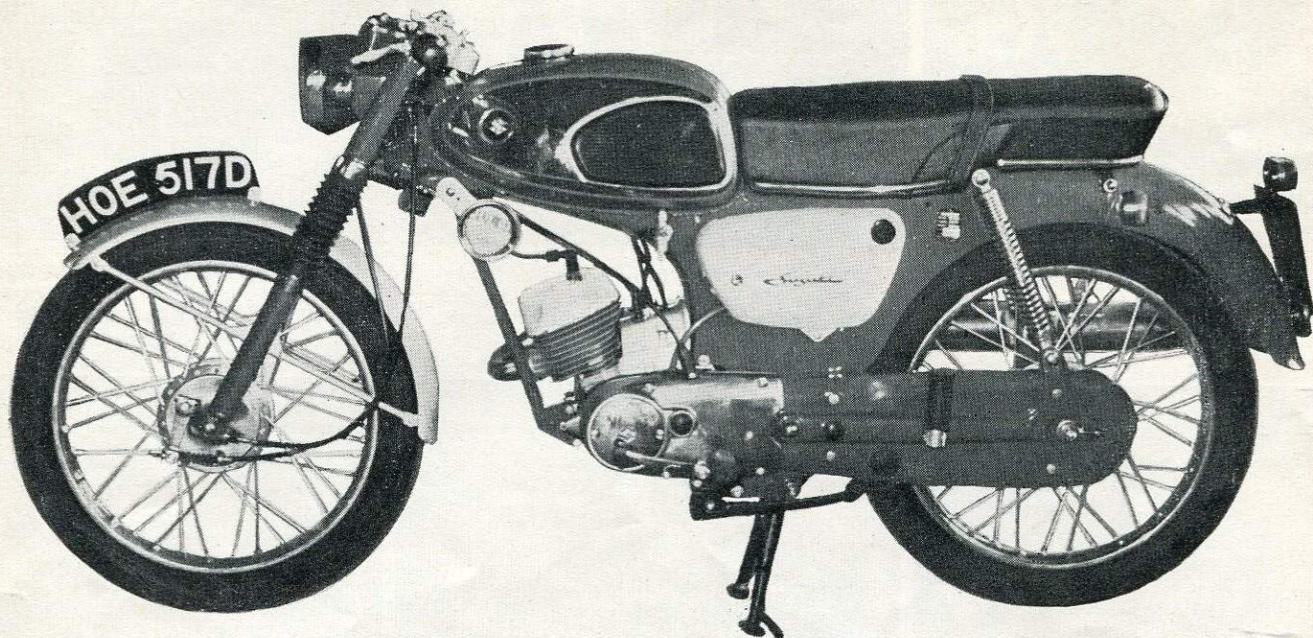
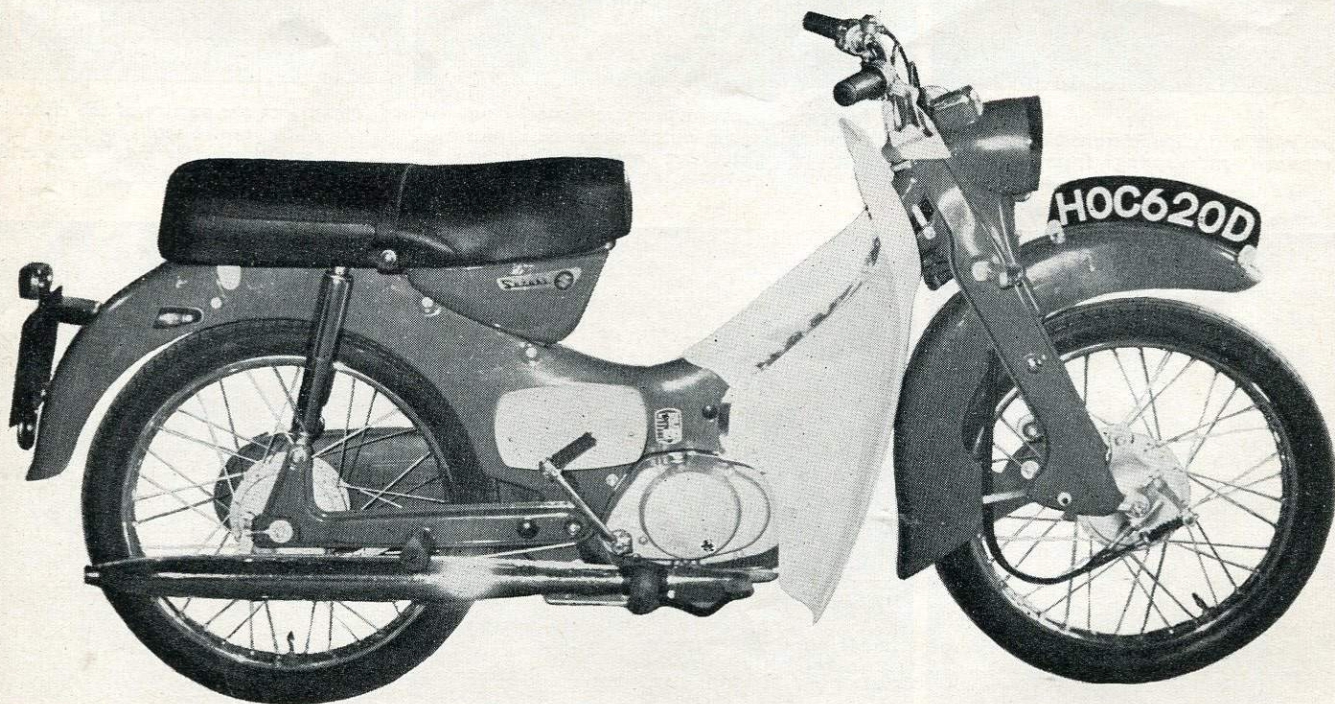


