges.

A trip 'n a half even at rest, gas it and the Dunstall Z draws blood—drains the stuff right out of your head—when those 88 horses bolt and that mock fuel tank tries to leap up into your lap. You take it up like a fighter plane.

Cock it in gear and be on guard. Drop the hammer and you'd better be ready. Power is absolutely fierce, but engine balance feels unaffected, if not improved. The standard Z is challenge enough, but can be caught with its revs down in a highway roll-on in top gear; not the 1100. It responds instantly at virtually any touring gait, any gear, the raw product of cubic inches. WOT acceleration borders on more than some folks can tolerate, and I won't even venture a guess at top speed.

Handling and riding comfort? Except for the forward rider weight bias dictated by the clip-on bars, cornering con-

trol is close to a production machine. At five-foot-eleven, and equipped with orangutan arms, I was able to live with the riding position for extended periods without discomfort. The trick on a long trip is to bungee a bedroll on the tank, leaning into it for total comfort hours on end. The standard suspension was surprisingly good—best Z I've been aboard.

The Dunstall concept is basically a drop-on; the fiberglass tank cover merely slips over the real tank which is retained in its entirety, although standard Kawasaki saddle and rear fender cover are replaced with Dunstall saddle and 'glass that position the rider two

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ZEE WHIZZ

Mr. Cafe Racer Paul Dunstall brews a potent cup for Kawasaki . . . 1100 magnum load in a glass case **by BOB GREENE**



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inches lower to reduce arm pressure against the clip-on bars. Frame and chassis remain unviolated except for Borrani rims laced to Kaw hubs, and genuine Dunlop TT-100 road race rubber. Also included are: four-into-two Dunstall mufflers, cafe fairing and front fender, rearsets with passenger peg brackets and pegs, dual front discs, swivel-type Stadium mirror and mono-gripped grips. All electrics, instrumentation and switches are carried over from the production model.

More than an over-bore, the engine features thick-sleeved barrels and "flowed" heads. And as though performance weren't enough, cylinder and head exteriors are beautifully detailed with what appears to be a baked-on, satin-smooth porcelain finish; black barrels and yellow heads are color-coded to match the professional 'glass-work above. Total affect is impressively integrated.

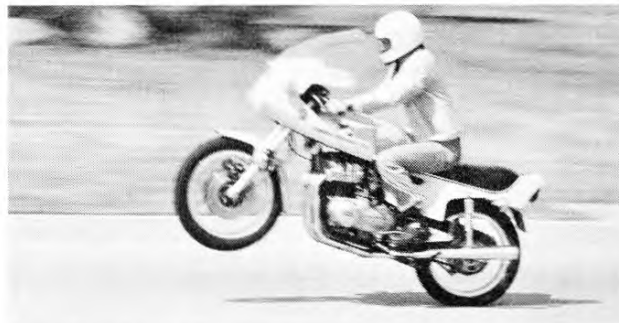
Few improvements could be expected. Although the custom saddle quickly

separates with the twist of a single Dzus fastener at the rear, the aperture in the pan beneath the saddle, over the tool kit compartment, is so small as to discourage tool removal and needs further widening with a small hand-grinder. The gas tank cover must be lifted off—six bolts—to remove the battery, but the cover is relieved sufficiently to allow topping-off the battery with the 'glass in place. The generous glove compartment incorporated within the discarded Kaw's tail is lost in the

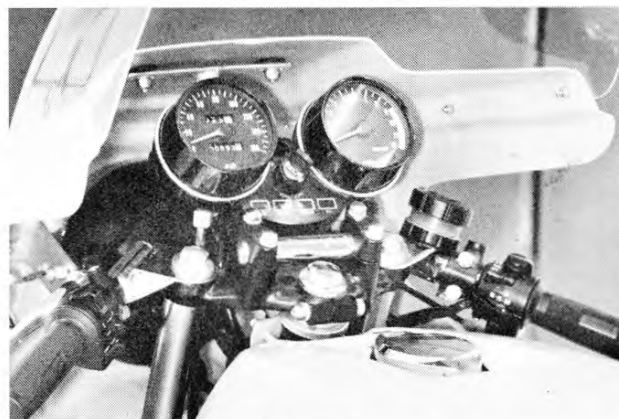
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Dunstall 'glass fairing is secured in a very positive manner by this custom U-bracket to frame and again by a large U-bolt up front, around frame head. Test machine was Dunstall's own bike with beautifully finished 'glass work, but production model on a Mach III for sale at local Kawasaki dealership was dull and very unattractive. So quality varies.



Rapid Rich Cox, *Motorcyclist's* new Associate Editor, couldn't contain himself on the big 1100, a far cry from his personal 500 Honda Four.



Dunstall's own bars mount atop fork legs, include barrel-shaped rubber grips. Note mounting bracketry to frame head and also to sides of headlight.



Dzus fastener secures saddle back, tongue and groove front. Brake leverage is insufficient.



Impressive up front, with chiseled lines and sticky Dunlop TT-100 tire.



Craftmanship of rearset linkage is something to be proud of, retains down-for-low action. Good feel is retained without slop. Canted pipes clear curb.

ZEE WHIZZ

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Using up all the tread, and still no sparks flyin' off the hardware. Weight, surprisingly, is exactly same as stocker at 545 due to four-into-two exhaust.

Dunstall 'glasswork but the potential for further storage exists in the inner recesses of the new fairing and side panels for the owner moderately versed in amateur fiberglass work. Too bad Dunstall didn't get around to it. While the four-into-two trumpets are both pleasant and kind to the ear, the pipes have to be dropped to gain access to the engine's oil sump filter.

All are moot concessions for the real cafe aficionado, barely worthy of mention, but not so for the abbreviated foot brake lever which, shortened to accommodate the rearsets, comes up wanting for leverage necessary to easily operate the rear drum. The result is a pretty numb pedal until that right brogan becomes trained to come down hard on the pedal. All of which becomes more critical considering the powerful but ideally progressive dual front discs—Kawasaki option included in the kit.

Dunstall's design objectives were to produce a coffee-house rounder with a different theme, highly sculptured and squarish. Built to comply with Stateside requirements, it favors the street rider with a practical fairing and relatively high clip-ons. The gas tank cover was chosen over an authentic fiberglass tank because, like many Europeans, Dunstall anticipates legislation restricting the sale of 'glass tanks in the States. The 'glass and bracketry will be available through many Kawasaki dealers, who should also tout you onto the complete bike or engine work alone. If not Motorcyclist should be able to bring you up to speed.

For the rider who likes to lean into his work, and doesn't wither under the inevitable heat of admiring glances and questions, the Dunstall 1100 kit is loaded with intrigue. Next month, or at latest the one thereafter, we will roll out its counterpart, the Rickman Kawasaki... still another British complement to Japanese ingenuity.

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