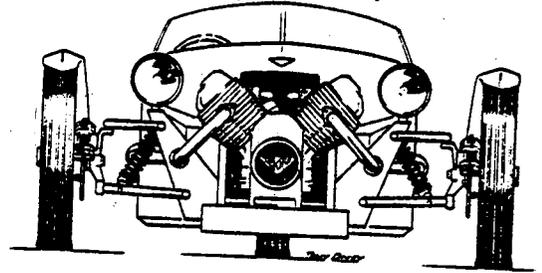




TRIKING
 MARLINGFORD, NORWICH, NORFOLK,
 NR9 5HU, ENGLAND.
 Telephone Norwich (0603) 880641

B 10/18/85 rdy



V.A.T. Registration No: 324 4284 72

ORIGINAL

Attention VIN Coordinator,
 National Highway Traffic Safety Administration,
 400 Seventh Street S.W.
 WASHINGTON,
 DC 20590,
 U.S.A.

28th October, 1985

2 P. with 2 pamphlets

01-22-N11B-2102

Dear Sir,

Reference: VIN for TRIKING MOTORCYCLES

I herewith submit the attached sheet showing the composition of the V.I.No. for the above motorcycles.

The W.M.I. Code and Manufacturers Code are those allocated by D. Steadman, WMI Coordinator of B.S.I. and registered by him with the International Registration Authority.

I trust the complete V.I.No. is satisfactory.

Yours sincerely,

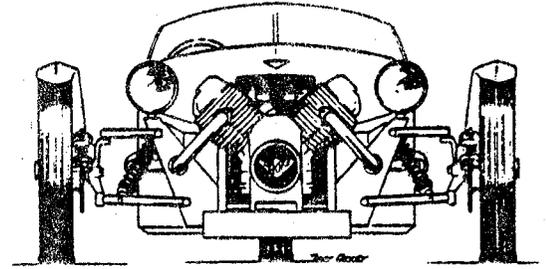
ANTONY R. DIVEY

Enc. Sales Leaflets.

Copies to:-
 Herb Stuart,
 Triking of Marlingford,
 1545 Beach St.,
 San Francisco,
 CA 94123. U.S.A.

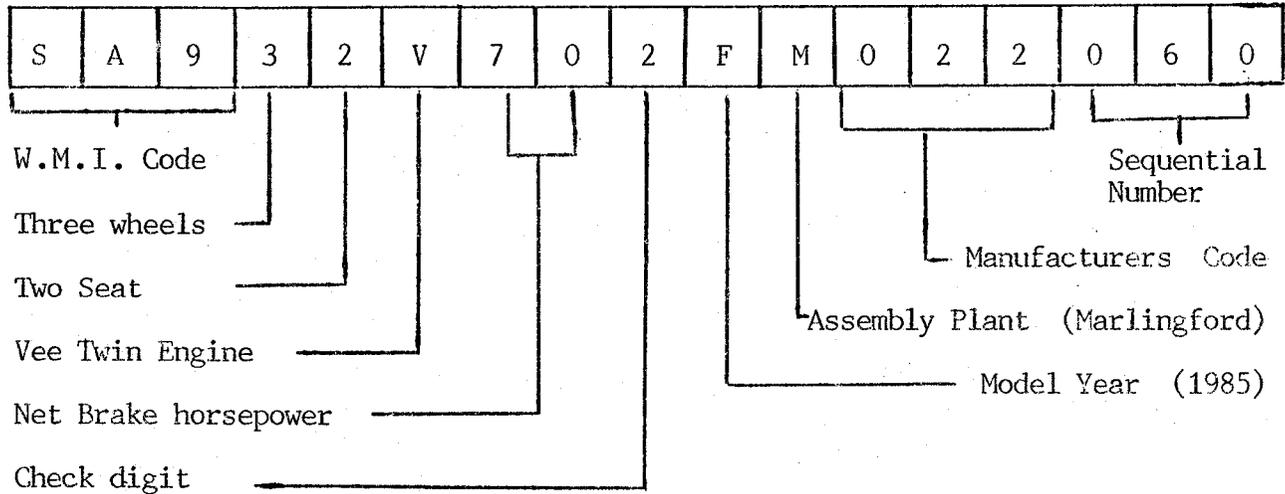


TRIKING
 MARLINGFORD, NORWICH, NORFOLK,
 NR9 5HU, ENGLAND.
 Telephone Norwich (0603) 880641



V.A.T. Registration No: 324 4284 72

COMPOSITION OF VEHICLE IDENTIFICATION NO.



CALCULATION OF CHECK DIGIT VALUE FOR ABOVE EXAMPLE

VIN number	S	A	9	3	2	V	7	0	2	F	M	0	2	2	0	6	0
VALUE	2	1	9	3	2	5	7	0		6	4	0	2	2	0	6	0
Weighting Factor	8	7	6	5	4	3	2	10		9	8	7	6	5	4	3	2
Product	16	7	54	15	8	15	14	0		54	32	0	12	10	0	18	0

PRODUCT TOTAL 255

$$255 \div 11 = 23 \frac{2}{11}$$

∴ Check Digit = 2

By air mail
Par avion

Rm 21

42

Attention V.I.N. Coordinator,
National Highway Traffic Safety Administration,
400 Seventh Street S.W.
WASHINGTON
DC 20590,
U.S.A.

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*(May be opened
officially)* *(Peut être ouvert
d'office)*

Detach this part if the packet is accompanied
by a Customs declaration. **Otherwise it
must be completed.**
See instructions on the back

Detailed Description of Contents
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insert 'x' if the contents are:
(Faire 'x' s'il s'agit)
a gift *(d'un cadeau)*
a sample of merchandise
(d'un échantillon de marchandises)

Value *(Valeur)*
(Specify the currency) Net Weight
(Poids-net)

legally be registered in Switzerland: there the Post Bus takes priority over just about everything else on the road and one must be able to reverse out of its way on mountain passes — and as we found while taking photographs of the car in a narrow country lane, getting out and pushing is hardly the most convenient way of going backwards.

On first acquaintance the Triking seems beautifully put together and finished, an impression quickly confirmed by driving and using the car.

Given its high price (nearly £8000 for a complete, ready to drive car) most will be bought as an indulgence by those to whom that kind of money is of no great consequence, but one certainly gets what one pays for. Our test car was beautifully finished inside and out; everything worked as it should do and apart from the lack of a hood we would say that the Triking is no less practical than a Caterham Seven.

Equally apparent is the car's tiny size. Like the Midas tested elsewhere in this issue the Triking can be hustled through gaps in the traffic with almost as much ease as a motor cycle, and one can see every corner of the car. Getting in and out is something of an acquired technique requiring one to support one's weight on the rear and side of the cockpit and slide one's straightened legs in under the steering wheel.

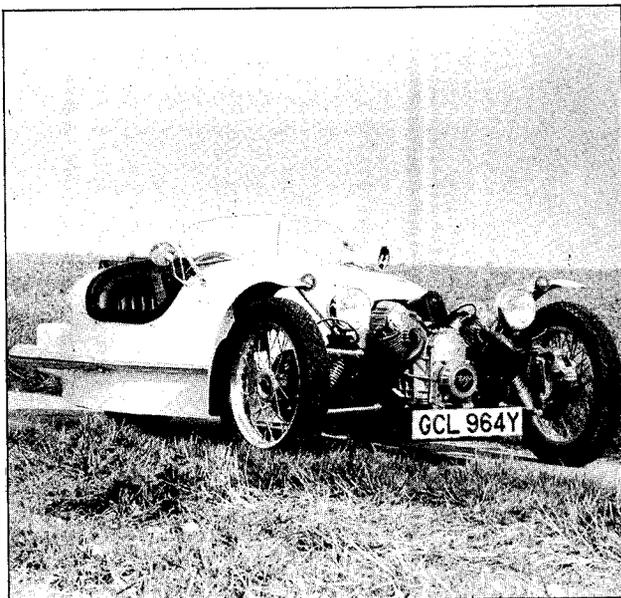
Ergonomic ingenuity

Once behind the wheel, however, there is a surprising amount of legroom available and the seat is comfortable. Naturally the footwells are rather narrow and this means that the pedals were too close together for our liking, but one can't have everything. The seats, too, are necessarily narrow and although we had no problems we would imagine that anyone of substantially larger proportions might find the car a tight fit.

Comprehensive instrumentation is provided in a neatly laid out and nicely finished dashboard. The test car was equipped with Veglia gauges and despite the minimal space available, nearly all were easy to read through the steering wheel. In truth the fuel gauge and battery condition indicator were hard to see and the neutral warning light (a surprisingly important item thanks to the use of a motor cycle gearbox) was tucked under the roll top of the fascia.

The choke control, too, is masked by the steering wheel and the side of the cockpit, but this is the sort of thing one can tolerate thanks to the car's virtues. Rather more irritating is the struggle to reach the ignition switch halfway down the column and right under the dashboard. Switches are grouped neatly in the centre of the dash, and in front of the passenger is a usefully large and lockable glove compartment.

The gear lever and handbrake are both located on the central tunnel, although the latter is again something of a stretch to reach and difficult to apply. The gear lever initially feels very strange, because it has no sideways movement — only longitudinal — but one soon gets used to it, especially if one has ridden a motor cycle. Unlike the usual 'one down and



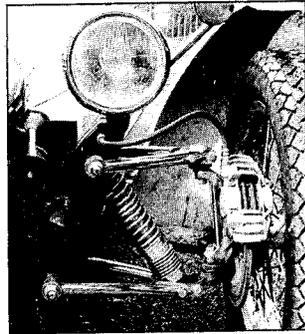
The Triking's Moto-Guzzi vee-twin engine sits at the front in the air stream and drives through a five-speed gearbox, also taken from the Guzzi motor cycle



The cockpit of the Triking, in spite of being so open, is quite plushly trimmed, with a smart wood-veneered dashboard

four up' arrangement of a motor cycle gearchange, however, the Triking's lever is simply pulled backwards to change up and pushed forwards to change down; the positive-stop system ensures that the gears are selected in their 1-2-3-4-5 sequence although it also means that ratios cannot be avoided on down changes. If you are in fourth on the approach to a tight bend that needs second for a quick exit then you can't avoid third. The motor cycle origins of the Triking's running gear also mean that the clutch is as light as you will find anywhere (it was designed to be operated by hand), while the gearchange is just about unbreakable by even the most hamfisted driver (being designed to be foot operated).

The Triking driver will naturally have



The excellent finish of the double-wishbone front suspension and the Moto-Guzzi cast-iron brake disc

good visibility in all directions and, despite the minimal windscreen, he and his passenger can avoid the 'all-weather' sports car syndrome — ie getting all the weather straight in the face. By ducking down only slightly behind the screen one can get out of most of the wind, although one of our testers commented that if he was using a Triking on a daily basis he would always wear a full-face crash helmet. The test car wasn't equipped with a heater, but in view of the sort of clothing most Triking users will probably wear — or the sort of climate in which many will be used — this is no great hardship. Weather equipment consists of no more than a neatly made tonneau to keep the interior dry when the car is parked.

On the road the Triking is definitely a

car of sensations. The engine starts easily and soon settles down into a rhythmic tickover. Blip the throttle and the unit responds very quickly, the whole car lurching slightly with the torque and the two exhausts producing a most satisfactory burble. Pulling away shows up the car's motor cycle origins: Guzzis have high gearing and although the Triking cannot weigh that much more than the bike one has to use plenty of revs to avoid stalling. Once on the move acceleration is good — very good in fact — as a standing quarter time of around 16 seconds proves. The only problem with using such performance is the limited-contact patch of the single rear tyre, with over-enthusiastic use of the throttle slewing the back of the car sharply to the left even on a dry road.

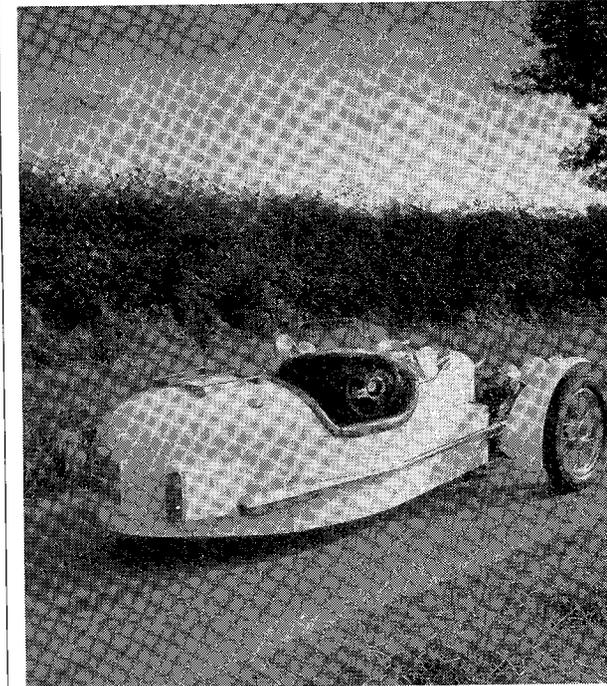
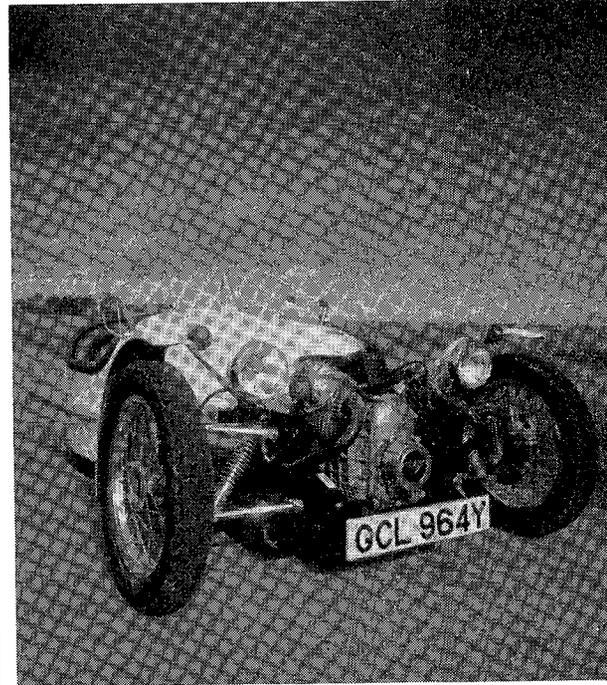
An elbow in the slipstream . . .

Certainly the car can be driven very quickly, but as we found during our test it is probably at its best at about 50 on a wide and nicely deserted Norfolk lane. There one can savour the not unpleasant clattering drifting back from the Guzzi's valve gear, the Porsche-style whirring from the transmission and the swishing of the tyres on the road. It also makes a change to be able to see the front suspension moving methodically up and down over bumps and to look over the cockpit side and see the road rushing by only a couple of feet away. Half an hour of that and one starts to enter properly into the spirit of the thing, unconsciously leaning into corners and on right-handers waving an elbow in the slipstream like some latter-day Nuvolari.

General road behaviour of the car was good, although we suspect that unfamiliarity made us drive a lot more slowly than necessary. Nevertheless, some interesting tail slides on patches of damp autumn leaves and awareness of the skinny motor cycle tyres at the sharp end were incentive enough to leave the dramatics to experts like Tony Divey. In fairness the brakes were well up to the job of stopping the Triking, but just as a motor cyclist looks for tell-tale patches of mud, water or leaves on the road and won't even think about brakes anywhere near a bend, so too will the prudent Triking driver.

We had no idea of what to expect from the Triking, but in the event we were pleasantly surprised. As an everyday vehicle it certainly has its limitations, but as a second, fun car it is amongst the best sports cars we have driven. It will transport two people and a very limited amount of luggage from A to B at great speed (only this year Tony Divey drove from Zurich to Rotterdam in 7 hours — in the snow!) and even if you do have to be something of a fresh air fiend it has to be more comfortable and ultimately safer than a motor cycle of similar capabilities. ■

The Moto-Guzzi engine is renowned in the world of motor cycling for its 'slogging' power delivery and gives the Triking a similar performance to the pre-war JAP-engined Morgans



Sports Car

MECHANICS



Triking: can three wheels match four?

Also: Fiat's Ferrari
 Mercedes Gold: full test in colour
 Next File: A-Z directory

Plus show-stoppers from
 Lotus and Panther



STRIKING

With its vee-twin Moto Guzzi engine laid bare to the wind, the Triking evokes memories of the earlier three-wheeled Morgans. We've been putting it to the test

Sports car enthusiasts can be a funny lot: it doesn't take much to prove that a stool or table is far more stable on an uneven surface with three legs rather than four, yet suggest that for a car three wheels are better than (or at least as good as) four and most will laugh in your face. Doubtless that is a reaction fostered by the sight of a badly driven Reliant three wheeler or Bond Bug lurching wildly on its single front wheel, but the fact is that a three-wheeled car can be made to corner extremely quickly, certainly if the single wheel is at the rear.