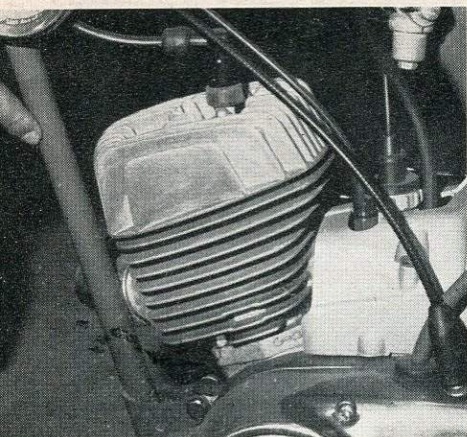
Derek Cook tests the 80cc Sports and the 50cc 'Suzy' from Suzuki and finds shattering performance from these two 'tiddlers' on the motor-cycle market.



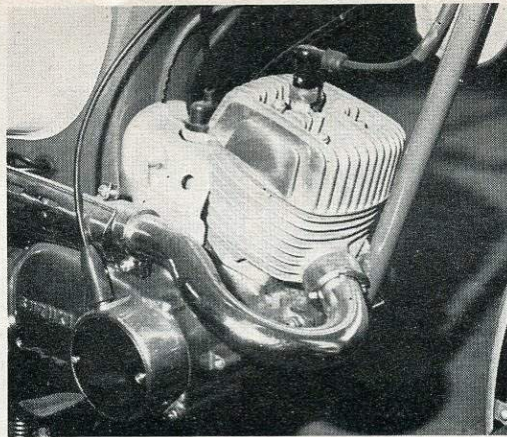
SPORTS 80cc



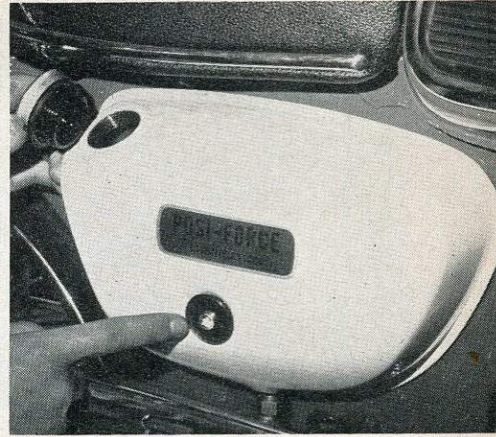
50cc 'SUZY'



Engine on the Sports 80 has a strong front downtube running from just behind steering head. Motor is part of frame.



