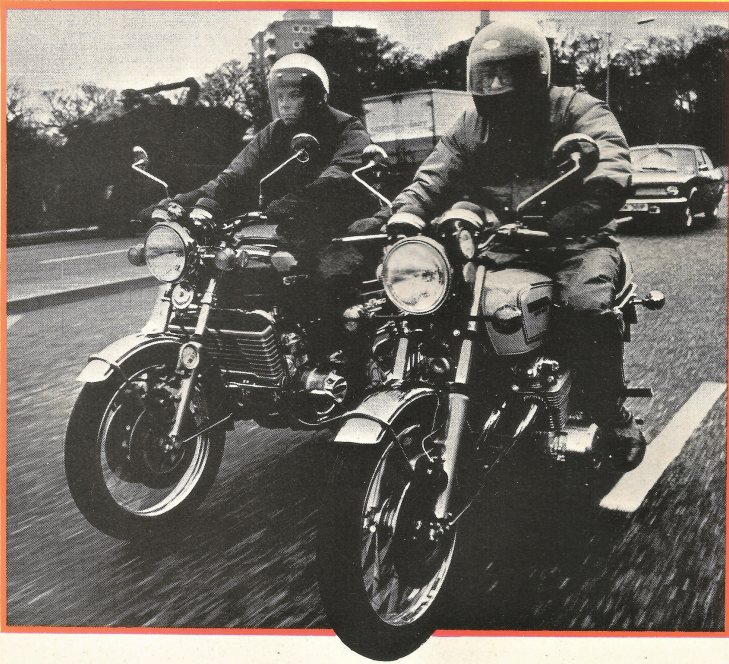


# Metamorphosis of the Multis

Suzuki GT 750A v Honda CB750F

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WHAT ROAD TEST could be more suitable for Bike's Spring Special, than two machines that have brought good times to more bikers than just about any others in recent years. Especially as Honda's and Suzuki's 750s are contenders for the top selling spot in the big capacity market, and both have undergone facelifts since the last time we sampled them.

Honda's CB750 undeniably holds a very special position as the bike that spear headed an exciting revolution in motorcycling. Launched in 1969, it was a masterpiece in its time. It offered smoothness and

appeal that had previously been unheard of, and performance to equal, if not better, the twins that had made the running until then. The Honda four also helped to create a whole new market by giving a fresh clean-cut glamour to biking's image. Suzuki's 750 triple may not have been such an epoch making machine, but it did add a new level of sophistication with its water cooled two-stroke motor, and it put big-inch motorcycling within the reach of a lot more bikers as the cheapest of the new generation 750s on the market. But the amazing pace of

development in motorcycles soon made multis common place, and both the Honda and Suzuki began to look somewhat staid against the fast swelling ranks of exotic opposition. Thus, in an effort to maintain their grip on the 750 market, both factories have revamped their bikes. The Honda came back in more glamorous guise as the CB750 F Super Sport, and the Suzuki GT750 has gained the suffix A to its name, plus more engine power. As a Giant Test it looked like being a close run thing, but the conclusion held some surprises...