

REVIEW - SUZUKI GSX-R750

REVIEW BY WILLIAM MORRIS

This review is possible thanks to Gary from Grant Umpleby Suzuki. What a terrific bike for our first review with Umpleby Suzuki, may there be many more!

FIRST IMPRESSION

This bike is hot, no doubt in my mind – this is one of the most visually appealing superbikes available! Fairing design is aggressive and racy, and the mass centralised exhaust system leaves the tail end suspended high and uncluttered off the back tyre. Get it off the side-stand and you can be forgiven for having a quick look at the decals to make sure you're not on a 600.

Amazingly, this bike weighs in at a mere 163kg, just 2 kilos more than the GSX-R 600!



CONTROLS AND GADGETS

The trick white-faced tachometer has a small screen on the right-hand side to indicate gear selection; a feature I feel all new bikes should possess. The speedo is digital, well positioned, and easily read in one hasty glance. This is definitely my favourite instrument cluster of any Jap superbike I've tested to date, due to both aesthetics and usability.

PERFORMANCE

An easy to remove number-plate holder gives a clue as to this bike's purpose, but swing your leg up-n-over and it becomes painfully obvious; there are no pretensions here, the high pegs and low handlebars force you into a full-crouch position which in turn sends three short messages to your brain...race, race, RACE! And crapes, did it go! A fair amount of shifting takes place for this bike to perform at its best, but find that perfect gear and out of corner acceleration becomes phenomenal! A computer precisely regulates the fuel injection requested from throttle input, delivering a smooth power response throughout the rev range. The standard exhaust sounds fantastic, and what an electrifying wail at high rpm's! The gearbox is smooth and never missed, each change acknowledged with a quietly confident "thunk", very nice indeed!

SUSPENSION & HANDLING

The steering damper is fairly hidden from view, but its effects are obvious: the front-end was utterly composed at all times; I never once felt a hint of a head-shake. This wasn't a case of gunning halfway through the corner, hitting some rough ground and thinking, "Oh Crumbs! What's the front end gonna do now?!" No, the question never entered my mind; I gave it a couple corners to prove itself and from then on it was immediate and complete confidence. Rider feedback was a high-on-perfect marriage of control and excitement. Place it somewhere between the super-sensitive Ninja and the self-confident Blade. No complaints about the brakes: stoppies are a breeze with this much braking power and a super light tail-end. Being blessed with a slipper clutch made gearing down for corners a low risk and exact affair. Low seating position settles one into (as opposed to on top of) the bike which adds to rider confidence due to a feel of oneness of man and machine.

OVERALL RATING

Not a commuter or "good-all-rounder." This bike was designed for one thing only: riding hard and fast. And at that it is VERY good. Your friends will be envious, policemen and cars will hate you, and your wrists will hurt, want one? I do!

PRICE

At an unbelievable R86,000.00 Suzuki have placed the GSX-R 750 squarely into the 600cc price bracket, and given you an extra 15kw to boot!



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