High level exhaust pipe tucks neatly over the crankcase and is well clear of both driver's and passenger's legs.



Engine is lubricated by the separate posi-force lubrication system. Oil level can be checked by window in tank.

● So you're looking for a motorcycle which is more than a runaround. A bike which will take you to work weekdays and into the country weekends. Well, before you buy, take a good look at the 80cc sports by Suzuki.

Acceleration was very pokey for such a small bike, 0-20 mph was 5 seconds, 0-30 mph 7 seconds, 0-40 mph 12 seconds.

First gear got the bike moving quickly—top speed here was 15 mph. The two fastest gears in acceleration were second and third, top speed in second was 30 mph, and third was 42 mph, while fourth gear achieved 56 mph reasonably quickly. Normal cruising speed was about 40 mph.

Braking the Suzuki was exceptional—the front brake especially, had a great deal of bite, the bike came to a halt almost as soon as the brakes

were touched, from 30 mph it stopped in just over 30 ft.

Starting the sports was very easy, usually the first kick got things moving. In neutral a green light showed, then in with the clutch and down for the first gear and you were

and more important, keeping out damaging dirt.

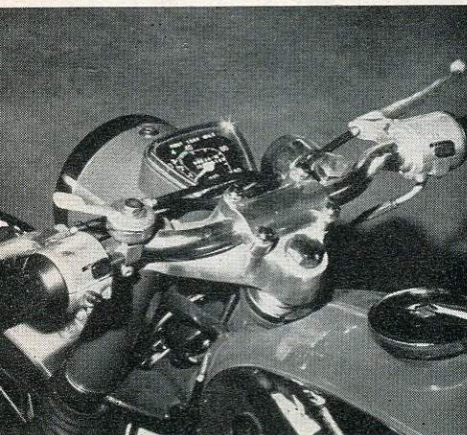
Silencer on the sports was very good—during acceleration it buzzed in a sports fashion, while at high speeds it made for a minimum amount of noise purring away almost unnoticed.

The lights were good except main beam was hardly any different to the dipped position. As far as comfort goes, the bike was comfortable on short distances, but on longer runs, aches began to creep in owing to the handlebars being too low and the distance between the seat and the foot-rest being too small. I am over 6 ft though, and got the impression that it was designed with the Japanese gentleman in mind. However, higher bars could no doubt be fitted if you are too tall for the bike.

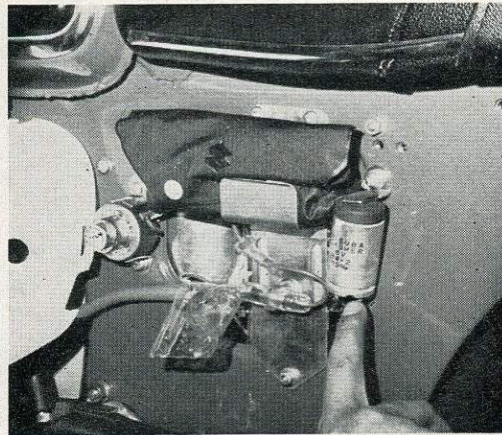
Riding two-up made little differ-

ROAD TEST REPORT

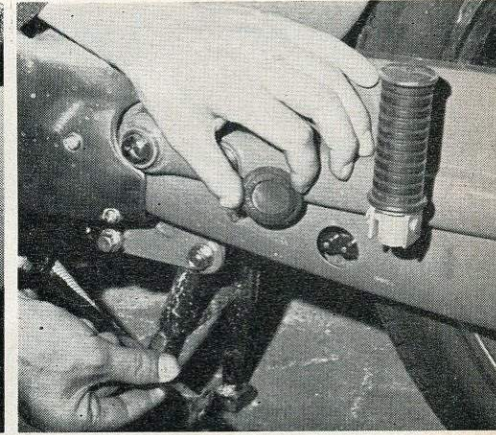
ready to move The four speed gear box worked smoothly throughout the test, with never a sign of neutral between gears. The chain was completely closed in, keeping down noise and any oil leakage onto the pillion rider,



