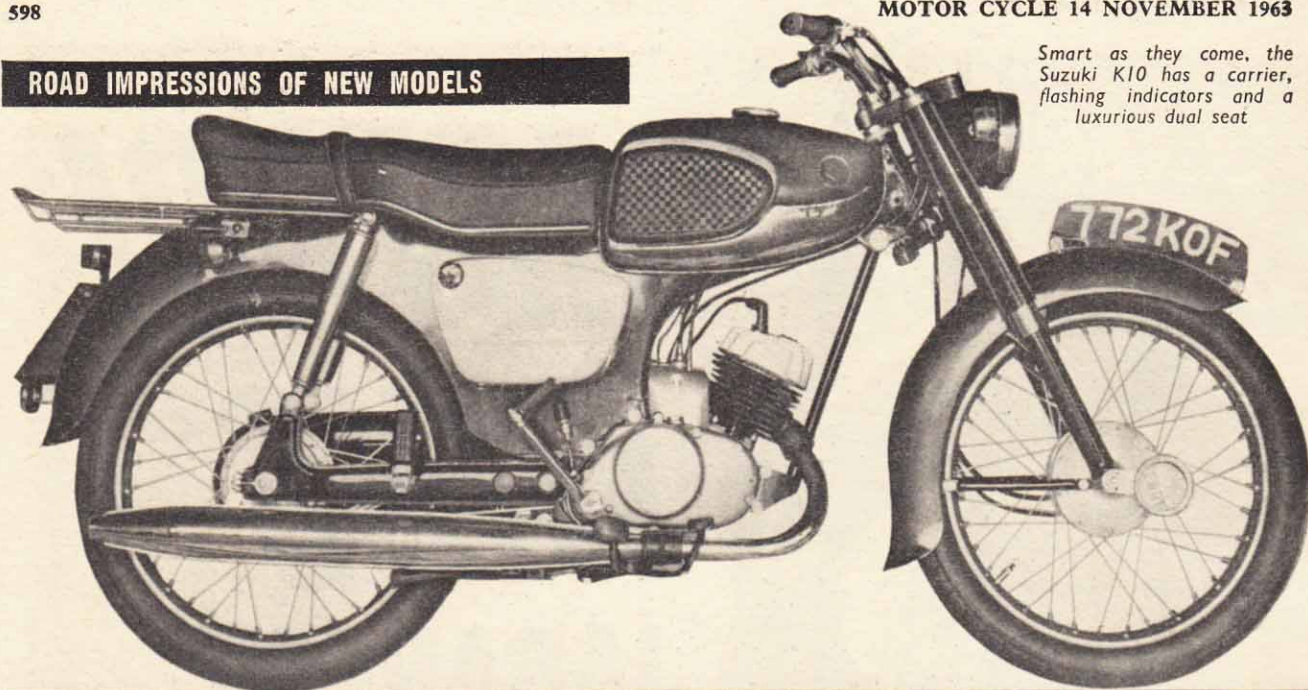


## ROAD IMPRESSIONS OF NEW MODELS



Smart as they come, the Suzuki K10 has a carrier, flashing indicators and a luxurious dual seat

# Suzuki 80 cc K10 by MIKE EVANS

SUZUKIS, I am told, were known until 1952 for their textile machinery. Their first excursion into the two-wheeler sphere was in that year—with a 36 cc clip-on.

Now, almost before you could say weft-warp-weave in Nippongo, along comes a little beauty by the name of Kay-ten. And the Suzuki 80 is certainly a smart little weaver in heavy traffic.

As with the two-fifty Suzuki we tested a few weeks ago, this baby is completely free from fussiness. It goes a long way to burying for ever all the old bogeys about two-strokes.

The engine couldn't be easier to get going. Turn on the petroil, close the air slide (by means of a convenient handlebar lever), prod the starter pedal a couple of times—and bingo! The air slide could be opened gradually as the first mile was covered.

Always the engine gave the impression of being well up to its job; it was smooth and adequately powerful. Throughout the rev range there was power on tap—no top-end buzzer, the K10.

Gear ratios are well chosen, the bottom three being relatively close—excellent for town work. The heel-and-toe change is of the best type imaginable—footy, positive and noiseless. The clutch, too, is smooth and light.

Even with the engine almost new the Suzuki would cruise happily at 35 mph. There is little doubt that a

fully bedded-down engine would manage another 5 or 10 mph. In spite of the meagre 350 miles on the clock, it was obvious that the test model would eventually be well capable of the 52-53 mph maximum claimed.

And the machine gave good value for money: for every gallon of fuel it would cover a creditable 120-130 miles!

"All mod con" is a des-



## SPECIFICATION

**ENGINE:** Suzuki 79 cc (45 x 50mm) two-stroke single. Compression ratio, 6.7 to 1. Petroil lubrication; ratio, 15 to 1.

**IGNITION and LIGHTING:** Flywheel magneto with six-volt direct-lighting coil. Twin filament, 15/15w main bulb. Battery (for flashers, spotlight and horn) charged through rectifier.

**TRANSMISSION:** Four-speed gear box in unit with crankcase; rocking-pedal control. Gear ratios: Top, 9.5 to 1; third, 13 to 1; second, 18 to 1; bottom, 29.7 to 1. Primary drive by helical gears; secondary drive by chain in pressed-steel case.

**SUSPENSION:** Hydraulically damped telescopic front and pivoted rear forks.

**TYRES:** Inoue, 2.50 x 17in, front and rear.

**WEIGHT:** 155 lbs with no fuel.

**ROAD TAX:** £1 a year.

**PRICE:** £122 17s including British purchase tax.

**CONCESSIONAIRES:** Suzuki (Great Britain), Ltd, Golden Hillock Road, Birmingham, 11.

cription well suited to most Japanese machines. How about the Suzuki's complement?

