



SHE'S HERE!

SUZU

**The new Suzuki
50cc mo-kick**

**THINK...LONDON TO BRIGHTON
FOR ONLY 1/11d!**

All this included for 89 guineas.

legshields, dual-seat, passenger foot-rests, twin driving mirrors, winking indicators, luggage rack, anti-theft steering lock, parking lights, 10-plate clutch, hydraulic suspension, reliable spare-part service. Compare this for value with every other make! Get to know Suzy today!



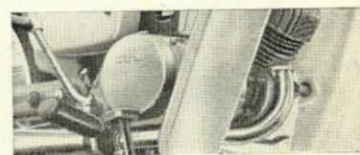
You're off! . . . at 40 m.p.h. and 180 miles to the gallon—30 more than Suzy's closest rival.



Riding's easy—you learn in 10 minutes. Automatic clutch—no stalling at lights! Suzy nips through traffic like quicksilver.



You breeze along hardly hearing the engine—Suzy's so whisper silent . . .



. . . but that 50 cc. 2-stroke gives a constant flow of power . . . takes ups and Downs in its stride.



Cloudburst! But you've got scooter protection . . . motor-cycle road-holding . . . smooth, powerful, water-proof brakes . . .



. . . and the low frame lets you ride in your "Pac-a-mac"—or skirt.



Sun again. Nearly there—so a snack. That luggage-rack's included in the basic price.



Brighton! 67 miles with 2-up for 1/11d. each. And such a smooth ride that you're both full of life when you get there!

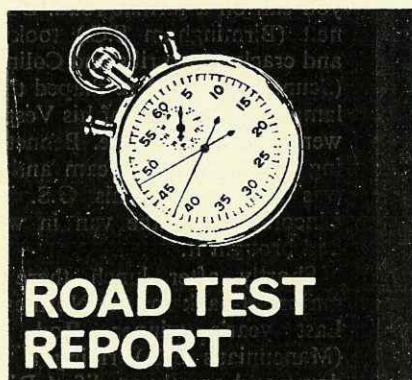
WORLD CHAMPIONSHIP 50 cc. HAT TRICK



50 cc. winner 1962 . . . '63 . . . '64—Suzuki have proved again and again they've the best 50 cc. engine in the world. The Suzuki 2-stroke. For free full-colour brochure and your nearest dealer's address, please write to: Suzuki (Great Britain) Limited; Golden Hillock Road, Birmingham 11.



SUZUKI
*flyweight champion
of the world*



SUZUKI

50 cc. 'SUZY'

"IT'S unbelievable," our tester kept saying. "Let me keep 'Suzy' for one more week . . . please." To impress a hard bitten motorcyclist of 30 years standing, a bike has to be good. And the *Model M30 SUZUKI* motor cycle IS good. Not only good, but different; bringing an entirely new approach to lightweight motorcycling.

The automatic clutch, with its faultless three-speed rotary foot-change gearbox; the un-stallable over-square 50 c.c. two-stroke engine; and the feeling that its Japanese makers had tailored the machine to fit us personally, made this Road Test a pleasure.

Two detachable plastic covers are fitted to the single, welded box section frame member. The offside one houses a resin processed air filter, and the nearside recess contains a tiny two ampere-hour, battery, comprehensive toolkit with first class owner's manual, and spare fuse and sparking plug. Under the most comfortable dualseat we have yet tried, a three-quarter gallon fuel tank, complete with leakproof filler, dipstick, and reserve supply, is fitted. Also tucked inside the frame is the Amal carburettor, adjustable through a removable rubber cover. The hydraulically damped bottom link front and swinging arm rear suspensions support a pair of 17-inch wheels, shod with 2.25 inch four-ply tyres. Five inch cast alloy drums, with rubber cushioned anchors, contain the powerful yet smooth brakes. Transmission is by totally enclosed chain, oilcan lubricated through a rubber cover. A 12 tooth engine sprocket gives a top gear ratio of 8.7 to 1, but 11 and 13 tooth sprockets are also available for hard pulling and speed work respectively.

In the 'Day' position, a switch operates horn, ignition, brake, built-in trafficators and neutral indicator lamps. The 'Night' position adds to this the

head and tail lamps. Parking lights only make up a third point. The key, removable only in the 'Off' and 'Park' positions, also locks the steering head to prevent theft. A flywheel magneto, with generator, supplies ignition and lighting, and a selenium rectifier takes care of the battery charging.