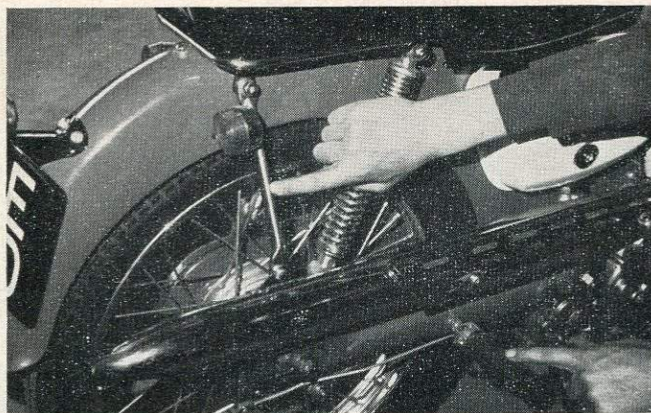
Straight semi-sports bars are well positioned. Left side is, choke, horn, dip-switch and clutch—right, brake, indicators



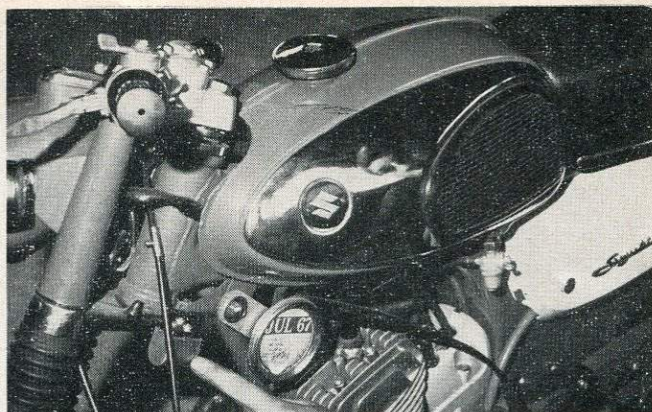
Under the cover on the left of the bike is the battery toolkit, spare fuse, light/ignition switch and the flasher unit.



Strong centre and prop stands are fitted. Rear chain is fully enclosed with an inspection/lubrication hole at the side.



The high level silencer has a heat shield to protect passengers leg should it touch. Also has a rear fixing stay. The footrests are very well positioned.



Strong steering lock is fitted beneath bottom yoke. Fork gaiters are fitted to keep dirt out of the hydraulic telescopic forks. The tank is a good shape.

ence to either acceleration or top speed which was about 53 mph with a pillion rider. Comfort too, was still good. Dual seat gave plenty of room and suspension easily coped with the extra weight. The most outstanding technical feature about the Suzuki Sports 80cc is the Posi-Force lubrication system. The oil is kept in a separate tank from the petrol and pumped directly to the vital parts at a rate which is determined by the rpm of the engine. This means too much oil is not supplied at slow speeds, but enough oil is supplied to engine stress points when the throttle is opened wide for high speed riding or climbing steep slopes.

Advantages with this system over the normal method of mixing petrol and oil is that oil is not thinned by mixing with petrol and, more important, the engine still gets its life blood when you shut the throttle from high speeds.

WHAT YOU GET

Engine—80 cc two stroke, air cooled posi-force lubrication. Bore — 45 mm stroke — 50 mm. Compression ratio 6.7 to 1. Ignition is by flywheel magneto.

Lighting—Flywheel magneto, 6v battery, headlamp 6v 15/15w, tail lamp 6v 3/21 cp.

Brakes and Suspension—Front brake hand operated, internal expanding. Rear brake, foot operated, internal expanding. Front suspension—hydraulically damped telescopic fork. Rear suspension — hydraulically damped swinging arm.

Performance — Fuel consumption 112 mpg. Top speed, 56 mph. Braking from 30 mph — 30 ft 6ins.

Suppliers—Suzuki (GB) Ltd.,
141 Fazely St.,
Birmingham 5.

