



One of my all time favourites, the big torquy 2-stroke GT500. Quite economical but vibrated badly at high revs. Bit like a big Bantam in that you could leave it for months , drag it out and away it would smoke. Went to a young lady who fell in love with it. Would like to try the T500 some time.

The GT380, very smooth but heavy and always felt sluggish. Did not keep it long, it suffered by comparison with the nimble X7 and the power of the GT500.



The GT250 X7 was a swap for one of my Bantams. Always fancied one and it went very well, the engine having been totally rebuilt by the previous owner. It had suffered the inevitable broken crank at 12k. Fell out of love quite quickly and it moved on as I much preferred the bigger GT500.

The GT200X5 was a swap for an old computer! My first experience of this range. With hindsight it was a better bike than the X7 and I wish now that I had kept it. Suffered from charging problems which I never found time to fix, so I could never use it at night. Bought by a young friend who took it to the Scillie isles where it probably still remains



Nice little power unit which, though fairly gutless for my 14 stone frame, would buzz along flat out all day without apparent stress. Originally bought as a stop gap for youngest son in case his car broke down. Cycle part quality was poor and it was difficult to keep it looking nice but a useful tool. Also suffered from a common Suzuki complaint of rotting fuel tank.

New acquisition in Nov 2002, the Suzuki VX800. A watercooled 45° V twin with shaft drive. Saw one ages ago and always liked the looks but you rarely see them advertised. This one came up in Bristol so I could not resist buying it. Lots of torquey power and great for long distance work. Not so good around town where its weight and slow steering make it a bit of a handful. Not many miles done yet, the roads are still too salty after the snow and ice of early January. Fairing is not standard but well matched



This is Suzuki FR50 is a fairly unusual bike (in the UK anyway). Looks very similar to the Honda Cub but with a rotary valve 2-stroke engine. Given to me by a friend as a non-runner it now goes; but I am not sure what to do with it !



Bought this 1978 GS55E in October 2010. Completely original and very little rust for such an old bike. Only the silencers are suspect, everything else is in very good condition for a 32 year old bike. According to the paperwork, it was imported in 1993, I suspect from a dry climate and has not seen much winter use in the UK.. Bought it as winter hack for my son to share but now having second thoughts as its probably too good to be used in that way.