Anyone who has watched motor cycle combinations racing will know that most are anything but slow, and older readers may well remember the racing exploits of Owen Greenwood during the mid-sixties. Taking his cue from the old Morgan three wheelers, he built a wonderful device which, until outlawed by some hastily re-written regulations, trounced the opposition: it consisted of little more than a complete Mini front end (power unit and final drive, suspension, brakes and subframe) dragging along a platform (for the driver and obligatory passenger) and suitable rear suspension. To be fair, Greenwood's three-wheeler actually had four wheels, but because the two rear wheels had centres closer than 8 inches they counted as one for the purposes of sidecar racing, and the vehicle was at all intents and purposes a three wheeler.

Three wheel enthusiast

If this represented a near ideal layout then the old JAP-engined Morgans weren't that far behind: the tall and widely spaced front wheels had the power unit nestling between them keeping the centre of gravity as low as possible, and even if the drive had to be via the single rear wheel they were still fast, safe and surprisingly successful at trialling, hill-climbing and circuit racing. Tony Divey has long been a three wheeler devotee. He has owned several Morgans and was always impressed by their combination of performance, handling, individuality and everyday useability: the only problem is that now even the youngest genuine Morgan will be over 30 years old, with all the attendant problems of spares non-availability, unsophistication (certainly by modern standards) and the inevitably increasing value of such a machine. Hence the Triking, and the fact that even now in the midst of a seemingly never-ending recession Divey is busily turning out cars at the rate of two per month, although

his product's popularity is hardly surprising when one considers its advantages. Despite a high initial purchase price one pays only £36 per annum road tax (and in any case a well looked after car should hold its value better than most), it is economical to run and its 'superbike' running gear means that it can cover long distances quickly and safely and with far more weather protection than that offered by any motor cycle. Drawbacks there are of course if one takes as the Triking's rivals the average saloon or even sports kit car — no hood, minimal luggage capacity and no reverse gear — but to make that comparison would be to miss the point. The Triking is currently unique in the kit car market place; it's also great fun and, if one approaches it with the right attitude, surprisingly practical.

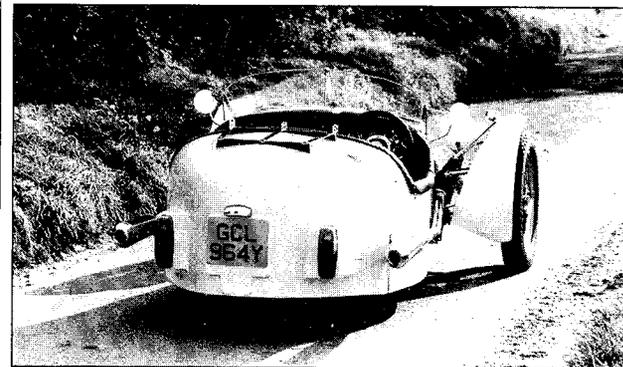
Basis of the Triking is a strong but light steel backbone chassis/body tub complete with attachment points for front and rear suspension and the power

poor wet weather braking performance that owners of disc-braked motor cycles tend to expect. Divey reports that it is better than most: we can't confirm or deny this as the weather was uncharacteristically dry during our test in October.

To cover the rear end a beautifully moulded GRP tail is bolted to the chassis, while at the front the car follows Morgan practice by displaying as much as possible of its undoubtedly impressive power unit: only the carburettors and electrics are concealed by the moulded GRP scuttle top and windscreen support. Body sides and footwells are panelled in steel (part of the main tub) with front cycle-type mudguards in GRP.

Ready to run or kit?

Apart from its unusual mechanical configuration the Triking is also one of the few cars available in the UK as a complete kit for home painting and finishing, and because all new parts are supplied it is also one of the few to be registered in this form with a current mark. Alternatively one can buy a kit containing everything but the Moto Guzzi parts: at £3775 plus VAT this could be a



The stubby rear end of the Triking evokes memories of the famous Morgan sports three wheelers of the thirties

unit. At the front a complete Moto Guzzi vee-twin engine and gearbox is fitted, driving the standard Guzzi rear wheel through an extended driveshaft.

Rear suspension is again standard Guzzi, while at the front fabricated unequal-length wishbones support specially made stub axles (Triking have stopped using TR6 units now that Lotus own the rights to the design) and a braking system made up from Lockheed competition motor cycle components. The car also uses specially made front wheels (hardened in Harlow and machined locally) and although this looks as if it should add up to the sort of

good buy for someone with a crashed motor cycle and would probably be registered with a 'Q' plate.

As one might expect, demand for the car from abroad is fairly strong, with most exports going to the USA. In fact so taken with the car was one gentleman from San Francisco that he now owns two and even took the trouble to fly over to England for the first Triking owners' rally which was held recently. There are quite a few cars in Europe too and Divey is currently putting it through the tough German TÜV tests, apparently with no great drama, although it seems that it will need a reverse gear before it can

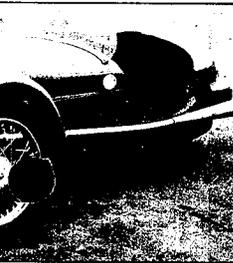
Three Wheeler mit Guzzi-Motor

Drei Räder braucht der Mann

Flach und flink — die Three Wheeler aus der englischen Morgan-Schmiede errangen einen legendären Ruf. Heute werden auf der Insel wieder Dreiräder gebaut: mit Motorradtriebwerken von Moto Guzzi. ▶

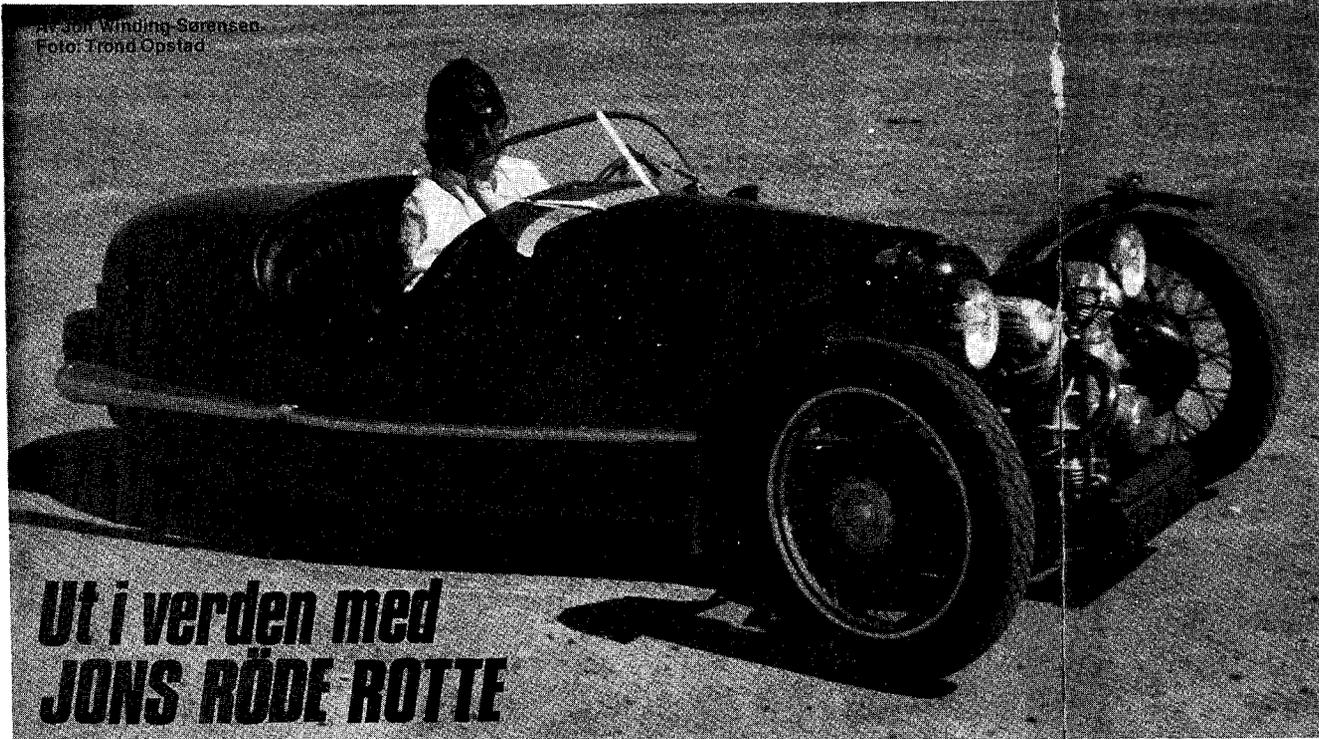
Text: Ernst Leverkus
Fotos: Inge Rogge





cyclecar Morgan originale, Triking di Tony Divey. Car Morgan erano esemplare della nostra foto. La Morgan esiste anteguerra.

nte in acciaio e parte in nura tubolare. Nel vano ta motrice, realizzata con del serbatoio con la pompa



di Jon Winding Sørensen. Foto: Trond Opstad

Ut i verden med JONS RØDE ROTTE

Original er en mild beskrivelse av den livsstil Jon Winding-Sørensen — Den Gamle Redaktør, som han ynder å kalle seg — omgir seg med. Han er for eksempel den eneste vi kjenner som stiller i stor middag med cordbukser, rutete skjorte, strikkejakke og rødt skjerf i halsen. Noe som har plaget ham lenge, er mangelen på et akseptabelt transportmiddel. Citroën 2CV var i alle fall for borgerlig konvensjonell. Nå har han endelig funnet en løsning, en engelskbygget Triking med Moto Guzzi-mekanikk.

Det var jo ikke bare fordi «Den Røde Rotta» sto i ferd med å forsvinne fra landet, at Den Gamle Redaktør plutselig bestemte seg for å forandre sine transportvaner, selv om det jo alltid er hyggelig å kunne skjule seg bak filantropiske motiver. Det var jo simpelthen fordi det forekom ham å være den optimale landeveistransportmulighet når man også er ute etter fres og moro. Så jeg handlet før noen dum svenske overtok den.

Morten Mager, motorsykkelimportør og fryktet sidevognfanatiker, skaffet seg en Triking fra England, Chassisnummer Prototyp nr. 3, årgang 1979, og jeg kan forsikre at etter proto-serien er det ikke bygget mange. Byggesett var det, en trehjuling bygget over

samme lest som førkrigs Morgan, med et chassis av lastebilrammedimensjoner bygget av ex-Lotus folk, med forstilling fra Lotus og med et illrødt plastkarosseri som ikke kan være montert mer komplisert. Første gang vi måtte ha av fronten, første pinsedag, for å fikse wiren til clutch-armen (og prøv og finn en låsskrue fra en VW gasswire på en slik dag!) brukte vi to timer bare på å få av alle umbraco-skrueene. Forøvrig gikk det ganske utmerket å kjøre clutchløst. Vi måtte bare passe på at alle trafikkorker ble tatt igjen i nedoverbakke.

Moto Guzzi-mekanikk

Men altså: For å beholde Morgan-preget måtte det en

V2 motor til, og noe så simpelt som japansk motorsykelmekanikk kan ikke godtas av vintage-entusiaster. Så hva annet kunne komme på tale enn et solid Moto Guzzi-jern, med sidevognsutveksling i gearkassen slik at det drar til og med i femte gear.

Så lenge det går da. I skrivende stund er vi oppe i vår tredje kardangaksel.

Alt bakover til gearkassen er standard Guzzi, og der hvor svingarmen begynner, rett bak albuen, er det også italiensk mekanikk. Førsteklasses. Men diverse improviserte universalledt, lagre og akstler som ser ut som de tilhører kraftuttaket på skurtreskere, skaper — om ikke problemer — så i hvert fall fanatikerbilpreget. For der hører det jo til at man må skru. Ny rekord: Aksel og universalledt ut på 12 minutter midt i en Gøteborggate etter Stones-konserten. Inn derimot er jo et helt annet problem.

Oddvar Folkestad spør stadig hvor det er blitt av smilet i trafikken. Jeg håper han vil sitte på en dag, så skal han få se. Det finnes overalt. Enting er at

fører og passasjer blir glad av å kjøre i denne farkosten. Noe helt annet er at den åpenbart sprer glede. Så mange hilsende og smilende mennesker har jeg aldri sett, selv midt i stressede morgenkøer.

Luker åpner seg som ved et trylleslag, vi blir vinket ut av umulige trafikkorker og i køer er det alltid en eller annen som ser ned på oss fra sin enormt høye personbil og lurer på hvorfor den bare har tre hjul. Svaret er som regel at «hva i all verden skal man med fire» og ordet fire er da lagt slik at det dukker opp samtidig med en luke eller grønt lys, slik at Rotta kan vise en rivaks som bare etterlater firehjulstørreren måpende. Det er da drivakselen går.

300 kg: 80 HK

Men det er klart det flytter seg. Åtti italienske hester og 300 kg egenvekt er ingen snau kombinasjon. Særlig når de er parret med kjøreegenskaper som er helt utrolige. Parallellrompophengningen foran sørger for at alt biter seg fast, bakhjulet henger bare efter og sørger for å overføre krefter

når det trengs. Ellers er dets eneste jobb tilsynelatende å holde Rotta vannrett. Uansett hvordan vi stiller den støtdemperen eller regulerer trykket på det hjulet, forandres ikke kjøreegenskapene. Med verdens laveste tyngdepunkt, godt under hjulsentrene, er det klart at dette er noe av det mest stabile som finnes, og med så meget av vekten så langt foran er det en trygg understyring som preger oppførselen.

Noe jeg vil bli meget glad for når den uunngåelige bakhjuls-punkteringen en gang dukker opp.

En sittestilling som gjør det umulig å se inn i en Fiesta, sammen med en halv omdreining på rattet gir selvfølgelig et virkelig go-kart preg, og asfalten så nær at vi har begynt å slipe neglene i stedet for å klippe dem, sammen med en ivrig arbeidende forhjulsopphengning rett i synet, gir racerbilassosjioner.

Moderne mikk

At bilen har 11 tommers skivebremser, selvstarter, nød-blink, vindusviskere og meget

annet moderne mikk, er det få av tilskuerne som får tid til å legge merke til, de efterlates som regel måpende over at noe så gammalt og rart kan gå så fort. Dersom de får tid til å telle bakhjulet, får de sjokk nummer to.

For egentlig er det jo ingen som tror på Rotta i det hele tatt. Mysteriene dreier seg fra noe så fundamentalt som hva i all verden dette er, til assen i all verden har'u fått den registrert? Noen, særlig han som står i mørk uniform med stekepannen sin klar, tror forøvrig slett ikke at den er registrert. «Veit du ikke at motorsyklar ikke behøver haske! forran?» «Få se vognkortet en gang till!»

I klartekst: dette er det mest tilfredsstillende kjøretøy Den Gamle Redaktør noensinne har hatt. Riktignok setter den krav til en velpolstret bak, på den annen side kan man jo si at det blir spesielt godt når man holder opp. Og naturkreftene gir et ubønnhørlig inntrykk av hva de egentlig er. For noen værbeskyttelse finnes ikke. Frontruta er jo også enis. Og å fylle opp tankene helt i en time på grunn av en kompensasjonsslange mellom de to tankene som har en diameter på størrelse med gjennomsnittet av kanylene på Kalvøya festivalen.

Fot med følelse

Clutchen setter enorme krav til følelse i foten, og pedalplasseringen gjør at man må snøre føttene omtrent som en japansk jentunge som skal vokse opp til å bli en favoritt-gaisha av den gamle skolen. Plassen i bilen er to nummer for liten for alle, og bagasjeplassen er liten og alt for utsatt for batterisyre med tilhørende interessante fenomener i det elektriske anlegget. Hele bilen er konstruert så genialt at den burde få gullmedalje for førsteklasses innsats i retning av å demonstrere typisk britisk utligjengeligheit.

Hvis du synes alt dette høres vanvittig morsomt ut, så har du fullstendig rett. For når det går, så går det så aldeles utrolig. Lukten av oljelekkasje og prestekrager blandet med 120 km/t 10 cm fra veibanen og et jevnt snekkeaktig put-put fra venstre lydtemper gir en stemning som jeg tror intet annet transportmiddel kan gi, uansett om man befinner seg til sjøs, i luften eller på landjorden.

Når jeg slår av motoren har jeg krampe i kjeften av å smile. ■

Triking tre ruote di felicità

di Mario Colombo

Così è stato battezzato il tre ruote del tecnico inglese Tony Divey che ha voluto riproporre in chiave moderna un tipico e divertente veicolo inglese dell'anteguerra. Costruito in piccola serie e provvisto del motore Guzzi 1000, il Triking costa 2600 sterline.

In Inghilterra i veicoli a tre ruote, sia nella classica veste del sidecar che in quella del cyclecar, godono ancora parecchi favori, grazie a diverse facilitazioni fiscali ed assicurative delle quali possono godere, ed anche perché in Gran Bretagna la patente per auto a quattro ruote è una cosa molto seria e difficile da ottenere.

