



**Suzuki SJ40**

**1979 SUZUKI SJ40**

**Engine:** in-line four-cylinder, overhead-cam  
**Bore x stroke:** 65.5 mm x 72 mm  
**Capacity:** 970 cc  
**Maximum power:** 52 bhp  
**Transmission:** four-speed manual with high/low transfer box, four-wheel drive  
**Chassis:** ladder frame  
**Suspension:** non-independent with rigid axles and semi-elliptic leaf springs  
**Brakes:** drum  
**Bodywork:** two-door jeep  
**Maximum speed (approx):** 60 mph (97 kph)

**1985 SUZUKI CULTUS TURBO**

**Engine:** transverse three-cylinder, turbocharged  
**Bore x stroke:** 74 mm x 77 mm  
**Capacity:** 993 cc  
**Maximum power:** 80 bhp  
**Transmission:** five-speed, front-wheel drive  
**Chassis:** integral  
**Suspension:** front independent with MacPherson struts, rear rigid axle with semi-elliptic leaf springs  
**Brakes:** servo-assisted discs/drums all round  
**Bodywork:** two-door hatchback  
**Maximum speed (approx):** 99 mph (159 kph)

At the 1985 Tokyo Show, Suzuki revealed two midget sports cars, the Targa-roofed R/P2 powered by a 100 bhp turbocharged 800 cc double-overhead-cam 12-valve three-cylinder engine and the 16-valve R/S1, which offered 130 bhp from its double-overhead-cam four-cylinder power unit. While claiming that this aerodynamic mid-engined open two-seater 'gave its rider the feeling of one-ness similar to a motorcycle', Suzuki denied that it planned to put either the R/S1 or the R/P2 into immediate production, but they were obvious signs of things to come.

**SWALLOW DORETTI**

**Walsall, England  
 1954-1955**

Built by the Swallow Coachbuilding Company (1935) Ltd, a descendant of Swallow Sidecars (parent of SS, and hence Jaguar, cars), this sports car used the engine and drive-train of the recently-announced Triumph TR2 in a tubular chassis strengthened by welded-on steel pressings carrying outriggers. On these were mounted two plates

which – apart from the door apertures – ran the entire length of the car and to which the outer panels of the elegant two-seat body were fitted.

The Swallow Doretti was designed specifically to meet the perceived demand for two-seat sports cars that existed in America and which had been so successfully tapped by the MG T-Series cars. Unfortunately, however, the Swallow Doretti failed to find the same degree of success, and was in production for only two years. Most Swallow Dorettis were open two-seaters, although one hardtop GT coupé was built.



**Suzuki Cultus**



Swallow Doretti

**1954 SWALLOW DORETTI**

**Engine:** in-line four-cylinder, overhead valve  
**Bore x stroke:** 83 mm x 92 mm  
**Capacity:** 1991 cc  
**Maximum power:** 90 bhp  
**Transmission:** four-speed plus overdrive  
**Chassis:** tubular with pressed steel reinforcements  
**Suspension:** front independent with coil and wishbone, rear semi-elliptic leaf springs and torque rods  
**Brakes:** hydraulic drums all round  
**Bodywork:** two-seat sports  
**Maximum speed [approx]:** 101 mph (163 kph)

**SWIFT**

Coventry, England  
 1900-1931

In 1869, the European Sewing Machine Company (makers of Swiftsure sewing machines) diversified into bicycles, building Britain's first 'boneshaker' velocipedes. To cover its new activity, the company changed its name to the Coventry Machinists' Company, and in 1870 built the very first high-wheeled 'ordinary' (or penny farthing) bicycle to the design of James Starley, 'father of the cycle industry'.

But although Swift Cycles became one of the leading names in the bicycle industry, the company did not go into the car business until 1902, when it produced an unlovely device powered by an MMC-built De Dion Bouton engine. With a distinctly novel transmission – dual pinions and two sets of teeth on the crown wheel, the ratios selected by dog-clutches – this 4.5 hp voiturette was started by inserting the starting handle into a hole on the (unsprung) rear axle.

In 1904 a Swift-designed

voiturette of more conventional design was announced, although it still had the 4.5 hp De Dion engine. Subsequently, three- and four-cylinder models were added to the range – some with proprietary engines by Simms and Aster – but the 1906 10 hp was significant in being the company's first model to have a Swift-designed engine. In addition, a 7 hp single was announced in 1909 and also marketed by Austin. The twin-cylinder 10 hp unit was followed by a four-cylinder 10/12 hp car, which appeared in 1912.

In 1913, Swift launched a vertical-twin cyclecar of 972 cc; at that time the range consisted of the 1327 cc 10 hp, the 1795 cc 12 hp, the 1945 cc 14 hp, the 2614 cc 15.9 hp and the 3054 cc 20 hp.

These were all swept away, save for the 12 hp, after the Great War, when the Swift company became embroiled in the ill-fated Harper Bean combine.

At the 1919 Motor Show, the 12 hp was joined by an updated version of the pre-war Ten, and a

new Twelve appeared in 1920. The Ten was modernised in 1923, gaining a detachable cylinder head and unit construction of engine and gearbox. The Twelve was subsequently modified in similar fashion. A new 17.9 hp 18/50 hp arrived in 1925, while the 10 hp and the 12/35 hp acquired four-wheel brakes in 1926. The following year, the 12 hp Swift was uprated to 14/40 hp, although its mechanical specification stayed the same.

A modern version of the Ten appeared in 1930, with a four-speed gearbox and 'ribbon'



radiator, but could not be produced in large enough numbers to compete with the similar offerings from Morris and Austin. For 1931, Swift offered the cheap 8 hp Cadet, 'the Aristocrat of the Small Car World', but it was overpriced in comparison with its rivals like the Austin Seven and Morris Minor.

**Swift 7 HP Cyclecar**

'The one thing that was necessary to complete Motor History' was launched by Swift at the 1912 Motor Cycle and Cyclecar Exhibition. It was to succeed the 7 hp single-cylinder

model that the company had also sold to Austin, who marketed it as the 'Seven', the first time that this famous designation had appeared.

The chassis of the new Swift 7 hp reflected the company's cycle-building experience, for it was tubular, carrying the crossmembers on lugs. It was simple to make but, unfortunately, was not very strong (one surviving Swift cyclecar has been fitted with a secondary chassis to stop the car from folding in the middle); in 1914 a more substantial pressed steel chassis was fitted.

The three-speed and reverse gearbox and bevel-drive back axle were a surprise on a cheap cyclecar – the breed usually got by with some kind of dog-and-chain transmission.

Another noteworthy feature of the chassis was its rack-and-pinion steering, which was one step up from the crude wire-and-bobbin steering fitted to so many cyclecars. The 7 hp was not reintroduced after the War – and Motor History seemed to manage quite well without it...

**1913 SWIFT 7 HP CYCLECAR**

**Engine:** vertical twin-cylinder, side-valve  
**Bore x stroke:** 75 mm x 110 mm  
**Capacity:** 972 cc  
**Maximum power:** 7 bhp  
**Transmission:** three-speed manual  
**Chassis:** tubular  
**Suspension:** non-independent with semi-elliptic leaf springs front and rear  
**Brakes:** rear-wheel drums  
**Bodywork:** two-seater sports  
**Maximum speed [approx]:** 35 mph (56 kph)



Swift 7 HP