



The GS750 led the way for a series of four cylinder models

version was soon replaced by the 'E'-model with Full-Floater rear suspension and a full set of all the gadgets the Japanese industry was then keen on and has since forgotten about, like 16-inch front wheels and anti-dive forks. The air-cooled GSX was like the GS built in 540, 750 and 1100 cc versions with a variety of half, full and touring fairings, but the GSX that is best remembered is the Katana that first appeared in 1981. The power was provided by an 1000 or 1100 cc GSX motor, but wrapped around it was the most outrageous styling package to come out of Japan. Designed by Hans Muth of Target Design, the Katana looked like nothing seen before or since. At the time there was as much anti feeling as praise, but now it is rightly regarded as a classic, a true milestone in motorcycle design. The factory have even started making 250 and 400 cc fours for the home market with the same styling as the 1981 bike.

Just to remind us that they'd still been building two-strokes for the likes of Barry Sheene, in 1986 Suzuki

marketed a road-going version of their RG500 square-four racer which had put an end to the era of the four-stroke in 500 GPs when it appeared in 1974. In 1976 Suzuki not only won their first 500 title with Sheene, they sold RG500s over the counter and won every GP with them - with the exception of the Isle of Man TT which the works riders boycotted. Ten years on, the RG500 Gamma gave road riders the nearest experience they'd ever get

to riding a GP bike. The fearsome beast could top 140 mph and only weighed 340 lb - the other alleged GP replicas were pussy cats compared to the Gamma's man-eating tiger.

The RG only lasted a few years and is already firmly in the category of collector's item; its four-stroke equivalent, the GSX-R, is still with us and looks like being so for many years. You have to look back to 1985 and its launch to realise just what a revolutionary step the GSX-R750 was: quite simply it was the first race replica. Not a bike dressed up to look like a race bike, but a genuine racer with lights on, a bike that could be taken straight to the track and win.

The first GSX-R, the 750, had a completely new motor cooled by oil rather than water and an aluminium cradle frame. It was sparse, a little twitchy and very, very fast. This time Suzuki got the looks right, blue and white bodywork based on the factory's racing colours and endurance-racer lookalike twin headlights. And then came the 1100 - the big GSX-R got progressively more brutal as it chased the Yamaha EXUP for the heavyweight championship.

And alongside all these mould-breaking designs, Suzuki were also making the best looking custom bikes to come out of Japan, the Intruders; the first race replica trail bike, the DR350; the sharpest 250 Supersports, the RGV250; and a bargain-basement 600, the Bandit. The Bandit proved so popular they went on to build 1200 and 750 cc versions of it. I suppose that's predictable, a range of four-stroke fours just like the GS and GSXs. It's just like the company really, sometimes predictable, admittedly - but never boring.



Suzuki's GSX-R range represented their cutting edge sports bikes

Gsx 1100 Katana Manual

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