Unite a ciò l'innata passione inglese per le cose del tempo andato, ed ecco che ad un geniale tecnico, Tony Divey, disegnatore della Lotus, è balenata l'idea di costruire una replica del Morgan, il più famoso cyclecar degli anni venti, caratterizzato dal motore a V posto sul davanti e raffreddato, a seconda dei modelli, ad aria oppure ad acqua.

Per questa sua realizzazione, battezzata Triking, Divey ha scelto il motore della Moto Guzzi 1000 SP con il relativo cambio a 5 marce e trasmissione finale, che si prestava benissimo allo scopo, anche este-

ticamente; il telaio, nascosto da una carrozzeria vecchio stile, è in elementi scatolati in lamiera, che conferiscono grande rigidità e resistenza unite all'indispensabile leggerezza.

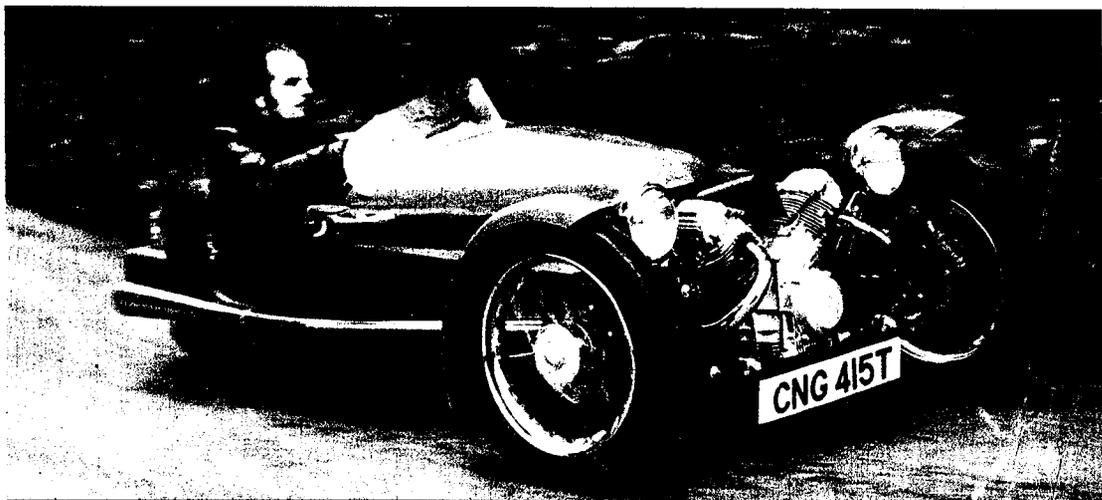
Le sospensioni anteriori sono a parallelogramma deformabile con triangoli in lamiera stampata, di tipo automobilistico, ma con elementi teleidraulici regolabili su cinque posizioni, di provenienza motociclistica. Dietro è stata mantenuta la sospensione originale Guzzi con ammortizzatori idraulici regolabili, che durante i collaudi si è comportata benissimo malgrado il carico supplementare dovuto alle sollecitazioni trasversali di maggiore entità. Le ruote a raggi sono in acciaio e montano gomme Dunlop da 4.00-18.

Nel vano di coda, sulla sinistra è stato alloggiato il serbatoio della capacità di circa 30 litri, che alimenta i carburatori Dellorto originali tramite una pompa elettrica,

mentre sulla destra trova posto la batteria. Sotto i sedili è ricavato un vano per i bagagli.

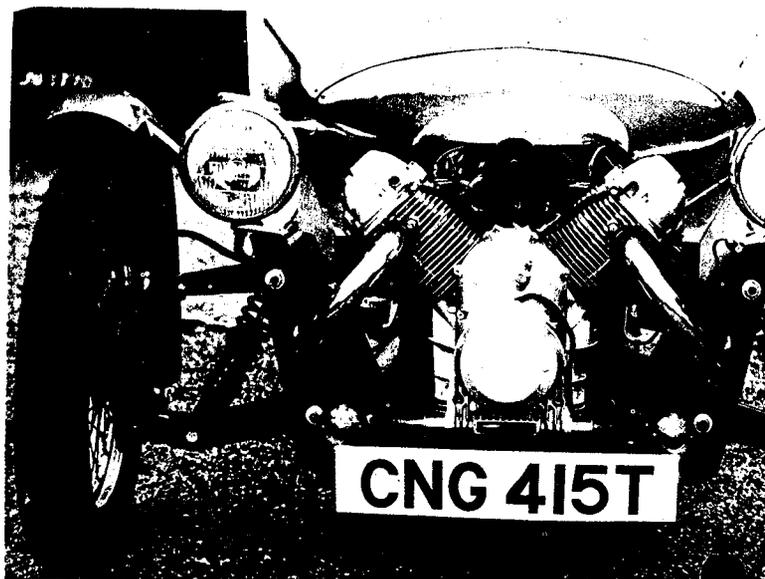
Il Triking ha dimostrato di possedere un'ottima tenuta di strada, superiore a quella di un sidecar convenzionale, coadiuvata da una guida precisa (lo sterzo è a cremagliera) e da un impianto frenante a tre dischi da 280 mm con pinze idrauliche Lockheed. Il peso è di 320 kg, mentre la velocità massima dichiarata è prossima ai 160 kmh.

Il suo creatore ha già ricevuto numerose prenotazioni anche dall'estero, particolarmente dalla Germania e dagli USA, tanto da averne seri problemi di produzione. Il prezzo del solo telaio si aggira sulle 2600 sterline, mentre il veicolo completo ne costa circa 4500. Per chi fosse interessato al Triking, l'indirizzo del progettista è il seguente: Tony Divey, The Oaks, Marlingford, Norfolk, G.B.

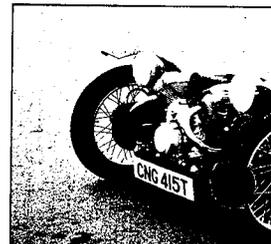
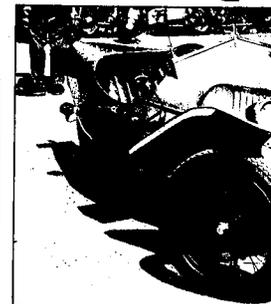
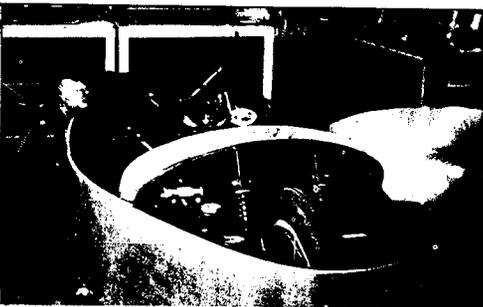


Tony Divey a tutta velocità col suo Triking. Divey è un tecnico « free lance » che ha lavorato per Messerschmitt, Porsche e Lotus, e con la passione per le vecchie macchine. Non essendo riuscito a trovar un « Moggie » originale (come era chiamato il cyclecar Morgan) ha deciso di costruirne una replica, utilizzando i gruppi meccanici della Guzzi 1000 SP. La carrozzeria, come quella originale, è priva di portiere;

MOTOCICLISMO - 164



Il telaio del Triking è realizzato in lamiera scatolata e l'avantreno è a bracci oscillanti triangolari. Si vede chiaramente come il motore è fissato al telaio, utilizzando gli attacchi originali. I due posti affiancati sono comodi e spaziosi. La strumentazione utilizza quella originale Guzzi.



Vecchio e nuovo a confronto. A sinistra risale al 1925 circa; a destra il modello. Le affinità stilistiche sono evidenti. I cyclecar equipaggiati con motori di varie marche montano un motore JAP raffreddato ad acqua, e fabbrica automobili sportive st-

Il Triking in costruzione. La carrozzeria, fibra di vetro, è sopportata da una intelaiatura posteriore si nota la sospensione della ruota posteriore originale Guzzi, e la sistemazione elettrica per la benzina.

Drei Räder braucht der Mann

Schon in den Pioniertagen des Kraftfahrzeugs geisterten besondere Ideen durch die Köpfe mancher Konstrukteure. Einiges davon blieb bis heute aktuell, wenn auch nicht immer in dem Sinn der damaligen Ursprünge.

1910 glaubte der Engländer H. F. S. Morgan, daß ein dreirädriges Motorrad — zwei Räder vorn und eins als Antriebsrad hinten — eine tolle Sache sei, weil man damit nicht umfallen könne.

Also begann er, ein solches Vehikel mit einem acht PS starken JAP-V-Motor und 946 cm³ Hubraum zu bauen. Aus ihm entstanden in der Morgan Motor Co., LTD., Malvern Link, in den nachfolgenden Jahren jene berühmten und schnellen Three Wheeler mit Anzani-, Baker Precision-, Blackburne-, JAP- und Matchless-V-Motoren. Bis zum Ende ihrer Produktion im Jahre 1952 sorgten sie unter den Freunden rasanter Fortbewegung immer wieder für beträchtliches Aufsehen.

Morgan-Stund' nach 30 Jahren

Morgan produziert heute immer noch in der Pickersleigh Road in Malvern Link (Worcester/England) klassisch schöne und schnelle Roadster in handwerklichen Serien für Liebhaber. Aber die kleinen Dreiradflitzer gibt es dort nicht mehr.

Sie haben jedoch einen Ruf hinterlassen, der sich besonders durch die eigenartige und temperamentvolle Charakteristik bei Motorradfahrern in allen Jahrzehnten festigte. So ist es eigentlich kein Wunder, daß ausgerechnet ein erfolgreicher Motorradsportler auf den Gedanken kam, den Morgan-Nimbus wieder aufleben zu lassen.

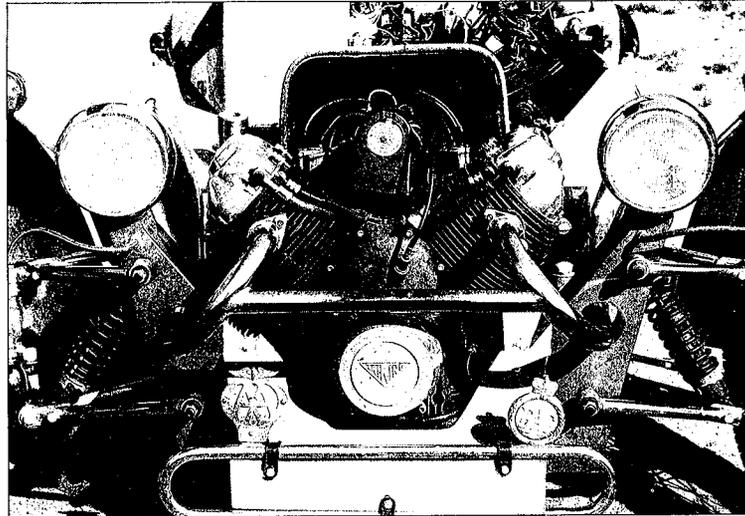
Er heißt Tony Divey, lebt in Marlingford, Norwich, in der Grafschaft Norfolk in England und baut den sagenumwobenen, schnellen Morgan Three Wheeler seit 1981 in kleiner Stückzahl nach.

Das Äußere stimmt ziemlich genau mit dem Modell Super Sport von Morgan aus den dreißiger Jahren überein. Aber unter der Kunststoffkarosse befindet sich moderne Fahrwerktechnik. Zum Antrieb dieses Taschen-Bugatti dienen die verschiedenen Versionen des modernen Moto Guzzi-V-Motors mit 844 und 949 cm³ Hubraum und einer Leistung zwischen 56 kW (76 PS) und 64 kW (87 PS).

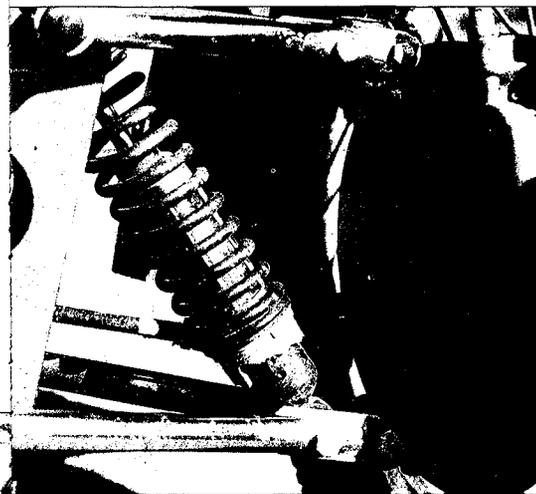
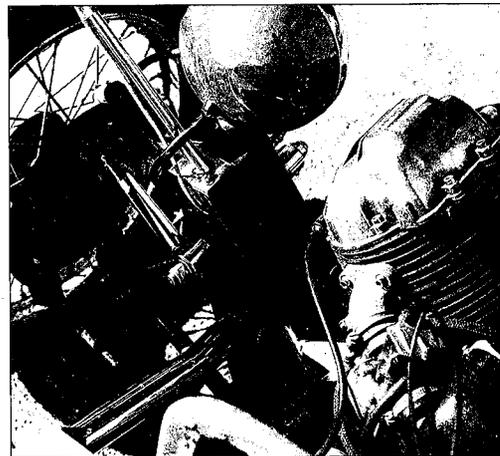
Nur: Niemand denkt in diesen 80er Jahren mehr daran, ein Motorrad zu bauen, das nicht umfallen kann. Hinter der Renaissance des rasenden Dreirads steht vielmehr das legitime

Verlangen nach einem Sportfahrzeug, das allem und jedem die Schau stehen kann.

Oberhalb des Zürichsees am Albispaß besitzen ein paar Schweizer Motorradfahrer eine wunderbare Gemeinschaftswerkstatt neben einem großen Bauernhof. Zu ihren umsorgten Schätzen gehören eine Anzahl phantastisch gepflegter Moto Guzzi der 40er und 50er Jahre und viele andere moderne und ältere Raritäten auf zwei schnellen Rädern. Inmitten dieser Motorrad-Preziosen haben ein kompletter „Triking“ und ein zweiter, zur Zeit noch in Teilen gelagert, ihren Platz gefunden.



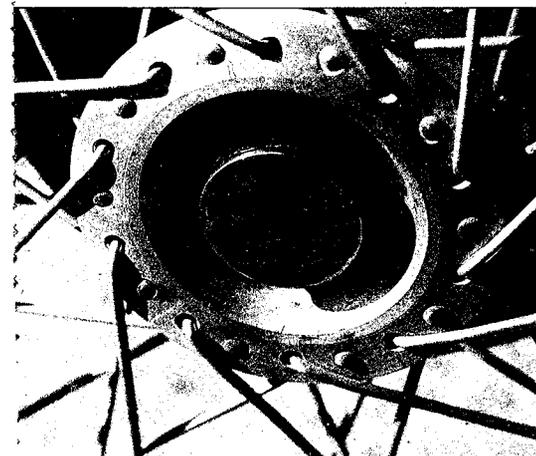
Scheibenbremsen gibt es an allen Rädern, natürlich hydraulisch betätigt. Die Auspuffrohre sind durch die Konsole für die vorderen Radaufhängungen verlegt



Die unteren Achsschenkel vorn sind durch hydraulisch gedämpfte und einstellbare Federbeine abgestützt. Das hintere ist ein Luftfederbein (unten). Achsschenkel und Lenkung stammen von Lotus



Es stehen mehrere Motortypen von Moto Guzzi zur Verfügung: zwischen 844 cm³/56 kW/76 PS und 949 cm³/64 kW/87 PS (links). Rechts: Hintere Schwinge und Kardanantrieb stammen von Moto Guzzi, das Rad von EML



Die Speichen der Vorderräder sind am Nabenkörper stark gekröpft. Typisch englisch: das Markenzeichen in Radmitte

Frei übersetzt bedeutet etwa: König Die Bezeichnung Immerhin schaffte es Dreiräder im Jahre Monthléry-Bahn beim dem 1000er-JA Und Oldtimer-Freunde noch daran erinnern die Original-Motofix die Original-M Veteranen-Wettbewerb 80er Jahre um o Nürburgrings fetzte

Auch der Nachbau und 355 Kilogramm nicht von Pappe. wucht von 4,1 Kilogramm etwa zwischen einer schine und einem G

Klaus Fischer aus rufflich als Motorrad brachte die Rarität i

Schmalhans i Triking-Meister

fackelte nicht lang RAD-Revue seine E den Straßen des Aa

Im Cockpit sind schlanke Mädchen, mehr an Umfang braucht eine besondere Einfädeln in den S innen: 151 Zentimeter Sportlenkrad.

Der Motor wird über Drehschalter gestartet bedarften Zuschauer hier die Augen über eines erwarteten Vereins plötzlich der Guzzi-Zweizylinder nimmt.