Take, for instance, the prop and centre stands; the excellent indicators and extremely good direct lighting system; the useful—if rather flimsy—carrier; the comfortable dual-seat; the 60 mph speedometer with neutral indicator light; the finger adjuster on each brake; and many other refinements that come as a package deal when you buy the K10.

Suzuki don't believe in extras—they fit them as standard.

What would be appreciated, though, are pilot lights—wired through the battery. The headlamp is fitted with a direct-fed main bulb only.

In the handling department the test model suffered from a common Japanese sickness—soft and under-damped suspension units. On bumpy roads the springs produced a yo-yo effect and occasionally the bike would wallow on uneven corners.

However, unless you are the exuberant, ear-rolling type, you will probably find the suspension a reasonable compromise for maximum comfort; and make no mistake about that, it IS comfortable.

Like most Japanese tyres known in Britain, those on the Suzuki were not so non-skid as we expect these days. It paid to be careful on wet, slippery surfaces.

Tyres can be changed. But I'll wager a yen to a grain of rice that proud K10 owners won't want to be changing their Suzukis in a hurry.

# LAMB AGAIN

**C**URRENT Irish trials champ, Dubliner Brian Lamb (246 Greeves), nosed ahead last Saturday in the north v south battle, to lead his nearest rival, northerner Benny Crawford (249 BSA), by a healthy 41 points in the Turner Trial.

Plotted by the Ards Club, the route took in 14 of the famous Hurst Cup sections at the Lead Mines, Newtonards; and it was a tough one, as illustrated by the retirement of 32 of the 75-strong field.

**Best Performance.**—B. G. Lamb (246 Greeves), 455 points gained.

**First-class Awards.**—B. Crawford (249 BSA), 401; P. Wilson (246 Greeves), 363; W. A. McMaster (249 BSA), 340; G. Raine (246 Dot), 325; J. F. G. Harrison (199 Triumph), 303; D. G. Andrews (246 Greeves), 298; C. A. Coard (246 Francis-Barnett), 290.

## KELVIN'S THREE

**D**ETERMINED to avenge his recent slip at Calder, Kelvin Carruthers showed himself undisputed boss of Australian road racing at Oran Park, near Sydney.

What's more, in cleaning up the 250 cc and Senior races, he silenced any critics who might attribute his phenomenal run of successes chiefly to his two-fifty Honda four.

True that was the machine he rode in the smaller two events. But for the big race he turned out on a Manx Norton and led Eric Hinton on a similar machine from flag to flag.



Brian Lamb aviates his 246 cc Greeves in the Turner Trial

## IMPORTANT EVENTS

### SATURDAY

**CO. WICKLOW:** Bush Cup Trial (Dublin University Club), Glencree Fork, 6 miles southwest of Bray, 2.30 p.m.

### SUNDAY

**National Mitcham Vase Trial** (Ravensbury Club), Shelley Arms, Nutley, on A22, Sussex, 10 am.

**CHESHIRE:** Trial (Chester Club), Gorsy Lane, Picton, 3 miles NW of Chester, 11 am.

**DERBYSHIRE:** Scramble (Derby Phoenix Club), Agnes Meadow Farm, Kniveton, 3 miles NE of Ashbourne, 1 pm.

**DEVON:** Trial (Lyn Club), Millslade, Brendon, nr Lynton, noon.

**ESSEX:** Trial (Castle Colchester Club), Friday Woods, Berechurch, Colchester, 11 am.

**HANTS:** Trial (Southampton Club), Pinns Farm, West Wellow, 5 miles SW of Romsey, 11 am.

**HANTS:** Trial (Portsmouth Racing Club), Oxenbourne Scramble course car park, East Meon, nr Petersfield, 10 am.

**KENT:** Trial (Barham Club), Recreation Ground, Barham, nr Dover, 11 am.

**LEICESTERSHIRE:** Trial (Loughborough Club), Outboard Filling Station, east of Croxton-Keyrial on A607, 8 miles NE of Melton Mowbray, 10 am.

**SOMERSET:** Scramble (Chard Club), Windwhistle, midway between Crewkerne and Chard, on A30, 12.30 pm.

### WHAT'S ON

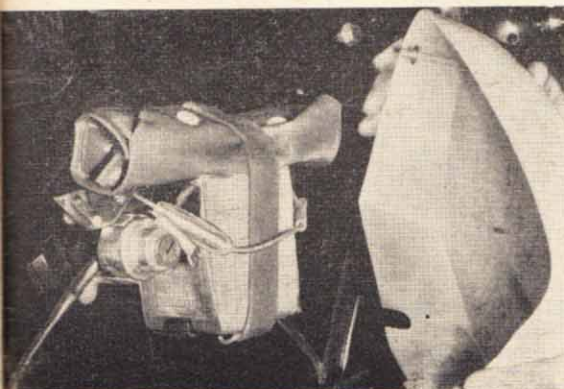
**Glasgow.**—To November 16: Scottish Motor Show, Kelvin Hall.

**Manchester.**—To November 16: Do-it-Yourself and Hobbies Exhibition, City Hall, Deansgate, 3.

**Norfolk.**—November 14 to 16: Cage Bird Show, Norwich.



**THIS IS IT  
YOUR SECOND  
ARMCHAIR  
SHOW NUMBER**



Attention to detail is apparent when you peep behind the plastic side cover. Battery, tool roll and ignition-lighting switch nestle together

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