
1973 Kawasaki H-Serie

Silverstone, 27 July

Lot sold	USD 16 602 - 19 369 GBP 12 000 - 14 000 (listed)	Condition	Used
Year of manufacture	1973	Location	
Engine number	H2E-24092	Motorcycle type	Street
		Colour	Other

Description

This Kawasaki 750cc two-stroke triple was the hottest motorcycle on the street in the 1970's. The Mach IV put out an eye-watering 74bhp, its closest rival, the Triumph Trident, could muster only 58bhp. The slightly evolved H2-A model had minor mechanical changes to the carburettor jets, oil injection pump and cylinder port timing in an effort by the factory to improve MPG. This is a UK-registered, recently professionally restored H2A in Candy Gold, with a fully rebuilt engine. Repainted frame whilst still retaining its original VIN sticker. 14,947 miles are indicated, with only a handful of miles since rebuild. In the early 1970's everyone had to have a 750 superbike in their range. Norton had the 120mph Commando, MV the 750S and Ducati the 750SS. When Kawasaki entered the fray with the Mach IV they tore up the rule book and the tarmac! Kawasaki well and truly set their stall out in the H2 brochure in 1972, and they had good reason to, stating: We've just pulled a fast one on the competition. Named the Kawasaki 750cc Mach IV. Of all the world's production models, it's the fastest thing on two wheels. Faster than any Suzuki. Faster than any Triumph. Faster than any BSA, and Honda, any anything. The H2 was designed for one thing and one thing only: speed! Noise, pollution, fuel consumption and even handling were all afterthoughts. Prior to the H2, with 60bhp on tap and weighing just 184kg, Kawasaki's 500cc H1 Mach III triple had set the benchmark for road bike performance, but the early 1970's were a numbers game, and the key number was 750. The newly formed Formula 750 race series had every motorcyclist wanting to go bigger and faster, and every manufacturer clambering to help them. Kawasaki had to up their game, and up it they did. Unlike the disc and reed-valve, two-stroke designs then coming on to the market, Kawasaki stuck to a piston-port design for simplicity and compactness. Three Mikuni 32mm carburettors provided the mixture, and Kawasaki's new Capacitor Discharge Ignition lit the touch paper. It was a basic set up,

but it worked. The Mach IV put out an eye-watering 74bhp (its closest rival, the Triumph Trident, could muster only 58bhp) but weighed just 8kgs more than the H1. The result was arm-wrenching acceleration and a blistering 126mph top speed. The industry, the press and the riders of the day hadn't experienced anything quite like it. In the hands of an experienced rider, the Mach IV was the fastest production bike in the world, but with someone less skilled on board, it was a real handful! It earned its nickname 'the widow maker' all too often. By 1974, Kawasaki had made a few chassis alterations and tweaked the motor to tame the awesome power delivery, but by the standards of the day, the H2 was still a hooligan. It wouldn't, however, be just its reckless reputation that sealed the H2's fate. By the mid-70s, the realities of an oil crisis, and increasingly strict safety, environmental and noise regulations, meant that the writing was on the wall for all the big strokers. The last H2 howled off into the distance in a haze of blue smoke in 1975. The last of a generation. The motorcycle presented here is a UK-registered, 1973 Kawasaki H2-A Mach IV 750 triple, recently professionally fully restored in Candy Gold paintwork. The repainted frame still retains its original VIN sticker. The fully rebuilt and serviced engine was professionally ultrasonically cleaned before having its carburettors fully set up. A new chain, sprockets, tyres and seat complement its original refurbished exhaust system and chrome-work. With just 14,947 miles indicated (but not verified), and only a handful of miles since the rebuild, this Mach IV is described as immaculate and today is a rare find, especially in this sort of condition. Not to be missed, this is a legend of a motorcycle and this example is as nice as they get. Perfect for the enthusiast and collector alike, have you got what it takes?!

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