Dieser V-Motor paßte an gan-Sitte (Kurbelwellung) zwischen die der wie eingegossene Zylinderköpfe ragen über den Rand der Sternmotor eines D Kupplung wird wie treten. Fußbremshebel liegen so dicht neben derbes Schuhwerk Es geht weiter eng z

Der erste Gang wir



Drei Räder braucht der Mann

Die Vorderradreifen der Dimension 4.00 S 18 auf den Speichenrädern sind mit schmalen, sportlichen Schutzblechen à la Morgan abgedeckt. Der Hinterradreifen der Größe 125 SR 15 oder 135 SR 15 bietet genug Aufstandsfläche, um die vielen PS wirkungsvoll auf die Straße zu bringen. Das Rad stammt von EML.

Im mittleren Kastenträger des Rahmens läuft eine mehrfach gelagerte Kardanwelle zum Guzzi-Hinterrad-antrieb und zur Schwinge, die durch ein S + W-Luftfederbein abgestützt ist.

Nun muß jeder Außenstehende glauben, daß dieses Ding bei extremer Kurvenbelastung einen feinen seitlichen Roller machen könnte. Weit gefehlt. Denn aufgrund der extremen Flachbauweise bleibt das meiste Gewicht immer auf der Kurveninnen-

Klubabzeichen: angebrannte Ellbogen

seite. Diese geistige Gewichtsverteilung gestattet eine ähnlich freche Fahrweise wie mit einem guten und leistungsfähigen Seitenwagengespänn. Reifenpfeifen gehört allerdings fast zur Norm der Kurvenrüberei.

Der Fahrspaß des Triking liegt in der Fixigkeit, in der Wendigkeit, im Durchzug des Motors und in der Beschleunigung. Er addiert sich mit der maßlosen Verblüffung anderer Fahrer, die entgegenkommen oder überholt werden. Oder die den rasenden Pfannkuchen plötzlich in ihrem Rückspiegel entdecken. Wer das Triking auf sich zukommen sieht, glaubt zwangsläufig an eine Halluzination der 30er Jahre.

Die Auspuffrohre haben die BMW R 100 RS-Schalldämpfer, mit denen das dumpfe Stampfgeräusch des Guzzi-Motors besonders auffällig ist. Aber die Rohre haben keinen Wärme-

Der große Spaß beginnt bei den Kurven, die ungeheuer frech angegangen werden können

schutzgrill entlang den Cockpit-Ausschnitten. Das gab's auch bei den Morgan nicht.

So kommt es, daß schon bei den ersten Kurven, in denen sich jeder instinktiv nach innen lehnt, der Fahrer mit dem Unterarm oder Ellbogen sehr bald ein heißes Rohr berührt.

Dann besitzt er gleich das berühmte Klubabzeichen, das die Morgan-Männer (im englischen Morgan-Jargon „Mogghen“) kennzeichnet: der angebrannte Ellbogen — the Mogmen with the burnt elbows.

Gepäck stellt kein Problem dar, wenn der Fahrer allein reist. Auf dem Nebensitz und im Cockpit läßt sich viel verstauen. Aber wenn Begleitung mitkommt (die hoffentlich keine Nerven hat), wird es enger. Handtäschchen und Minoxkamera füllen den dann noch verfügbaren Platz leicht aus.

gedacht, die um die Biegung kommen werde, und nur aus den Augenwinkeln einen Blick in die Tiefe riskiert. Dann aber zuckte er, richtete sich auf und ließ den Sparren los, an dem er sich festhielt, um seinem Kollegen etwas zuzurufen und auf uns und den Triking zu zeigen.

Ob er runtergefallen ist, weiß ich nicht mehr, denn wir klebten hinter einem riesigen Laster und sahen, wie der Fahrer unablässig über seinen Schrankspiegel nach hinten äugte. Jedemal, wenn wir uns wieder hinter ihm einfädeln mußten, weil Gegenverkehr kam, verschwanden wir aus seinem Blick. Schließlich blinkte er, daß frei sei, und hupte mit seinem großen Ochsendruckhorn mehrfach hinter uns her. Kein Zweifel: Der Triking-Fahrer genießt die Aufmerksamkeit der Umwelt. Wo er parkt, gibt es einen Menschaufmarsch. Wenn er startet, applaudieren die Männer, die

Triking: Technische Daten

Motor

Je nach Wahl: Moto Guzzi 850 Le Mans III, 854 cm³, 56 kW/76 PS bei 7700/min; 1000 California II, 949 cm³, 49 kW/66 PS bei 6700/min; 1000 Le Mans III, 949 cm³, 64 kW/87 PS bei 7600/min.

Kraftübertragung

Fünf Vorwärtsgänge, Handschalthebel in Mittelkonsole zwischen den Sitzen, Fußkupplung (Rückwärtsgang in Vorbereitung), Hinterradantrieb Moto Guzzi über Kardanwelle.

Bremsen

Scheibenbremsen vorn und hinten, hydraulische Betätigung.

Preise

5225 englische Pfund, Bausatz 4433 englische Pfund ab Marlingford, ohne Zoll, Transport- oder sonstige Kosten.

Hersteller

Tony Divey, TRIKING, Marlingford, Norwich, Norfolk, NR9 5HU, England. Für Interessenten: Klaus Fischer, Alsenstraße 33, CH-8800 Thalwil.

Doch auf der Heckabdeckung befindet sich ein Kofferträger für die geringe Habe der Abenteurer. Nach 20 200 Mark Anschaffungskosten und allerlei Nebenausgaben bleibt sowieso nicht mehr viel.

An Platz für Werkzeug wurde auch gedacht. Aber bei einer Reifenpanne muß sich der Fahrer wie beim Solomotorrad etwas Hilfreiches einfallen lassen, denn ein Reserverad gibt es nicht.

Schon an der ersten Ecke gab es bei unserer Reise Spaß. Wir piffen um eine Kurve in Richtung eines Hauses, auf dessen Dach zwei Dachdecker saßen, um neue Ziegel aufzulegen.

Der Meister hatte wegen des Guzzi-Tons wohl an eine 1000er-California

Frauen lachen, und die Mädchen wollen mitfahren.

Den Höhepunkt aber erlebte ich auf der Zufahrt zu einem Sportflugplatz, wo der Triking vor einem Bucker Jungmeister-Doppeldecker fotografiert werden sollte. Aber die Schranke der Zufahrt war geschlossen. Wir fuhren einfach darunter durch.

Bei dieser Gelegenheit fiel mir ein, was ein englischer Dreirad-Fahrer 1937 mit seinem Morgan Aero Sport erlebte. Als ihm vor einer geschlossenen Schranke der Nippel des Bremsseilzugs ausriß, gab er dem Matchless-V-Motor Stoff und fuhr 50 Meter vor dem Schnellzug London—Southampton zu seiner Lebensrettung unter den Schranken durch. Der Schrankenwärter erlitt einen Schock. □

DE GEEST VAN DE MORGAN WAART WEER ROND TRIKING 850

U wilt dus graag opvallen, écht opvallen? Nou dat kan tegenwoordig, want ondanks een rijke ervaring op dit gebied hebben we nog nooit met een voertuig gereden dat zo veel aandacht trok als de Triking. Deze replica van een Morgan uit de dertiger jaren is opgebouwd rond het blok en de cardantransmissie van een Moto Guzzi 850 motorfiets en de driewieler komt daarmee tot zéér pittige prestaties. Vertederde toeschouwers bij een stoplicht verwachten min of meer dat het wonderlijke voertuigje pruttelend en rokend van de plaats zal gaan, maar groot is dan de verbazing wanneer er een diep gegrom uit de twee verchroomde pijpen komt en de Triking op verzoek desnoods met een spinnend achterwiel van de plaats gaat!

Geboorteplaats van de Triking is (uiteraard) Engeland, waar de machine gewoon in productie is. Moto Guzzi importeur Wil van Gent vond het geheel zo aantrekkelijk, dat hij de Triking tijdens de Tweewieler Rai showde. Terecht, want de driewieler wordt voor de wet als een motor met zijspan gezien en mag als zodanig met rijbewijs A worden bestuurd. Het hart van het geheel is het V-twin Guzzi blok met een inhoud van 850 cc, twee Dell Orto carburateurs, vijf versnellingen, cardantransmissie en een vermogen van een slordige 70 paardekrachten. Meer dan genoeg om het net 350 kilo wegende voertuig een voor auto-maatstaven verbazingwekkend vlotte acceleratie mee te geven. Ook de topsnelheid mag gezien worden: zo'n 160 kilometer is beslist haalbaar en met die prestaties draait de Triking moeiteloos mee met het moderne verkeer. Sterker nog, verschillende (semi-)sportwagenrijders moesten betuurd constateren dat de Triking al uit het gezicht verdwenen was, voordat ze goed en wel de constructie hadden kunnen bestuderen...

ONAFHANKELIJK

De wielophanging van de Triking heeft niet de verende fusees die ooit de oorspronkelijke Morgan kenmerkte. Voor zijn de wielen

aan twee triangels opgehangen en zorgt voor een tandheugeloverbrenging voor een ragscherpe besturing. Achter hangt het enkele wiel in een swingarm. De Lockheed schijfremmen zorgen voor een geweldige vertraging, zo goed zelfs dat blokkerende voorwielen met het grootste gemak opgeroepen kunnen worden. Het geheel hangt in een kokerframe, terwijl kunststof delen de rest van de carrosserie uitmaken.

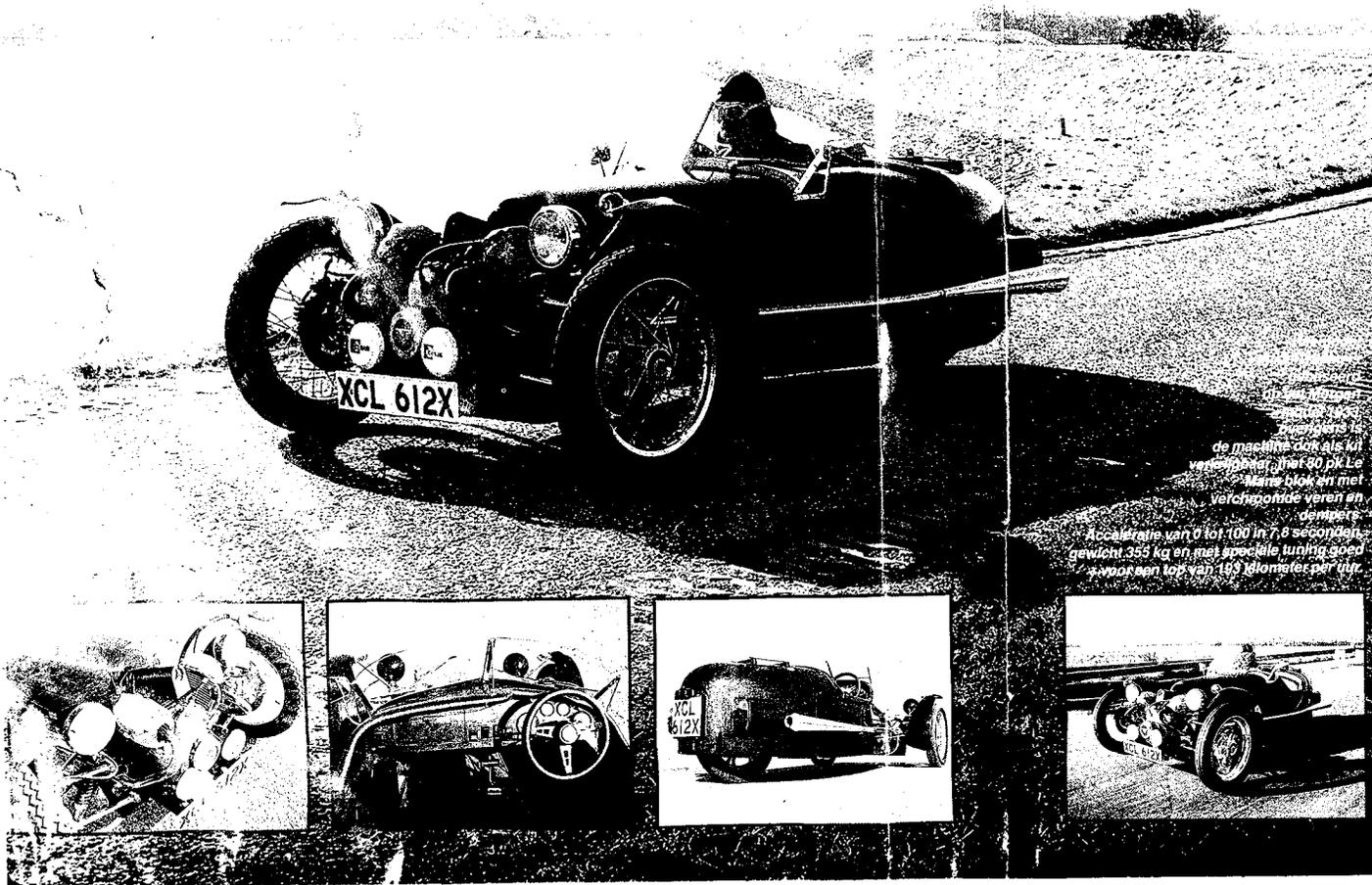
Wanneer je je in de nauwe en smalle cockpit hebt kunnen wurmen, valt de ruimte nog best mee. Het grootste probleem is het instappen. Is dat eenmaal gelukt dan zijn de kleine pedaaltes redelijk vlot te vinden. Het (houten) dashboard is voorzien van de originele Guzzi toerenteller plus een mijlenteller. Forse wipchakelaars zorgen voor de (nietige) ruitenwissers en andere accessoires. In principe biedt de Triking plaats aan twee personen, maar dan is de koek ook wel volledig op. Bagage kan alleen en uitsluitend meegenomen worden op het bagagerek achter de voorstoeljes. En terecht, want met de Triking ga je rijden en geen familievakantie houden.

PRECIES

De twee verchroomde uitlaten lopen keurig links en rechts langs de carrosserie. Ze zijn

wel totaal onbeschermd en nodigen uit als handvat gebruikt te worden. Vooral omdat de Triking geen achterruit heeft, vragen die pijpen er gewoon om, om daaraan driewieler naar achteren te trekken. Nee, doen dus! De gewone Guzzi versnellingsbak is gebruikt. Het T-hendel doet weliswaar denken aan een automaat, maar schakelen geheel simpel door het hendel eerst naar voren te drukken. De bak springt dan in een één.

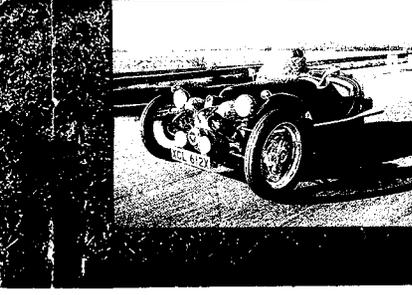
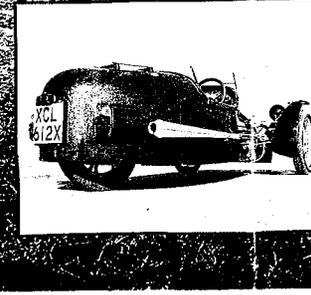
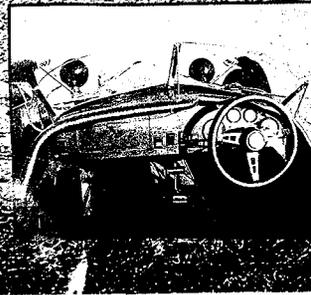
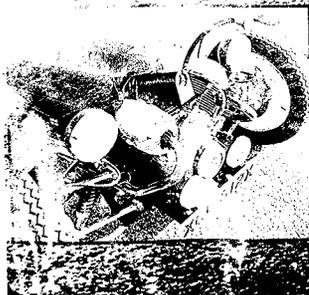
De volgende vier versnellingen schakel je door het hendel iedere keer naar achteren te trekken. Gewoon een motorfiets bak d maar dan met handbediening. Opvallend is het prachtige geluid, een donker gromm dat helemaal past bij de Triking. Bij het trekken gaat de achterhand (net als bij motorfiets) iets omhoog, maar dan gaat Triking ook hard van de plaats. De bestuurder gaat zo precies en direct, dat je zelf kan zien of je een kroonkurk op de weg links rechts of precies in het midden wil raken. Alleen is de Triking wél zeer zijwindgevoelig dus bij storm even oppassen. Ervaren kingrijders zetten de driewieler een bochtje geven dan een stoot gas en het wagspinnetje achterwiel laat de achterkant keurig controleerd uitbreken. Op die manier zijn gelooflijke bochtensnelheden haalbaar maar wie zonder ervaring hard een bocht



