

## A Second Encounter with the New Suzuki Swift

by Ian Lynas

Swift has been a huge success for Suzuki and there is no reason to believe that the latest model will be no different, a small car that not only has lots of appeal for the younger driver but also for the more mature.



Autonorthonline.com first reported from the international launch and for a second look at the new Swift the chosen location was the Peak District, a part of England with roads not too far removed from those in Northern Ireland.

Looking back and the Suzuki Swift was introduced in 1985, then named as the SA-310, but from 1986 it was given the name Swift. Powered by a modest light weight 993cc straight-engine giving with 50bhp, it could reach 62mph in 14.9 seconds and the suspension came from the Alto. Initially there were two versions GA and GL.

The GL was the upscale version. Later a GTi version added fuel injection and performance was improved to 100bhp.

The Swift is truly international, it has been known as the Pontiac Firefly(Canada), Chevrolet Sprint (USA/Canada), Geo Metro (USA/Canada) and Maruti Esteem (India).

In Japan, the JDM version of the Swift is known as the Cultus. In South America, except in Chile, it is sold as the Chevrolet Swift.

It has evolved as one of the most impressive small cars currently available, a popular choice for all ages, so we at autonorthonline.com thought it was worthy of a second visit.

First impressions were gathered in the glamorous location of Monte Carlo, this time round much nearer home.

One of the main competitors for Swift is the Mini and in this class in terms of proportions the Suzuki and Mini are very close.

In fact the new Swift is slightly smaller than the outgoing model but very clever packaging has resulted in more cabin space and much awaited boot space. If there was a weak spot with the outgoing model it was down to inadequate boot space. Cosmetically the newcomer looks so much smarter and in particular if you choose the option of a contrasting roof colour.





Range choice is three fold- SZ3, SZ-T and SZ5 and the price range when the newcomer goes on sale in June is £10,999-£15,499.

The Peak District exercise allowed me to try both engines an enthusiastic one litre three cylinder Boosterjet unit which is the star of the show, brisk performance mates with the 53mpg which I achieved

over the test route.

engine not just as lively I must add that the Boosterjet engine is available with the company's SHVS mild hybrid system and which is unique in this class, a 4WD system, in Suzuki terms, ALLGRIP Auto 4WD System.

So right away you can see that Suzuki covers all avenues with their new car.

Early forecasts are of strong residuals which will not doubt lead to attractive PCP deals.

According to a Suzuki spokesperson the mid range model will take the giant share of sales and its is worth noting that all versions deliver a good standard of equipment, even the entry level SZ3.

Looking at the wider picture, Suzuki is now number nine in the world car brand ranking and India remains a huge market for Suzuki, wait for it, there are three thousand dealerships in India with 1.3 million cars bearing the Suzuki badge sold each year, the addition of a new factory will see that rise to a staggering 1.7 million sales. In fact Suzuki accounts for around fifty percent of new car sales in India.



driven May 2017