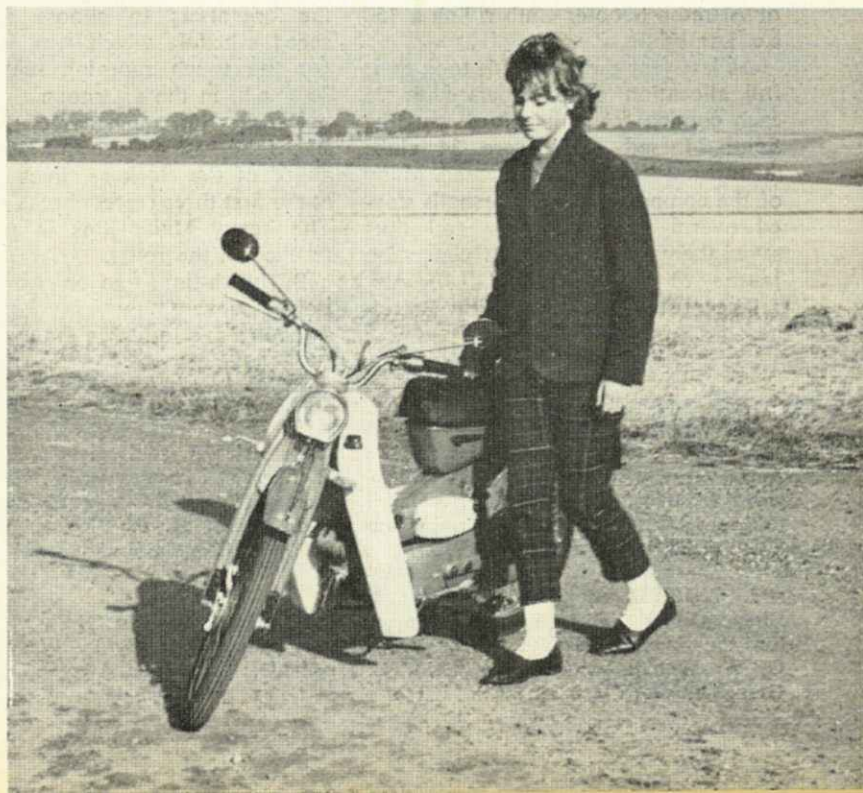
The inclined engine, with light alloy cylinder and head, has a bore and stroke of 41 mm. x 38 mm. With a 6.3 to 1 compression ratio, it develops 4 horse-power at 6,800 rpm. The fully automatic clutch, a wet multi-disc centrifugal type, needs no adjustment, and the engine can be kick-started in any gear, or, of course, neutral. A rocking pedal on the nearside operates the three-speed rotary gearchange as follows. Pressing the toe-pedal from neutral, each positive stop gives a higher gear until 'Top' is reached:

Then the next stop is neutral again. From top gear, changing down is accomplished by depressing the heel pedal; the order then being: Top, second, bottom and neutral. To prevent starting in the wrong gear, a green indicator lights up in the speedometer head when neutral is engaged.

Handling

The riding position is exceptionally comfortable and long journeys, even with a pillion passenger, can be taken on the *Suzy* without any feeling of strain. The steering is positive and wet roads make no difference to the confident feeling it imparts. But the main

Smooth running at very low speed is demonstrated by walking the bike round in circles in first gear. Stop, and the bike stops too. Afterwards this 14 year old girl mounted and rode the Suzy with no further instruction



attraction, which must surely appeal to newcomers and 'oldies' alike is the remarkable clutch and gear system.

Wheeling the bike on to the road, with ignition and fuel 'on', the handlebar lever is closed. The gear pedal is depressed stop by stop, either way, until the green light shows neutral. With twistgrip completely closed, two pushes on the starter from cold, or only one when warm, will invariably start the engine. We could find no one, not even children, who could fail to start it this way . . . at first attempt. Pressing the toe pedal down for 1st gear, the machine will only move off when the throttle is opened. There is no sense of dragging; in fact, it can still be wheeled backwards, or manoeuvred, whilst still in gear. Accelerating away, a change to 2nd, by simply pressing the toe pedal again, is best made at about 6 mph; and into 'Top' at about 16 mph. The *Suzy* soon reaches its maximum of 44 mph. To stop: Close the twistgrip and apply brakes. Then, to re-start, one further press

with the toe gives neutral; and another, 1st gear again.