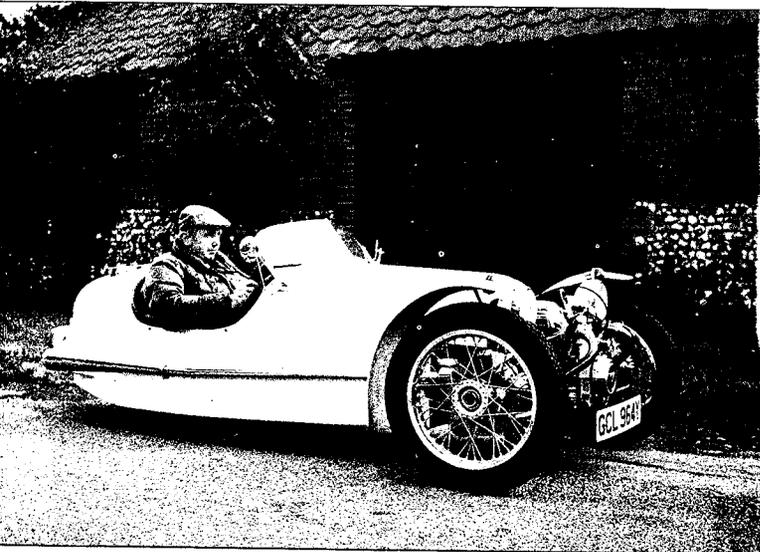
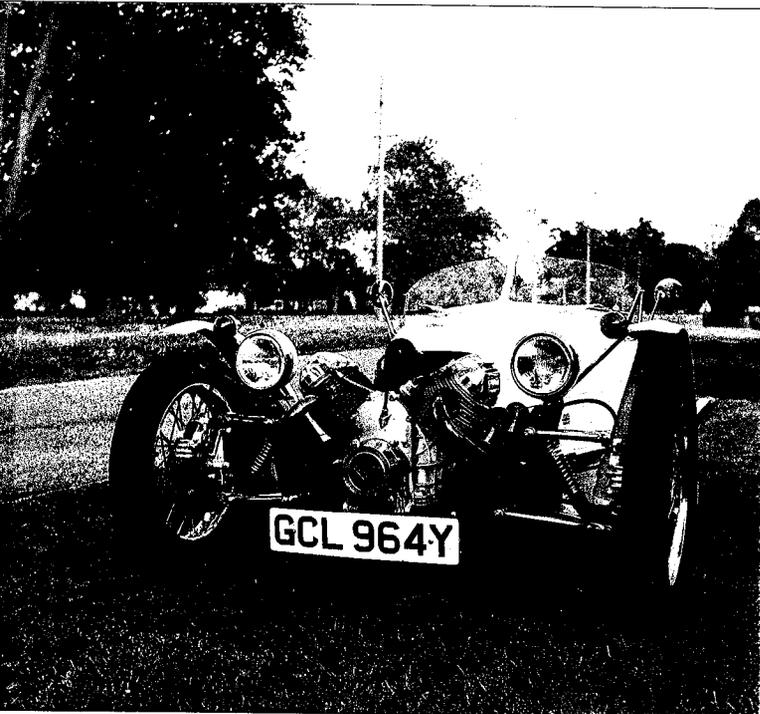
Een korte Morgan historie

Al in 1910 bouwde de Engelse Morganfabriek driewielers met een 1100 cc JAP V-twin blok en kettingtransmissie naar het achterwiel. Al snel werden ze populair, ten eerste omdat ze beter stuurde dan andere driewielers in die periode, ten tweede omdat ze belastingtechnisch gunstig lagen en dus goedkoop waren. De onafhankelijk geveerde voorwielen en schroefveren waren opmerkelijk, reden waarom de Morgan ook in races snel populair werd. Na de Eerste Wereldoorlog kwam Morgan met verbeterde en vooral ruimere versies, soms met het watergekoeld JAP blok, maar voor races ook met Blackburne blok met kopkleppen. Al in 1927 was het sportmodel goed voor een top van 130 km/uur! Ook Brough Superior V-twin blokken werden gebruikt. In de dertiger jaren begon Morgan klanten te verliezen aan MG, die goedkope sportwagens kon aanbieden. In het laatste stadium waren Morgans voorzien van drie versnellingen plus een achterruit terwijl een viercilinder Ford blok ook leverbaar werd. In 1939 werd de productie van driewielers gestaakt. De Triking is een replica van deze fameuze Morgans. Onder andere Matchless heeft een soortgelijke driewieler gebouwd (met cardanaandrijving) met een 8/10 p luchtgekoeld V-twin blok.

de machine dankt...
Accelleratie van 0 tot 100 in 7,8 seconden
gewicht 355 kg en met speciale lantaak goed
voorwaarts tot van 163 kilometer per uur.



TRIKING - KING OF TRIKES



En tysk skulle aldrig komma på idén. Varken en fransman eller italienare skulle våga realisera den. En engelsman kläcker idén, omsätter den i praktiken och börjar livnära sig på den. Tony Divey är ett strålände exempel. Han har alltid älskat de trehjuliga Morgan-modellerna men var inte beredd att betala dyrt för ett trettiotalsexemplar utan ville ha samma skojiga modell men med moderna komponenter. Tony Divey konstruerade och byggde en sådan; Triking. Idag är det ett heltidsarbete för honom att bygga moderna "Morgans" till personer med samma inställning till de trevliga trehjulingarna.

●●● Att hålla sig så nära originalet som möjligt var ett måste för honom. För att få en motor som både liknade förebildens JAP- och Matchlessmotorer, och samtidigt passade bra för montering framtill, valde Tony Moto Guzzis V-twin. I Triking's standardutförande monteras 1000-kubiksversionen på 71 hk men för de extra gasgladda finns en 80 hästars Le Mans-konvertering att få på beställning. Motorn är alltså

monterad mellan framhjulens framför "motorhuvnen" och drivningen sker över Guzzis femväxlade låda via en 120-centimeters kardanstång till Guzzis originalbakhjul. Växlar gör man med en kort-kort golvspak och måste på mc-vis gå hela vägen genom växlarne dvs. ettan ligger framåt och resten av växlarne mot föraren. Backväxel finns intel Guzzis tvåskiviga torrkoppling är på Triking fotmanövrerad och följ-

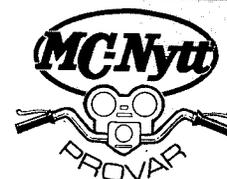
aktligen lite svärdoserad i början.

Att drivkällan fungerar klanderfritt bevisas tydligt av Tony Divey's egna Triking, f.ö. prototypen från 1978, med vilken han tillryggalagt åtskilliga tusen mil under olika förhållanden. Förutom att använda den som varje-dag-fordon, deltar han också flitigt i sprints, hill climbs och speed trials. Motorn är praktiskt friserad och effekten ligger en bra bit över 90 hästkrafter.

Slaktar Guzzi

Några lösa motorer säljer inte Guzzi-fabriken utan Tony köper hela cyklar och har en uppgörelse med den lokale Guzzi-återförsäljaren vilken köper återstoden av maskinerna sedan Tony plockat motor, växellåda, sving, bakhjul och ljuddämpare. Hela konstruktionen är rakt igenom hans egen och det är få modifieringar som har behövs göras från prototypen till de nästan 40 hittills byggda Triking's.

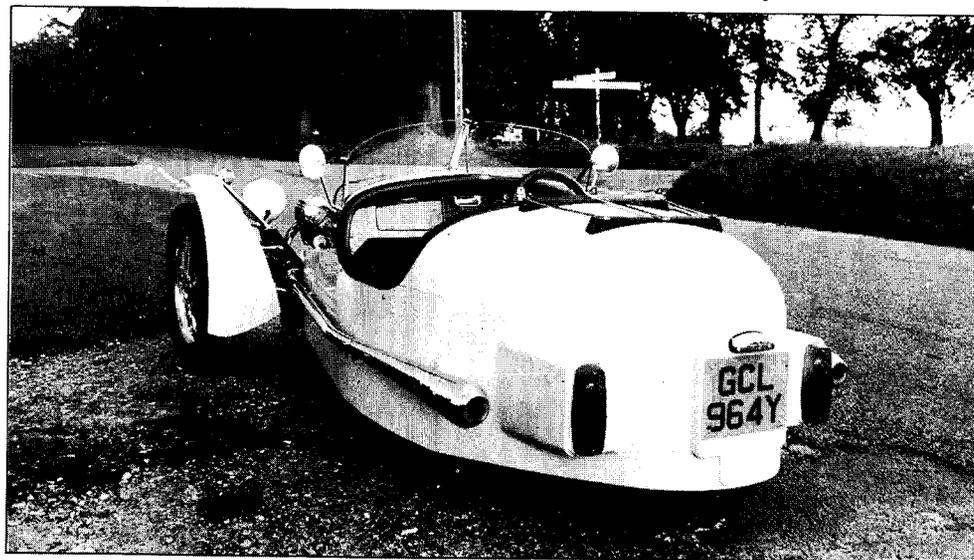
Tony Divey har ett förlutet som teknisk illustratör hos Lotus och det är många detaljer ifrån det märket som går igen i Triking. Framvagnsupphängningen har många Lotus-drag, hjulen är separatupphängda och fjädringen består av dubbla



länkarmer med teleskopstöttdämpare. Kuggstångstyrningen kommer från Lotus Elan medan Tony baktill har använt Guzzis sving med dubbla stötdämpare och originalhjul. I de ekrade framhjulens sitter ett par rejäla bromsskivor snyggt instoppade utan att störa utseendet och i bakhjulet sitter Guzzis originalskiva kvar. Systemet är av tvåkretstyp. Ramen består av ett lätt men starkt lådchassi i

VÄND!

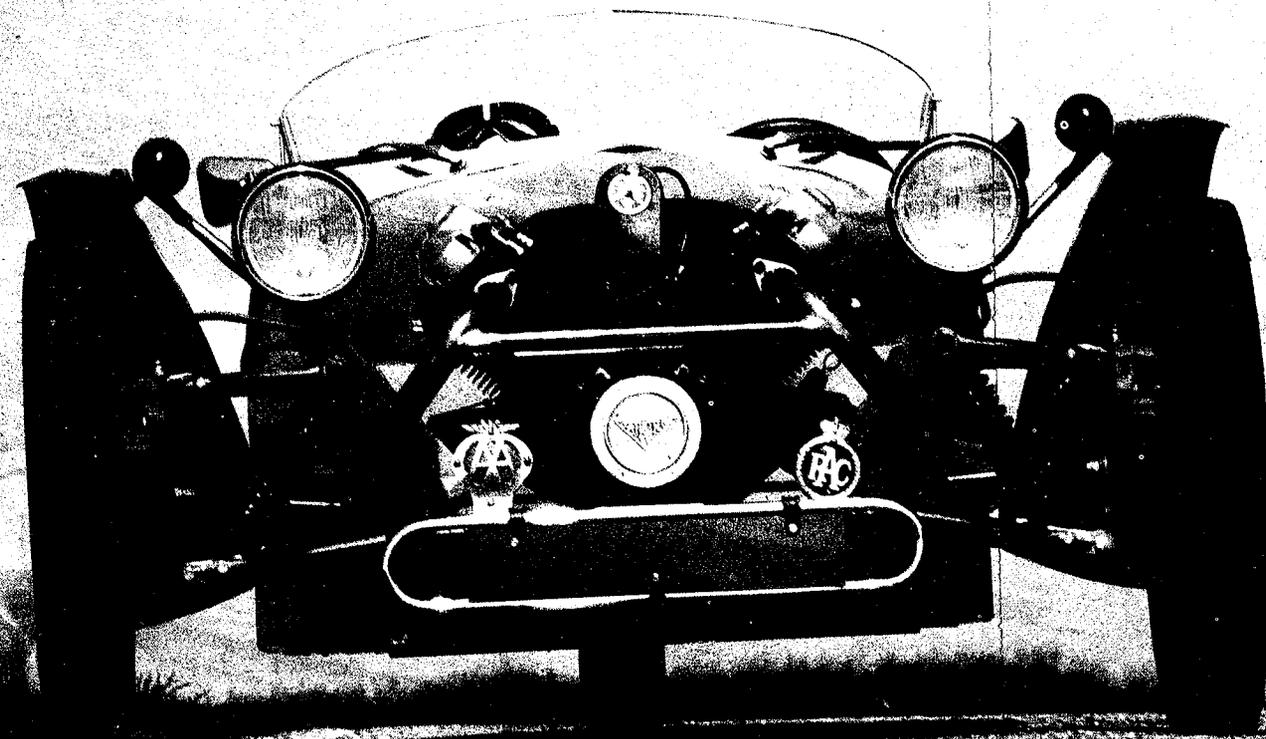
Triking är mycket stabil och har förvånansvärt goda väggenskaper även om det är svårt att tro ur den här vinkeln. De kromade avgasrören, tillkrökta runt ett träd i Tony Divey's trädgård, löper prydligt utmed karossen och avslutas med Guzzis originaldämpare.



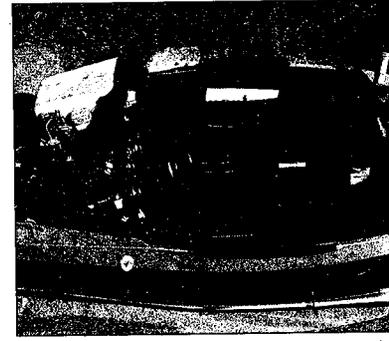
Drei Räder braucht der Mann

schalthebel eingeschoben; dann erhält das Triebwerk mit der Fußspitze feinfühlig zwei Millimeter Gas. Mehr ist nicht ratsam. Denn da fliegt dem Piloten der Kopf beim Einkuppeln ins Genick, der Hinterradreifen pfeift irrsinnig, und die Untertasse fliegt los wie vom Katapult geschossen. Der kurze Gasweg erfordert natürlich Gewöhnung, die sich sensible Zehenspitzen tänzer aber schnell und problemlos aneignen.

ein Ungeübter, in acht Sekunden auf 100 km/h zu beschleunigen, Vorderachse und Hinterräder sind Lotus-Erfindungen. Mit dem Lenkrad können Gerade und Kurven durch eine 1:1 Übersetzung millimetergenau werden. Die Spurbreite der Vorderachse beträgt 1380 Millimeter, der Hinterräder 2100 Millimeter. Die Gesamtlänge der Unterachse mißt 950 Millimeter, die Gesamtlänge 2990 Millimeter. Das Gewicht mit vollgefahrenen Schmiermitteln, mit Batterien und allen Utensilien bleibt unter 100 Kilogramm.



Der urige Vorderbau gibt dem Renner den nostalgisch rasanten Look (links). An den 4.00 S 18-Vorderradreifen ist die niedrige Bauhöhe zu ermessen: 95 Zentimeter. Das Cockpit (rechts oben) mag am liebsten 100-Pfund-Mädchen neben dem Tiefflugpiloten. Die Instrumente strahlen einen Hauch von Bugatti aus (rechts unten). Tacho, Spritvorrat, Öldruck, Drehzahl auf Mahagoniholz



Das Getriebe besitzt insgesamt fünf Vorwärtsgänge. Der erste reicht bis zirka 10 km/h, der zweite bis knapp 100 km/h, der dritte bis 140 km/h, der vierte über 160 km/h. Der fünfte Gang würde rechnerisch gar bis 190 km/h reichen, aber bei 170 in der Ebene ohne Gegenwind macht der Fahrwiderstand der Gaudi ein Ende.

Das Durchzugsvermögen des Guzzi-Motors erlaubt es aber, auch im fünften Gang ab etwa 3000/min zum Promenadenbummel gemütlich dahinzurollen. Aus dem Stand schafft es auch

Dieses geringe Gewicht ist ein klarer Vorteil, als das von der Lotus-RAD-Revue gefahrenen Fahrzeug. Die Fahrer nehmen dafür ein Gehstock mit Gummizug an, um sich damit nach rückwärts lehnen können, ohne aussteigen zu müssen.

Wenn's ganz eng zugeworden ist, aus und hebt die Flügel um 180 Grad in die Luft. Panik oder Aufregung sind eines Rangiermanövers wert. Angebracht.

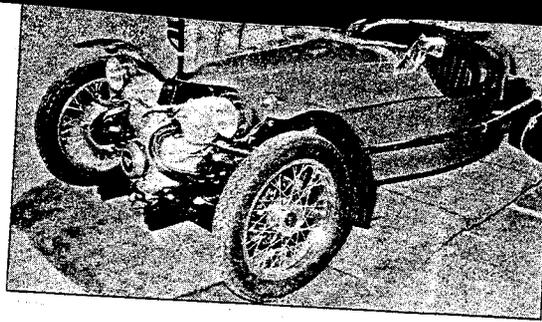
Three-wheel invader

STRICTLY speaking the Triking should not be at Motorfair. It has only three wheels, weighs a mere 780lb, has no reverse gear and can be driven on a motorcycle licence. But let's turn a blind eye to those minor details, for this is a means of conveyance which should bring wholehearted approval from even the most diehard pre-war V-twin Morgan enthusiast.

Like the Morgan, the engine is a bought-in unit. The V-twin 950 c.c. Italian Moto Guzzi develops 71 bhp at 7,200 rpm and 62ft.lb. torque at a rather alarming 5,500 rpm. The most powerful V-twin to go into a production Morgan was the 1,096 c.c. JAP engine, which developed a mere 42.1 bhp. The shaft drive is taken back to the rear wheel via the Moto Guzzi five-speed gearbox, now fitted with a hand change. The rear suspension and final drive unit come straight from the motor cycle and include the 9.6in. disc brake.