Price—£143 17s 2d, including purchase tax.

'SUZY' 50cc

From a long line of race bred winners from Suzuki, comes no less a winner, for the road, this time though, the Suzuki 50cc M30. Although it is the smallest and the least sporty bike of the Suzuki range it still has that 'feel' of being something more than just another moped.

Although not comparable to the latest 200 cc from Suzuki with a top

speed of around 90 mph, its own top speed of 40 mph is still a credit to its makers.

Handling was very good and the two big full width brakes brought the bike to a stop from 30 mph in a very respectable 31 feet. Extensive use of polythene for the legshields, front mudguard and the two side covers has kept the weight down to only 132 lbs, which makes it very easy to handle especially for the female rider.

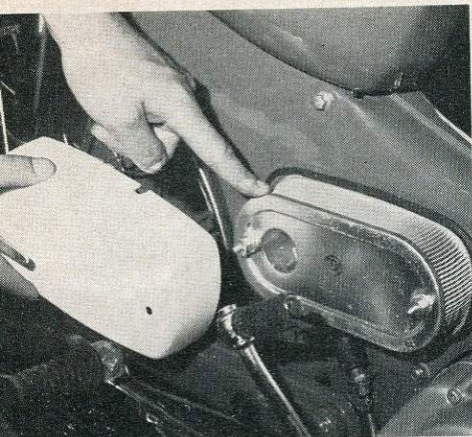
Riding the bike is also simple and



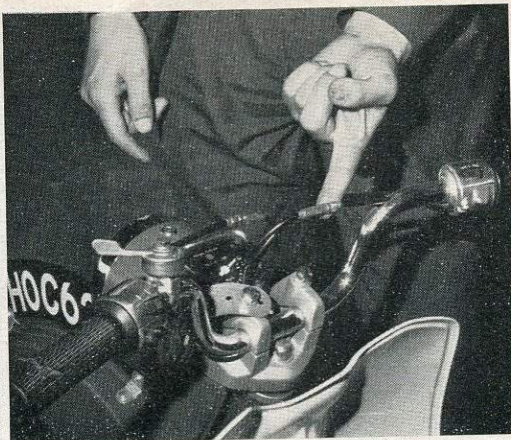
Wide, deep legshields are fitted which keep a lot of rain off driver's legs. They also keep the back half of the engine nice and clean preventing dirty clothes.



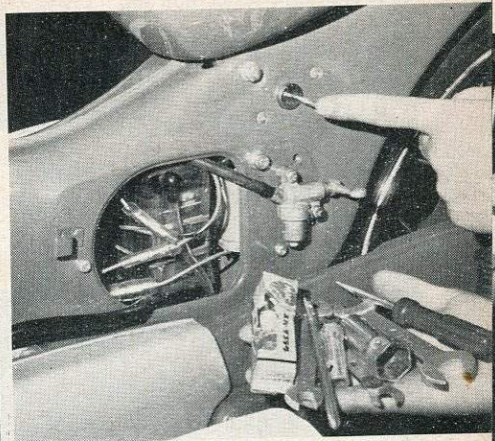
With the legshields quickly removed the engine is very accessible for normal adjustments or major work. Gearchange is rocking arm pedal.



Under the offside plastic cover is the enormous paper air cleaner. This should be cleaned with soft brush every 2,000 mls



Handlebars and controls are well laid out. Useful point is that the cables all have built in lubrication nipples.



Under the nearside cover is the battery, fuel tap and a really good set of tools. Lighting/ignition key is just above.

a beginner could pick it up in a few minutes. The clutch is automatic, so you simply select first gear by pressing the rocking arm footchange lever down once, then open the throttle to move. Once moving, changing gear is just as simple, you close the throttle and carry on pressing down until you are in third gear. To change down press the back of the pedal down. When in neutral a green light shows on the speedo face.

Starting the Suzy is very easy, just a fraction of choke in the morning, one prod on the kickstart lever and the engine purred into life. After a minute or so the choke can be put in and the engine revved flat out all day without any ill effects.