Down hill, the clutch holds back safely on the over-run. In bottom gear, it is possible to hold the machine by the dualseat strap, when, with a light forward easing, it will circle slowly whilst the 'rider' walks gently round with it. Pausing in the walk will stop the bike; it's as easy as that. In the worst bit of maltreatment we could think of, and which we do *not* recommend, our 13 stone rider and his 7-stone passenger took off in *top* gear from a standing start . . . and drove smoothly away. The engine did not stall, nor did the transmission protest in any way. On a hill too steep to take off in 'Top', the *Suzy* remained standing with the engine ticking over in that gear, until a lower one was engaged. It still refused to stall. The chance of being left at traffic lights, with a stationary engine, is practically nil.

Helpful details

Among the smaller points, the built-in trafficators and rear-view mirrors are worthy of praise. The mudguards and legshields cope adequately with most weather conditions; the horn,

useful with such a quiet engine, gives a clear note; and every detail of the internally lit speedometer can be seen clearly in the dark. The brake operating levers, adjusters and cables are really hefty and the full effort of braking is very rarely needed. The centre stand, too, gives rigid support and doesn't clatter when not in use. Chrome and finish are first class.

On the debit side, we can only criticise the 80 mph. speedometer dial for having no 30 mph. mark, (only 20 and 40 etc. being given), and the smallness of the fuel reserve. After running only eight miles on the test model, the reserve supply stopped and we had to push to the filling station.

These are but scant criticisms on such a fine machine. For the lady rider, the man who likes a reliable and clean go-to-work machine, and for the lad who wants to pass his driving test at first try, here is a bike which should suit. From the shiny brake stop-light to the little plastic covers on the front fork grease nipples, the makers have really tried to be helpful.

And our biggest difficulty with *Suzy* it seems, is in getting our tester to return her . . . to the office!

SPECIFICATION :

Engine:

Two stroke single, alloy barrel and head. Bore and stroke 41 mm. by 38 mm., capacity 50 c.c. Compression ratio 6.3 to 1., output 4 horse power at 6,800 rpm. Carburettor *Amal* VM 15 SC with dry resin-processed filter.

Transmission:

Wet multi-disc automatic clutch. Three-speed constant mesh gears with left foot

rotary gear change. Gear countershaft running at one quarter engine speed. Top gear ratio 8.7 to 1. Oil bath gears; totally enclosed chain.

Frame:

Single welded box section main frame. Pressed steel rear mudguard, plastic front. Box section welded front forks with hydraulic dampers. Swinging arm suspension with hydraulic dampers. Dualseat, carrier, trafficators, rear view mirrors, and legshields fitted.

Wheels:

17-inch, chrome rims, alloy brake drums, 17 x 2.25 *Inoue* tyres, 5 inch full width brakes.

Electrics:

Battery 6v. 2AH with clear plastic case and vent pipe to atmosphere. 10 amp fuse; headlamp 15/15W. Tail, 5W; Brake 10W. Electric horn, illuminated speedometer. Flywheel magneto generator.

Weight:

123 lbs.

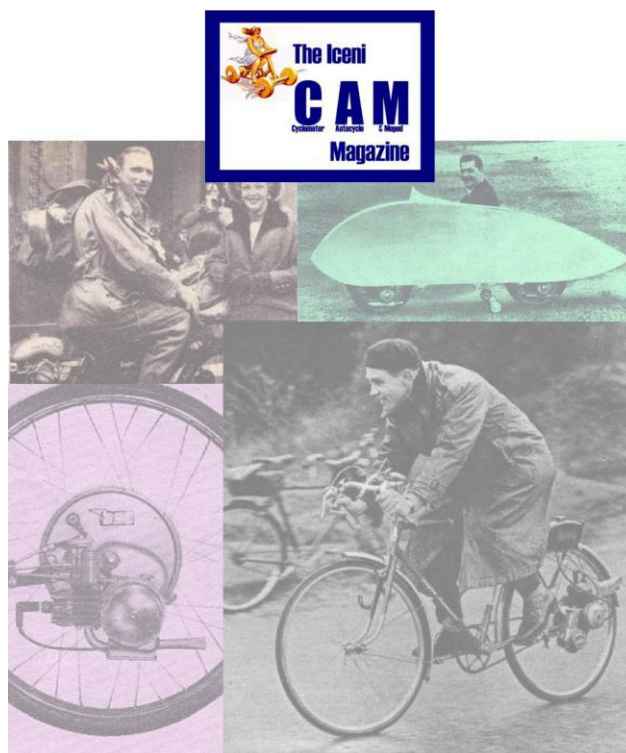
Dimensions:

Length: 69 inches. Width: 24 inches. Height: 36½ inches.

Price: £93. 9s. od. (including tax)



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