At the front the Triking has double wishbone suspension with coil spring/damper units, carried on a hefty box-section subframe, into which the engine is also mounted.

Performance? On a dry road, it takes 7.8 sec to reach 60 mph, while the top speed is guesstimated to be in the region of 121 mph. The kit will cost you around £4,635.



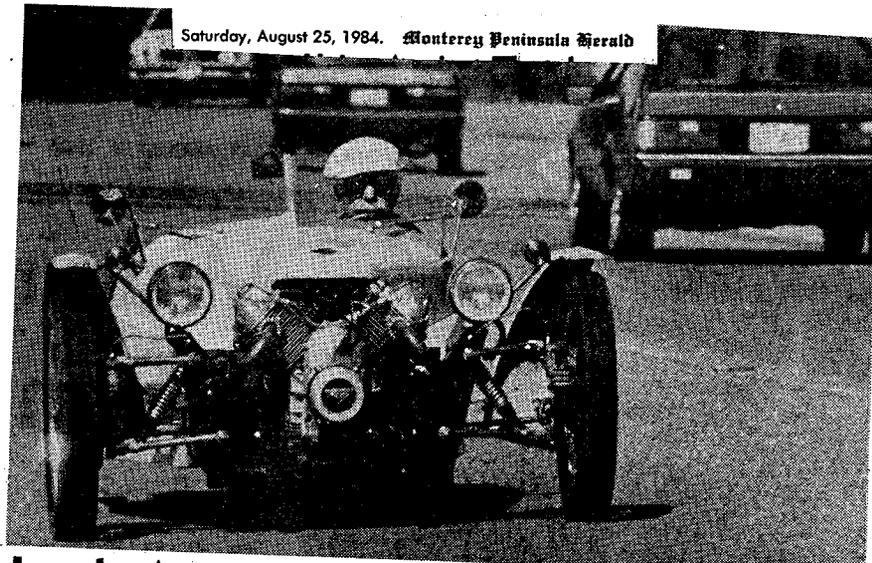
Left, seen at Motorfair, the Triking, which is a three-wheeler in the old style, powered by a vee-twin, 950cc Moto Guzzi engine.

One of the most exciting products exhibited was a replica Morgan 3-wheeler powered by nothing less than a 950-cc Moto Guzzi vee-twin motorcycle engine, complete with a 5-speed gearbox hanging out in the breeze up front. The basic frame is a steel backbone, carrying plastic body panels. It's capable of more than 100-mph performance, plus 0-60 mph acceleration in a claimed 7.8 seconds. The manufacturer was proudly confident that "it's the only car in this show that was running in competition last Sunday!" (He had driven it in a sprint meeting.) There is something remarkably soul stirring about the 3-wheeler Moggie syndrome: and the Triking, as this Guzzi-powered revocation is known, does not look too expensive.

ROAD & TRACK, MATCH 82.
MOTORFAIR REPORT

AUTOCAR

Saturday, August 25, 1984. *Monterey Peninsula Herald*



(Herald Photo by Orville Myers)

Look Again

What with the Historic Automobile Races at Laguna Seca today and the Concours d'Elegance at Pebble Beach Sunday, there are a lot of unusual vehicles on the Peninsula. But our photographer spotted this odd beauty

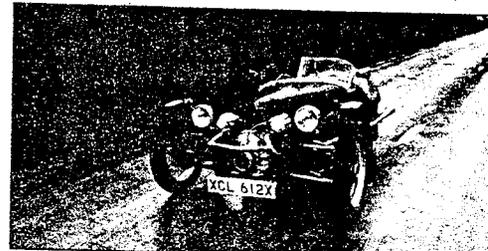
on Highway 68 Friday and had to stop to take a picture. From the front it looks like a roadster with an odd engine. But it only has one rear wheel. And you just don't see too many tri-wheeled cars on the road.



Triking out

More fun from less car
By Bob Cooke

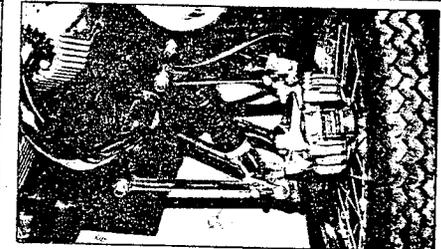
A FUNNY thing happened to me the last time I went to Norwich. I was squeezed into a leather motorcycling jacket, furry cap and bright yellow driving gloves and then shoehorned into the tiniest cockpit I've seen since I grew out of kiddy pedal cars. My right hand was directed verbally to a hidden ignition switch and a big vee-twin motorcycle engine thumped into life. Then I was wheeled backwards out on to the road ("there isn't a reverse gear, it's a motorcycle gearbox," I was told) and into the rain. I didn't have to



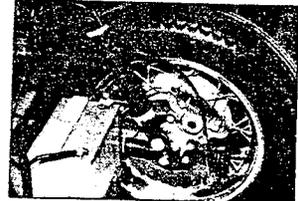
Above: Chassis-cum-body is fabricated from square section steel tubing, sheet steel and aluminium cladding

be told that there wasn't a roof. Flick it into gear, floor the throttle and away I went into the muck and spray.

I noticed the windscreen mainly because I couldn't see through it; fortunately, being a six-footer, I could see over the top. My face got wet, but at least I could see where I was going. . . . Sounds miserable? Nonsense I haven't had so much fun since I



Above: Front suspension is scratch-built. Upright is ex-Triumph, modified to take the Lockheed disc brakes and special hub to hold the motorcycle wheels



Left: Rear and is straightforward motorcycle, including the shaft drive

were fit to tell. low-down strong

Any about stability soon do push it wheels enthusiast there w and wh into a sh into line

To es Type A offered obtained complete cost you £6,000 a complete should s and pair do is sit summer

Triking, Marlingford

Most confirmed car fans are anti-anything having fewer than four wheels on the grounds that they are unstable. A sprint round the lanes in a Triking would be enough to persuade them otherwise! See report on the nippy Norfolk three-wheeler.

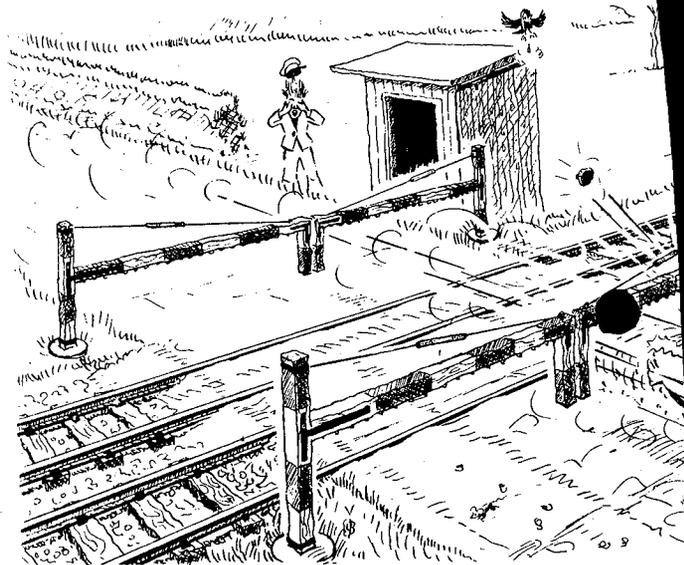


Unlike the designers of Bonds and Reliants, Tony is a firm believer in having two front wheels on a three wheeler, giving good steering and two good brakes as well as providing room too for the V twin engine and two pairs of legs. His design therefore followed the classic configuration of the Morgans, using the single rear wheel to transmit the drive to the road.

The Triking is a remarkably strong construction; it is built up using square section tubes and has more than a passing resemblance to the steel backbone chassis of a Lotus. This is clad in stressed alloy side panels while the bonnet, rear body and front cycle wings are beautifully made in GRP. The front suspension uses double wishbones, of Tony's own fabrication, along with coil spring dampers and Lotus Esprit turbo uprights. The rack and pinion steering is by Alfred and Alder and is similar to that used in the BL small car range, while for braking there are two massive 11 inch Lockheed discs at the front and the Moto-Guzzi Brembo unit at the back. As the Guzzi is shaft driven it was possible to take the whole hub, wheel and suspension assembly and bolt it straight onto the Triking body, although the coil spring shock absorbers can be replaced with adjustable air filled units and the hub can be transferred to a 15" VW wheel in order to allow the fitting of a substantially wider rear tyre. The largest that will fit between the two shock absorbers is a 165. The whole car is beautifully and professionally built by Tony and his son in a 1000 square foot workshop alongside Tony's bungalow. The sight of a Triking at any stage of its construction instills a great

confidence in the quality of its design, and manufacture. Tony does all the metal work and mechanics even to the extent of making his own spoked front wheels. These items are of expert construction and he will even make them for hot rod type cars at prices far cheaper than the hundreds of pounds people spend on importing American made items. The GRP panels are made locally and the upholstery is made by another local expert, thus maintaining the standards of craftsmanship throughout.

Now we come to the bit that sets the Triking apart from the rest: the Moto-Guzzi 950cc V-twin engine. Originally produced for use by the military in a lightweight jeep-style vehicle, it was designed with durability and reliability as prime considerations, two properties with which it is surely blessed! It was later taken up by Moto-Guzzi and used in their high performance motorcycles. Today their Le Mans model is the fastest twin cylinder bike in the world. The engine develops 72 bhp and having only 780 lbs to pull, it really shifts. 0-60mph is given as 7.8 secs



SEVERAL weeks ago, I was enjoying the fantastic experience of a drive over Swiss mountain roads in a sports three-wheeler—in fact, a Triking which, as you probably know, is built near Norwich by Tony Divey.

The Triking carries a vee-twin engine at the front, just like the old sports Morgan, except that the Triking power unit is neither a JAP nor a Matchless but a Moto Guzzi Le Mans.

The feel, however, is much the same; and something was to happen during my Swiss trip, which immediately put me in mind of my great friend, Lionel.

Now Lionel lives in a big country house somewhere in Eastern England, and I won't identify it any more closely than that because I promised him that I wouldn't.

The point is that he was a great Morgan enthusiast—and not only Morgans, for he and his wife Felicia had filled the house with motor cycles of many periods, three-wheelers, Bugattis, and the rotary engines from old biplanes.

I think he knows all of you very well, and I am sure that there are many of you who will recognise him, especially after you hear this little story.

One of his Morgans had a vee-twin Matchless engine of maybe 1936 or 1937 (sorry I can't be more definite, or that I can't give you the technical details; we Germans like Morgans very much, but we are more familiar with JAP vee-twin engines because these could be found, also, in older German-made motor cycles such as the Tornax).

One day Lionel had a long journey to make with this three-wheeler, and after driving for about three hours he came to a level-crossing. The barriers were down, but that was no cause for worry for they were still a hundred yards away, and so he eased back the throttle and reduced speed to 50 mph or so.

Round about 40 yards before the gates,

The Morgan limbo dance

Famous West German journalist and enthusiast, Ernst Leverkus recounts a hair-raising three-wheeled tale.

he put his foot on the brake pedal gently so that the Morgan would stop sweetly to stop. Or let's put it this way... he tried to apply the brakes.

But his foot went straight down to the floor. Thirty yards to go, the barriers down, no brakes, and the Morgan still doing 30 mph...!

In moments like this the brain is in turmoil but suddenly, in just a fraction of a second, a ray of hope shoots through the fog of despair. Twenty yards to go and still a speed of 25 mph—but Lionel saw that he still had a chance.

As luck would have it, the vertical hanging bars of the barrier were not there—very possibly, they had been removed for repainting. The Morgan, of course, was just about the lowest-built of vehicles on the road. So was it possible...!

He had no other choice, so immediately he whipped the little tricycle into second gear and slammed the throttle down flat. The Morgan took off like an arrow, whistled under the horizontal barrier pole and across the track, an act which gave the crossing-keeper the shock of his life because there, not fifty yards away, was an oncoming express train.

Lionel drove on, not daring to stop until he had covered at least half a mile. Then, bringing the Morgan to a stop, easing down through the gears, he beside a lay-by and enjoyed the moment.

However, knowing our vast readership would not be fobbed off with excuses, we conveniently forgot and went for a brief thrash in the surrounding countryside.

Approaching the Triking it appears extremely small and having swung a leg aboard I feared to put my weight on it in case the car fell over. Conquering my misgivings, I duly did so and when the car remained on its wheels I slid my legs under the dash and settled into a surprisingly comfortable seat. Although the car has suffered during its years as a mobile test bed, the Triking interior is fitted out to a high standard. The seat cushions are beautifully upholstered in leathercloth of the customer's choice with contrasting piping and are fitted direct to the floor. The transmission tunnel and side panels are covered in the same leathercloth and the provision of generous map pockets on each side is a useful addition. The varnished wooden dash contains a large lockable glove box and a full range of instruments. The finishing touches include tailored matching carpets, a wood rim steering wheel, and a well padded trim strip surrounding the cockpit edge.

Then came ignition. The engine turned over rapidly and with a shattering roar burst into life. First was

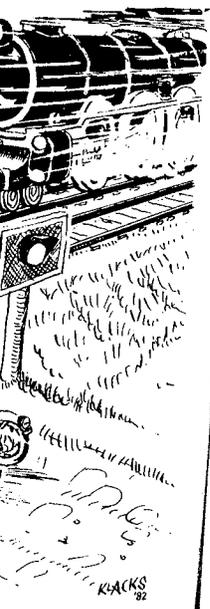
selected by pushing the lever straight forward and gently letting the clutch in to get us rolling. Then back across neutral into second and apply the power. WOW! The car was also minus its windscreen and to any prospective customer considering running his car in this state, I would strongly recommend goggles and an oxygen mask, because it truly takes your breath away. We were off like a rocket with a man who describes himself as a middle-aged hooligan at the wheel. I don't think he's a hooligan; he just knows what he's doing and thoroughly enjoys doing it very quickly. He certainly knows how to get the most out of his Triking.

Into third and round a tight left hander, still accelerating. All my fears of three wheels evaporated on finding the car to be so stable, as it flew into series of bends. The Triking took them with ease but many supposedly surefooted cars would have been hopping about like demented rabbits rounding the last bend gave very short notice of the approaching junction, but the brakes had no trouble coping with the heavy demands made of them. All too soon we were back at the ranch and my brief burst in Tony's Trike only made me hungry for more. Although an admirer of some modern day sports cars such as the Lotus, Tony maintains that they are too easy to drive at high speed. With his Triking he gives the driver a challenge that he will never tire

Why do most people automatically assume three wheelers to be unstable and a little dangerous at speeds in excess of 40mph? I don't know, but must admit to harbouring similar fears prior to my encounter with a Triking. Maybe it's because these misconceptions are based on sightings of Bond Bugs and Reliant Robins, neither of which do much to gain the confidence as performance machines.

The Triking does! It is the creation of technical illustrator Tony Divey who, having owned eight Morgan three wheelers, finally decided in 1977 that the 'Mog' was not the most reliable transport for commuting between his Norfolk home and Munich where he was working at the time. With his technical background working for such companies as Lotus, Porsche and Dornier aircraft, plus his 25 years of practical engineering experience, Tony was able to design his vehicle without hesitation.

Unfortunately on the day of my nip to Norfolk, the beautiful demonstrator was unavailable, and Old Number One, fresh from competing in the Brighton Speed Trials was not strictly road legal, being minus a few items such as lights, mudguards and number plates, which had been removed in an effort to minimise its competition weight.



This unusual machine is called the Triking from Tricking of America. The 3-wheeler has a front-mounted Moto Guzzi motorcycle powerplant and is a quick mover on the highway.

went

had ever lit. es had calmed suffici- to examine the three- that a nipple had le. brought this story to ing our recent trip to to a little airfield, Buecker Jungmeister l, and I thought it idea to take photo- with the old plane ound. er pole across the , with a gatekeeper his little window. ould have to stop, door, Richard!" A Triking stands rts Morgan, so it pping into second ph we slid easily e airfield. It was ver again, except hrough necessity. gatekeeper must king and the two n thoughts were Rally campfire in ars ago, where : roaring out the :— : "you ever see, did ng before. . . ?" "Klacks" 's forthcoming ecdotes, to be

convicted," Tony Divey said to me. So we went for a spin -- and I was convinced. Accelerating from standstill to 50mph in 6.2 secs is Tony's favourite way of surprising anyone who doubts a Trike's capability. He says the remarkable performance is due to their high power-to-weight ratio; whatever, it's an exciting ride!

I met Tony, the Triking's creator, designer and builder about nine years ago when we both worked for Lotus Cars. Tony was a technical writer and illustrator, and often day-dreamed about building a three-wheeled speedster.

Four years ago he built his first Trike and since then Trikes have been exported to Europe, Scandinavia, the United States and Australia.