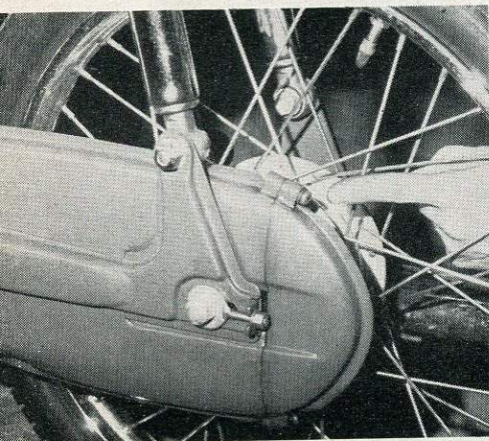
One useful item that is now more or less standard equipment on all the Japanese bikes, are the flashing indicators. These were especially good at

night where a hand signal might be missed. The lights too, were well within the capacity of the bike.

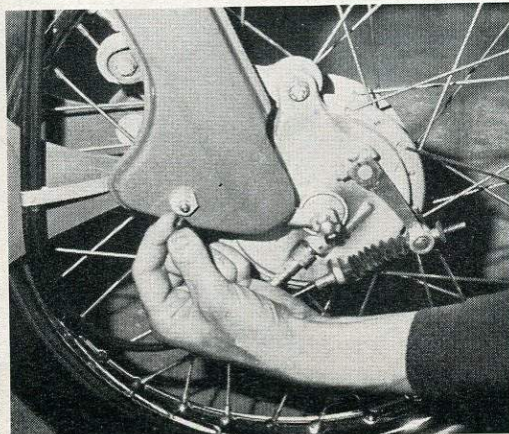
Other useful points include oil nipples on all the cables which cuts out the long job of removing all the cables to lubricate them properly.

Spark plug, carburettor and points

damped bottom link. Rear suspension hydraulically damped swinging arm. **Performance** — Fuel consumption 160 mpg. Top speed 40 mph. Braking from 30 mph — 31 ft. Acceleration 0-30 mph, 13 seconds. **Suppliers**—Suzuki (GB) Ltd. 141 Fazely St., Birmingham 5. **Cost**—£75 17s 6d, including purchase tax.



The rear chain is enclosed to keep chain protected. Should you need to remove the rear wheel end of casing comes off.

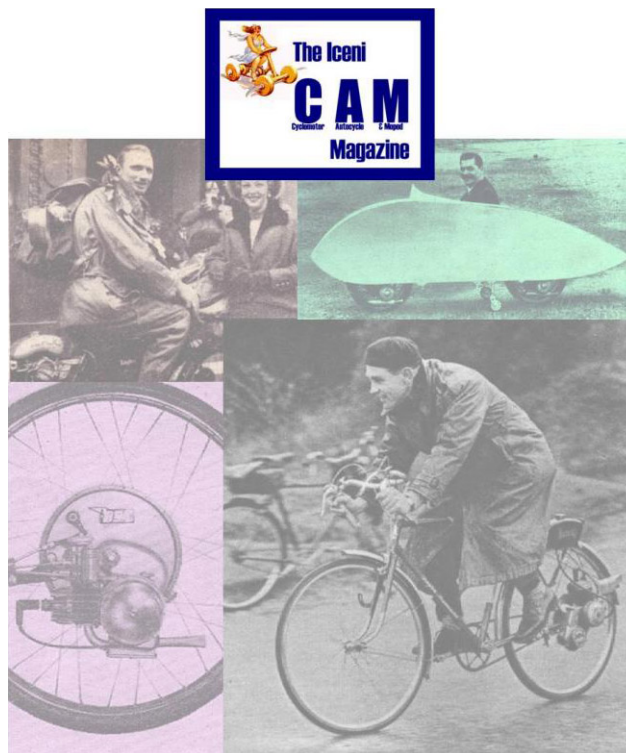


For its size the Suzy has a very good front brake. Speedo drive is taken from front wheel. Grease nipples have covers.



Petrol cap has a useful measure hung beneath it. At last—you can stop at a garage and know how much fuel to get.

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