



**SUZUKI'S** T500 "TITAN," largest of the twin-cylinder two-strokes in general production, aroused the interest of the motorcycling press several years ago. Critics of the design argued that because of cooling problems, it wasn't feasible to put two large cylinders so close together. Spacing the cylinders farther apart would add to the width of the engine, thus spoiling the lines of the machine, besides adding to the bulk of the engine/transmission package.

But with a sound basic design and Japanese technology, the T500 soon became a machine to be reckoned with in all categories. As a touring bike it is comfortable, reliable, economical, and it comes within a hairsbreadth of being a true Superbike in terms of performance. The last T500 we tested turned in a standing quarter-mile of 14.31 sec. with a terminal speed of 91.06 mph. Once again Suzuki has introduced a paradox: the GT750. Big, heavy, comfortable, economical and extremely smooth, the GT750 is capable of high 13-sec. standing start quarter- miles, effortless high speed cruising, hairline steering and tremendous braking. It's a Superbike in every sense of the word.

## SUZUKI GT750

A Posh Tourer With Water Cooling And Authoritative Performance.

**CYCLE WORLD**  
ROAD TEST

The most interesting feature of the GT750 is the engine, and more particularly the method used to cool it. Water cooling for two-strokes is not new: the British Scott, which went out of general production just before WW II, was the last large-capacity machine to use it. More recently, the horizontally opposed Velocette "LE" 200-cc Twin employed water cooling, but it too is defunct. Several advantages accrue to water cooling a two-stroke, where heat is an inherent problem because a two-stroke fires twice as often as a four-stroke. Water cooling more efficiently disperses this heat, which can cause piston and cylinder distortion, with a consequent reduction of obtainable power. If clearances between moving parts must be made large enough to avoid excessive friction and possible seizures, this also leads to loss of power from blow-by past the piston rings, and contributes to the mechanical noise of the engine. A properly designed water cooling system can reduce these problems.

Among the negative aspects of water cooling is the need for a radiator, thermostat, water pump (which can sometimes be dispensed with if a thermo-syphon system is used), and a cooling fan, items which Suzuki has managed to skilfully blend into a most attractive package. With the exception of the radiator, the motorcycle is as cleanly styled and aesthetically pleasing as any model in Suzuki's line up. Moderately valanced chrome plated fenders blend well with the wide dual seat, large instrument cluster and large, slightly bulbous gas tank. Even the radiator, which is protected by a chrome-plated safety bar, finally takes its niche in the design, although it looks somewhat out of place at first.

A transversely mounted two-stroke Three is a design made popular by