Over the years I've found that there's no such thing as the average Triking owner, although at around £6,000 (including car tax and VAT) I must say that buyers tend to be those fortunate enough to have a bob or two to spare! Ages vary from 20 to 80 and owners include managing directors (one of whom had his chassis made-to-measure as he's 6'8"), schoolteachers, retired businessmen, grocers -- and the doctor who appeared on BBC 2's *Top Gear* recently; he uses his machine to do his daily rounds, much to the amusement of his patients.

Two women in Cornwall are thinking of assembling a Triking kit next summer and I'm sure they'll have some great fun. We offer three choices: the ready-to-drive Triking, the complete kit, or the kit minus engine and transmission (for someone

who already has the Moto Guzzi motorcycle components). The kits come partly-assembled and painting is the largest job. Ready-assembled cars come in whatever colour the customer chooses -- but it's advisable to pick a colour that's easily obtainable for future matching, try to resist the lure of strawberry pink. Trim colour is also a customer's specification, so most Trikes are very much one-offs with individual colour schemes.

Because I'm the only person in the office I do every job, from managing director to tea lady, depending on who I'm talking to at the time. But at least I never get bored! Most of the day is spent answering postal inquiries from all over the world... "Honoured sir or lady, please are you sending me every informations" and... "Gee, your little buggy is a real wow" are excerpts from two of this week's gems.

Phone calls can be quite a challenge too. Sometimes I'm asked obscure questions about engine capacities and maximum torque, but I usually manage -- and in between times there are the dreaded VAT returns and all the more mundane tasks like book-keeping to get on with.

It's wonderfully rural at Tricking, deep in the heart of Norfolk. A pair of ducks come to the door begging for bread, pheasants strut around the front lawn looking for acorns and there are squirrels darting up and down the trees in the back garden. All is peaceful -- apart from the occasional snarl of a Moto Guzzi engine being tested.

Tony tries hard to involve himself in all aspects of the business. He and his son help two other mechanics build the Trikes, and he talks to customers and compares

now clocked up over 120,000 miles and is still going strong. Personally I don't much care for the "getting sprayed with mud" aspect, but even road-riding in the Trike with Tony at the wheel is quite an experience -- especially on the Continent. While the British just stare and perhaps smile, the Dutch, German and Swiss have no such reservations. They point and cheer, or applaud and whistle. I have seen serious-looking bespectacled young men jump up and down with enthusiasm, and even the sternest matron giggle. (Or was that over the Biggles-style flying helmet?)

Going up and down the Alps with the Demon Divey is pretty hair-raising, too.

pushed... should be available as an optional extra! very soon. A hood is already available as an extra (for pessimists) but the theory is that the rain goes over your head once you reach a certain speed. What happens when you're at a standstill? You get wet. But no one seems to mind very much and you soon dry off in the breeze. There's also a tonneau cover available as an extra for security while the machine is parked.

If you'd like any further information, send a large stamped addressed envelope to: Tricking, Barford Road, Marlingford, Norwich, NR9 5HU we'll send you a brochure and maybe even a postcard of the dreaded Divey in action.

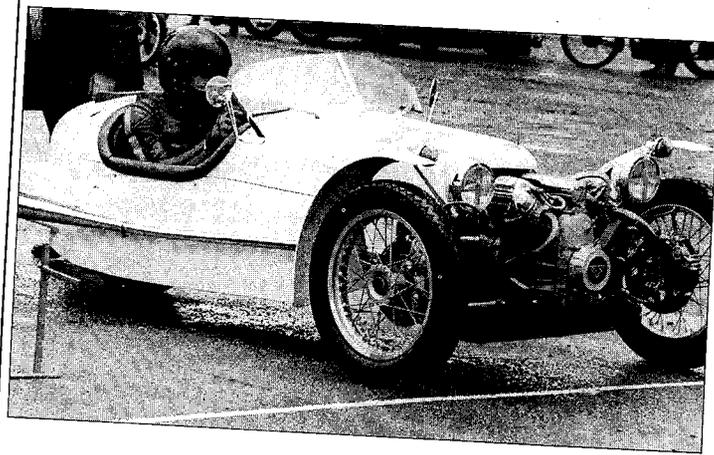
WHAT IS A TRIKING?

... It's a two-seater, three-wheeler vehicle built in steel and fibreglass with motorbike running gear. In this country it's classed as a motor tricycle, and drivers aren't required to wear a safety helmet, although in some countries it's classed as a motorbike. The gearbox (no reverse gear; you push) and weighs 7 cwt -- no more than some motorbikes. Top speed is about 100mph. Tony Divey, Tricking's creator, says most of the machines he builds are exported to the USA.

"SHE" Magazine



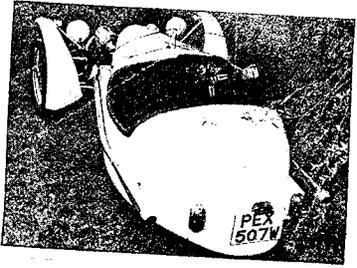
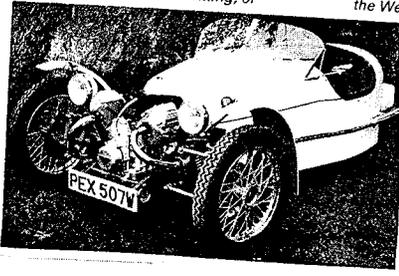
BELOW LEFT: Tricking constructor Tony Divey awaits the 'off' in one of his Moto Guzzi-powered creations -- a customer's car, the works machine being temporarily out of action. Over 40 Triking's have now been built.



Tricking -- a remarkable trike

JUST LIKE something out of that strange formative era of motoring some 50 or 60 years ago, the Triking is right up to date, and the makers even adventure a top speed of 100 mph for it! It cannot normally be sold in Britain fully made up because of the enormous cost of Type Approval, but it is supplied as a kit with a basic cost of £4,500, to which Car Tax and VAT have to be added if it is for the UK. The engine is a V twin Moto Guzzi 844 c.c., which drives the front wheels. The single rear wheel is carried on a swinging fork, with coil spring and damper, and has adjustable ride height. Steering is by rack and pinion, and there are disc brakes at the front. The little open two-seater body is of glass fibre. It's a fun trike, for markets where legislation allows. Tricking, of

Marlingford, Norwich, Norfolk, have their stand at the far end of the hall, just right of the West Brompton entrance.



Man adds a wheel to his moto

By Drew Hardin

When Herb Stuart almost lost his son to a horrendous motorcycle crash, he made a promise to quit his motorcycle riding and look for a safer hobby.

But he missed that feeling of freedom he got when riding, and when he quit, he created a void in his life.

Two years ago, Herb Stuart started filling that void. He met a man in England who made a machine that was pure fun — quick, agile, open, economical, and three-wheeled.

It's called a Triking. It's design is very similar to that of the Morgan three-wheelers, with an exposed front engine driving the single rear wheel. But the Triking takes that vintage design and updates it. Power comes from a 1,000 cc Moto Guzzi motorcycle V-twin engine mated to a Guzzi five-speed gearbox driving the rear wheel. A 20-gauge steel frame holds the body, which is constructed of aluminum and fiberglass. The lightweight construction keeps the Triking's weight down to a slim 850 pounds, just about the weight of the vintage Morgan trikes. Disc brakes on all three wheels stop the little car very effectively.

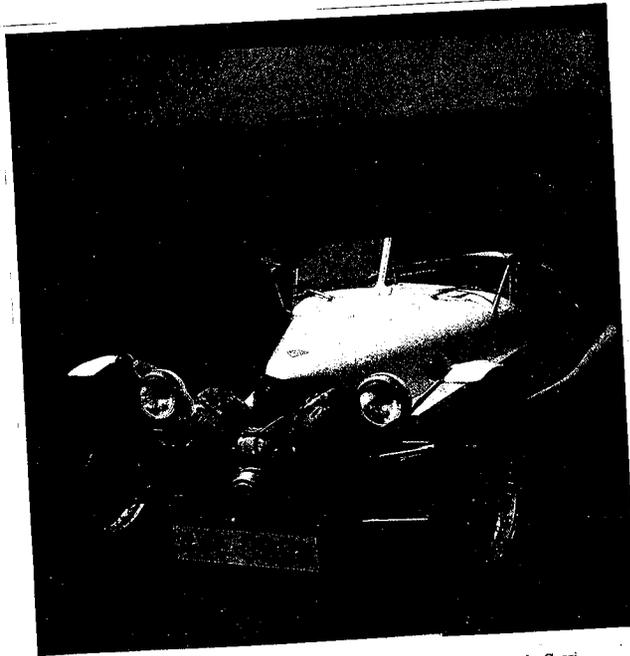
Herb Stuart had his Triking custom-built for him, with left hand drive and American lighting. The car was completed several months ago.

Neither the Moto Guzzi nor the Morgan trike purists know what to make of the Triking. Herb Stuart reports they are very interested in the little car, but not quite ready to fully accept the Triking into their ranks. Stuart participated in the post-Christmas Boxing Day Rally for three-wheeled Morgans and vintage motorcycles, and that's where we got a chance to talk with him and drive the little yellow trike.

The car starts easily with a key,



Herb Stuart demonstrates the fit of his Triking, a brand new British three-wheeler patterned after the vintage Morgan trikes. Because of its small body, you wear the Triking instead of sit in it. (Drew Hardin photos)



manual box, and a Guzzi rearend with shaft drive. Looks like a giant insect to me. I can see the film now. Invasion of the Triking. Millions of them swarming over Middle Italy, living off rusty Alfa Romeos.

The one we tried was actually a custom car. So thanks are due to Chris McGuire for showing us its finer points. The glass panels, what there are of them, are really good, the engineering looks like all good common sense stuff, and the interior featured some tight fitting brown leathercloth and a fine walnut dash, with a Morini speedo and a Veglia rev-counter. There are no doors, of course, nor any top. You just squeeze yourself in (I wouldn't like to have to jump out in a hurry), and it's all around you. Somebody else's notes here tell me it's easy to drive once you get used to the bike gearbox. You press the clutch and the lever is like a bike. One is forward, and the rest are back. Makes a car box look positively clumsy. Under 'acceleration' they've put 'good', under 'cornering roll' they've put 'yes' and under 'braking' they've put 'it stops'. Could be Thacker's work this. He likes bikes. Anyway, he finishes with, 'It's different', for his overall driving impressions. And 'great' scribbled across the bottom of the page. So it must be. As for the price though, it's you that's paying the money. And I don't know how much original three-wheelers are going for.

into this trap. Tony Divey, Mr Triking, says that he set out to build himself a personalised fun car, based on the old Morgan idea, of an engine at the front — very front — and one wheel at the back. Saves on rubber, you know. Nowadays he sells kits and ready built cars, if you can call them cars, which recreate that old style of motoring. 'There's no pretense that it's a cheap proposition, nor that you can build one in three weeks in your back garden. In fact, the price sheet sets it all out in very certain terms. A fully built Triking after all the taxes will set you back a whopping great £8957.50. Mustn't forget the 50p, right? If you want to build

yourself then it's a mere £2405. Or without the engine £4168.75. A bargain to you squire. Optional extras range from a complete stainless exhaust, guaranteed for 25 years at £136 to tuned engines at an extra £348, walnut veneer rack (and you'd need one for your toothbrush) at 32 quid.

So what do you get for your shillings then? Well, the easiest thing is to have a butchers at the pictures. It's a three-wheeler. Two at the front, one at the back. The engine's stuck right out at the front, a Moto Guzzi V-twin 950cc unit putting out about 70 horses, backed by a five speed

Triking

So what did I like in the 'halcyon days of bygone motoring pleasures' section? For definite the Triking. Another of my vague overall impressions of the industry is that half the manning and made some money'. Their waking hours are spent building the prototype, the rest are spent dreaming up ways to justify it. Twelve years experience in sports car servicing to back you up, easy construction, low cost etc, plus all those cliches we mentioned earlier like 'alternative motoring' 'turns heads' and the rest. The Triking does not fall

Triking by its closeness to the ground, and this is compounded by a speedometer which is a little hard to read.

To be honest, the speed was hard to read because I didn't want to take my eyes off the road. Steering on the Triking is incredibly light and precise; there is absolutely no play in the wheel. And at two turns lock to lock, a little movement with the wheel produces a lot of direction change.

A lot of the cars we describe in these drive reports are "fun to drive," and the term loses some of its meaning after a while. The Triking is "fun to drive," but there's more to it than that. It is so light, so maneuverable, so open to the elements around you, it produces the closest thing I've felt to that free feeling of riding a motorcycle for the first time. It's a feeling of flying along the ground with the wind in your face, having the ability to go exactly where you point that little steering wheel, zipping in and out of traffic, thrashing around turns faster than you'd ever dare in

Striking Triking

WHEN VICAR'S son H.F.S. Morgan ripped through the quiet streets of Malvern in 1912, or so, noisily displaying his pioneering independent front suspension but with only three wheels, little could he have realised the lasting impact of his ideas of fun motoring.

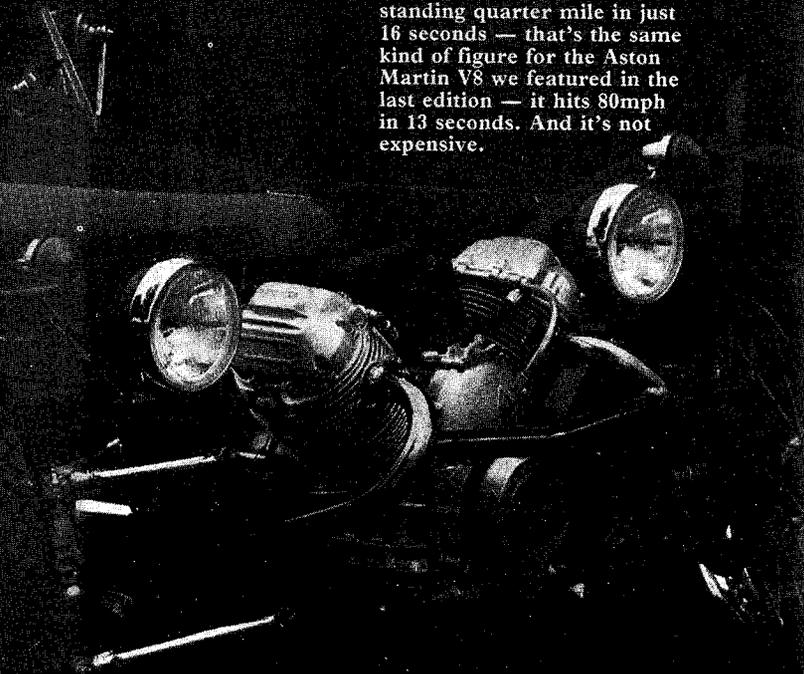
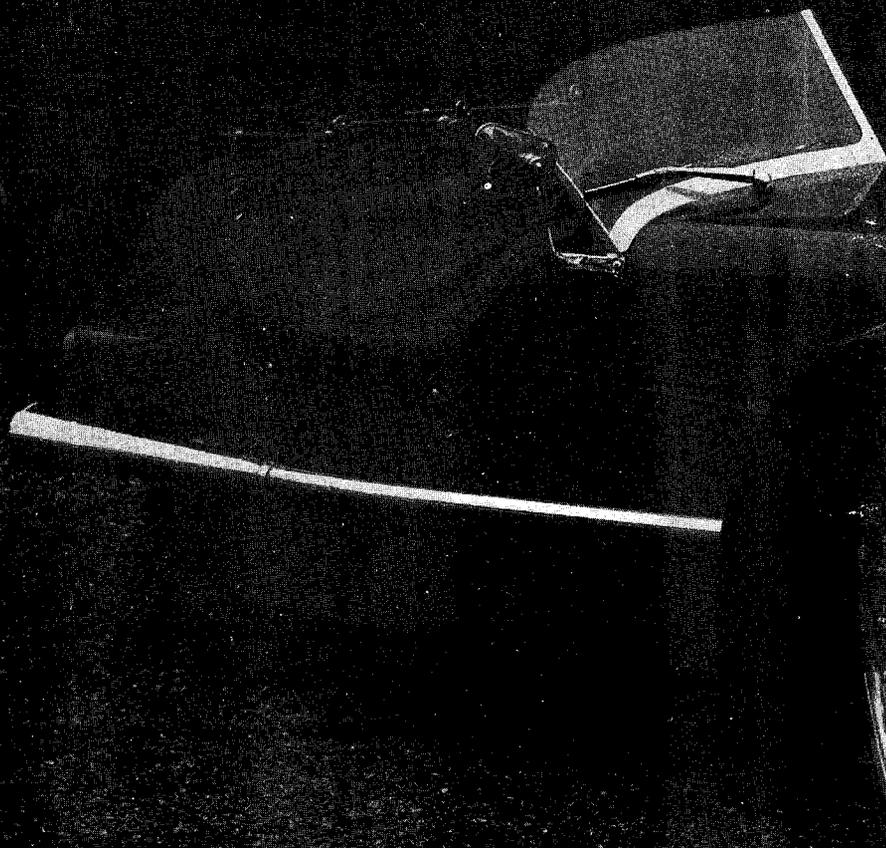
Morgan cyclecars were to boom, providing both family and sporting means of transport, and were not eclipsed until the advent of the Austin Seven. Morgan three-wheelers still to this day hold several international long-distance speed records.

