

**Client:** Suzuki  
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**Page:** 41  
**Reach:** 60061  
**Size:** 249cm2  
**Value:** 634.95



Way of Life!

## SUZUKI SWIFT ★★★★★

*The last Swift amazed us, so the new one has its work cut out. No sweat, says Georg Kacher*

**PRICE** | £9,750 (est) **ENGINE** | 1198cc 16v four-cylinder, 93bhp @ 6000rpm, 87lb ft @ 4800rpm **TRANSMISSION** | Five-speed manual, front-wheel drive **PERFORMANCE** | 12.3sec 0-62mph, 103mph, 56.5mpg, 116g/km **WEIGHT** | 1045kg **ON SALE** | November

**COMPARE THIS CAR** with the previous Swift, pictured on page 44. Spotted the differences? What's the matter with you? The new car is clearly 90mm longer, has an extra 50mm in the wheelbase, and features ESP as standard. *Tsk.* Must try harder.

Is such a subtle reffluff going to be enough to last a full model cycle? 'We think so,' says Suzuki styling director Tetsuya Ozasa. 'You see, Swift and Jimmy are our two icons which must not undergo radical visual alterations.' And Suzuki's European president Minoru Amano agrees: 'With 4.2m units built so far, the Swift is our best-seller. It would be foolish to mess with this successful formula.' Sheesh, this isn't the 911 we're talking about. But you get a sense of how important this car is.

And the new Swift is a better car than the old. The body is stiffer and safer, the brand-new chassis feels more agile with no ride penalty, the engines are cleaner (the petrol unit drops from 140g/km to 116), and the recalibrated steering is quicker and more accurate. Shame about the carryover four-speed auto 'box and the asthmatic 1.2 VVT engine (replacing the old 1.3), which needs 4800rpm to muster 87lb ft of torque. It's the only engine available at launch in the UK this autumn, but a 1.3 diesel engine follows early next year.

Despite its name the Swift isn't a quick car, but the steering certainly *is* quick, and body control has been improved without any fall-off in grip or traction. The car strikes a better balance between instant feedback and progressive compliance. The old car was fun to drive; this one's better again. Ergonomically the Swift actually eclipses even the new Audi A1, and the seats are superb. Build quality and refinement are also pretty impressive for a car that should start at sub-£10k. It will be a hit.



Seriously impressive at these prices



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