The fun of high power and only three wheels was for Tony Divey the ideal recipe for fun motoring — he has owned eight Morgan three-wheelers. He even commuted to Germany on business trips

in his Morgan trikes. It was such a long journey that caused him to ponder on the possibilities of making a modern-day counterpart to the venerable Morgan.

The result is the Triking. The classic Morgan lines clearly influenced his styling, but he says when you decide to put the engine at the front and have only three wheels, the Morgan style is rather difficult to get away from. His result is a stunning car, with a power to weight ratio of 200bhp per ton.

It will blast to 60mph in seven seconds, cover the standing quarter mile in just 16 seconds — that's the same kind of figure for the Aston Martin V8 we featured in the last edition — it hits 80mph in 13 seconds. And it's not expensive.





more suitable set of motorcycle mechanicals if they had been designed for the job. The transverse V-twin has its gear-box mounted longitudinally so that like any conventional front-engined car there is a propeller-shaft running to the rear axle. The rear fork of the Moto-Guzzi bike already uses a shaft-drive system, so transplanting this unit in its entirety provides a simple method of turning the drive-line through 90 degrees. It also results in a quieter and less troublesome package than a chain, which is important considering the relative inaccessibility of the areas beneath the rear body.

The chassis of the machine is of square steel tubing skinned with aluminium panels, running forward to a steel cradle supporting the engine and the front suspension. It is here that the sheer quality of the engineering is apparent most of all, the eighteen-inch wire wheels being located by chromed steel wishbones which look as if they ought to belong to a competition car rather than a road car. Coil / damper units provide the springing, while massive 11" discs complement the slightly smaller one at the back to ensure that speed can be dissipated as decisively as it is achieved. At first, it appears rather risky to leave the engine exposed to the weather, but in fact it is probably no worse off than in its more usual home, the Moto-Guzzi motor-bike.

That this engine should end up powering a car is quite appropriate: it was originally designed for a lightweight cross-country vehicle for the Italian army, and produces in standard form as much power as many a family car — 70 b.h.p. It also invokes awe in the voices of the innumerable motorcyclists who draw alongside at city traffic lights. "Did you build it yourself?" is always the first question, followed by "Oh, it's a Guzzi!" as if respectability were thereby assured.

These impromptu conversations are one of the delights of this little car; cyclists match their speed to it in slow traffic, bikers assemble around it inquisitively, and a passing Rolls driver offered us a straight swop — he was filtered down a side-street before we could clinch it. In general, however, the response is one of indulgent smiles, and to counter these the driver feels compelled constantly to prove just how quickly he can leave ordinary mortals behind. With a weight of just 780 lb., acceleration is in the super-car bracket (Divey claims a 0-60 time of 7.8s) although this is accomplished with an odd sensation, not of being pushed back into the seat, but of watching a film of the road speeding up. In all other respects one is treated to the full gamut of motoring sensation: the wind in your hair, the enthusiastic bellow of the exhaust, the precise reaction of the front wheels to every twitch of the small, thick wheel — and the thump in the behind when a manhole-cover reminds you that this is a three-wheeler.

Most drivers distrust the idea of having only three wheels on the road, but we found the Triking something of an eye-opener as regards handling. The overriding impression is of its controllability in any attitude, the firm, sensitive steering responding to a mere twitch of the wrist. Pushed steadily into a tight corner, it will understeer by a reassuringly small amount, but bang the lever forward into a lower gear and open the throttle, and it will blunch itself forward with such well-mannered oversteer that it can be caught and corrected or maintained with one hand. With such a small contact area even a careless gear-change can result in the "chirrup" of a momentarily locked wheel, but it is in the wet that the lack of traction shows up to real disadvantage, leaving the Triking vainly spinning

its wheel when trying to squirt onto a roundabout.

Acceleration figures are helped by the rapid changes possible with the constant-mesh gearbox, which instead of a gate has a simple fore-and-aft lever — bang it back to change up one, and forward to drop one. Clutchless changes are very easy, which is just as well since the footwell is so cramped that we could not move our foot sideways and were forced to heel-and-toe the whole time. There are other ergonomic problems too: the T-bar gearlever is a long stretch away, the handbrake even further, and both of these are very stiff, which eventually led to the series of problems that ended our tenure. All of this however, is blown away by the sheer exhilaration of the open road, though tiredness returns with a vengeance when a journey is completed.

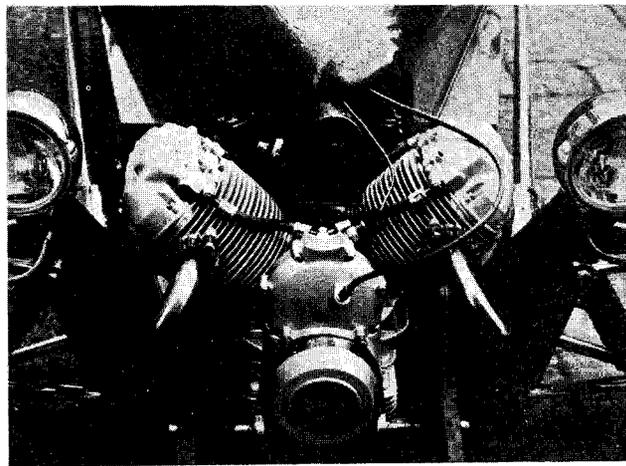
Its motorcycle origins mean that there is no reverse gear, and it takes a while to get used to the idea of hopping out and berthing it by hand, to the delight of the inevitable onlookers. Entry and exit also requires practice in threading the legs past the wheel, and in fact proved impossible for some who tried. All of this means that it is emphatically a fun and fair weather car — caught in a rainstorm, we were brought to a halt simply because of the spray enveloping the tiny car and obscuring our vision. In more pleasant conditions, the occupants are surprisingly well protected from wind and noise, conversation being easy even at 85 m.p.h., which can be reached without any apparent effort. Tony Divey boasts of 100 m.p.h. being attainable, and while we had no opportunity to verify this, the solid and stable ride should cause no worries at these speeds.

Undoubtedly, this is a car in the vintage mould, with little concession to comfort. Luggage must be squeezed behind the pull-out seat-back, there is no spare tyre, nor a heater (although at low speeds warm air wafts from the cylinder cooling-fins over the fibre-glass cowling). Access to the battery and rear wheel means removing the rear body-work, but to balance that, the

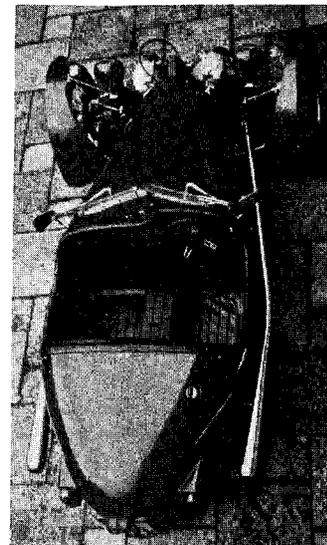
power-unit is of course very simple to get at. Not so the gear-box and change mechanism, as we discovered when the nipple pulled off one of the cables leaving us stuck in fourth gear. The resulting short clutch-slipping trip back to base did not harm the competition clutch facings fitted, but the heat produced was enough to soften the pressure springs, rendering the car immobile. To be fair, these problems stemmed from a component failure and in no way reflect on the high standard of workmanship of the car. Since then, rods have been substituted for cables and the change is reportedly much lighter.

As with many specialist cars, the intention has always been to build only to order, rather than risk carrying unsold stock. Most enthusiasts interested in an unusual car will willingly wait during the assembly period, and so far 26 examples have seen the light of day, with numbers 27 and 28 currently in the work-shop. Interest in the car is increasing, especially in the States, from where enquiries have recently been arriving at the rate of a hundred a week. This has prompted Divey, whose main concern is the design and refinement of the project rather than the business side, to have discussions with a number of parties interested in producing the Triking under licence. An outline agreement has in fact recently been reached which will involve a name not unknown in British motoring entrepreneurial circles, although the full details have yet to be confirmed and publicly announced.

The other favourite question of passers-by is "what does it cost?", and most seemed taken aback by the reply "£6,600". Yet there are few sports cars available at that sort of price, and of course road-tax is only £32 for a three-wheeler . . . In fact, the purchase of a Triking could only be an extravagance, as it must surely be a second or third car, unless one lived in perpetually sunny climes. Nevertheless, it offers rapid, seat-of-the-pants motoring in a supremely individual form — though definitely not for introverts. G.C.



THE air-cooled 950 c.c. V-twin Moto-Guzzi engine (above) is mounted directly between the front wheels of the diminutive Triking, but seems not to suffer from its exposed position. Right: from above the beautifully finished interior sets off the rounded lines, but the outside exhausts call for care in dismounting.



ER, UNUSUAL

"LIKE A road-going Tiger Moth" is perhaps the closest description of what it's like to blast around the countryside in a Triking — the three-wheeled Morgan clone with 950cc of Moto-Guzzi twin up front, that's being produced by technical illustrator-cum-car builder Tony Divey in Norfolk. This hand-made, glass-fibre-bodied blast from the past has a claimed top speed of around 105 mph (the pure assault on the senses prevented anyone in *Motor's* office actually trying it) as well as a standing quarter mile in 18 sec and it will easily average 50 miles per gallon. With its skinny wire wheels and mudguards, "cosy" accommodation and tiny windscreens, the Triking oozes nostalgia, conjuring up all the fun and frivolity of the 'Thirties. But £6,600 is a hefty price to pay for your fun, especially when the Triking doesn't have a reverse gear, any real weather protection, luggage space nor even a spare wheel.

Handwritten initials: JB

heeler

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SUCH was the philosophy behind Tony Divey's Triking, for the onlooker immediately thinks of the three-wheeled Morgan sports car of the inter-war years, famed for its race-winning performances and now much sought-after as a collector's piece, albeit usually a hard-worked one. The traditional sliding-pillar suspension had critics and supporters, but nobody disagreed about the Morgan's lack of brakes. With all this in mind, Divey, a longtime enthusiast of the *marque*, gradually began to formulate a scheme which, with his engineering background and a career as a technical illustrator, he was well qualified to put into action. From a tiny workshop in Norwich there now issues a slow but steady stream of Triking.

The car is not claimed to be a "replica" as such; rather it is the result of similar design restraints producing a similar answer. It may be irrelevant that Tony Divey has owned six Morgans in the past. . . .

Be that as it may, there could not have been a



BIGGLES WOULD have loved it, darting between the hedgerows, feeling the rush of air past his flying helmet and scaring Algy and Ginger half to death. The steady throb of the air-cooled twin, its rocker covers just peeking out over the short bonnet, would have been music to his ears, and the razor-sharp response from the steering would have reminded him for all the world of his barnstorming old Jupiter.

Motoring, Triking-style, is pure, unadulterated nostalgia. This beautiful, hand-crafted three-wheeler — unashamedly styled on the once-ubiquitous Morgan Trike — conjures up all the fun and frivolity of motoring in the 'Thirties, yet gives the performance, economy and reliability of a modern-day sports car.

The Triking is the creation of technical illustrator Tony Divey. Tony had owned eight Morgan three-wheelers before he finally decided, back in 1977, that the 'Mog' was not the most reliable of transport for commuting between his home in Norwich and Munich where he was working at the time.

So, using his engineering and illustrating skills, he mapped out the design of a Morgan look-alike which would make use of the V-twin, air-cooled Moto-Guzzi 950cc motorcycle engine and transmission. Not only did the Guzzi engine look the part, but having been developed originally for use in a small Italian Jeep-like vehicle (and subsequently used in a motorcycle) the motor had power and torque characteristics well-suited to a vehicle like the Triking.

Production — on a cottage industry scale — began in Tony's garage at the side of his home in Marlingford, Norwich, in 1978 and so far 22 Triking's have been built. Surprisingly, the majority of the cars made have been exported to places as far apart as Australia, the Middle East and Norway.

The Triking itself is remarkably strong and robust, despite its flimsy appearance. The chassis is made up of fabricated sections and square-section steel tube which is then clad with sheet aluminium. A local firm produces the mouldings for the bonnet, the rear body section, and the skinny front wings.

Mounted to the chassis are fabricated double wishbones which, together with the front uprights — similar to those used on the Lotus Elite, make up the front suspension. As the Guzzi motorcycle is shaft-driven, it was possible to take the whole rear hub, wheel and suspension assembly and bolt it straight on to the Triking body.

The rack and pinion steering is by Alfrod and Alder and is similar to that used in many BL small cars, while for braking there are 11in Lockheed discs at the front and the Moto-Guzzi Brembo brake at the rear.

"Our biggest headache is getting all the components together," said Tony. "If we had all the bits, it would take around 120 hours to build a car, but a part that takes 10 minutes to fit can take a month to get hold of."

"Communication with Moto-Guzzi in Italy heads our list of problems, for the only way to obtain engines is actually to hire a Transit van and go out and collect them — 12 at a time."

Biggles rides again

... in a bright red, bug-eyed, bum-jarring Triking three-wheeler. Howard Walker donned his flying helmet and goggles to sample this vintage velocipede

suiting to the needs of the Triking. With 71 bhp on tap in a car weighing just 780 lb, then performance is bound to be sparkling, and although we weren't able to strap our fifth wheel to the Triking's tail, it was clear that this trike was quick — very quick! Tony, in fact, claims a standing quarter mile in 18 sec and a top speed approaching 105 mph.

The other advantage of the Italian twin is its longevity. Tony's original car has now covered 100,000 miles and the engine has only needed a new clutch plate and one new timing chain, and this is despite the car being used most weekends for hill climbs and trials. The engine in our test car had also covered over 45,000 miles without needing any major repairs.

The major shortcoming with the Moto-Guzzi transmission, though, is its lack of a reverse gear — obviously not a necessity on a motorcycle, but "useful" on a car. Tony has tried replacing the fifth ratio with a reverse gear but without much success. His latest plan is to instal a reverse gear into a Moto-Guzzi two-speed automatic gearbox and he hopes this will solve the problem.

On the road, the Triking performs more like a big motorcycle than a three-wheeler car, its V-twin pouring out the power from as low as 2,000 rpm. Many a sports car driver will pale with embarrassment as the Triking blasts away from the traffic lights, leaving all but the supercars in its wake. With 62 ft lb of torque available, the Triking will pull like a train, even in fifth, from almost walking pace.

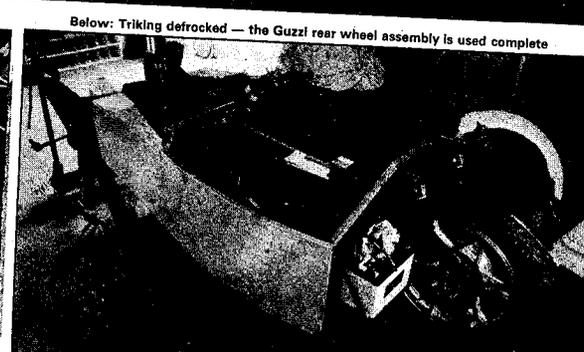
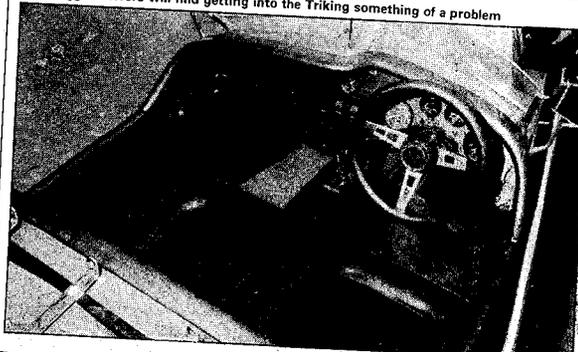
The other advantage of the Guzzi engine is its economy. Over 500 miles of hard driving mostly across

country, the Triking averaged 49.5 mpg.

Yes, the engine is noisy, though the sound is far from unpleasant. With 45,000 miles under its belt, the engine sounded, shall we say, loose. Kept below 4,500 rpm, it is generally smooth and reasonably muted, but take the revs past 5,000 and the noise quality deteriorates, with the engine taking on a hammering, thrashy note. Only on sustained long, high-speed cruising does the noise level become wearing, but fortunately only around 3,000 rpm are needed to keep the Triking buzzing along at a comfortable 60 mph. At 85 mph the assault on the senses from the noise and the wind are enough to make even the most determined Triker back off.

Changing gear is not one of the Triking's best features. The positive-stop change is similar to that on a motorcycle — push forward for first

Long-legged drivers will find getting into the Triking something of a problem



Below: Triking defrocked — the Guzzi rear wheel assembly is used complete



Above: Authentic looks from the 950cc Moto-Guzzi twin

and keep on tugging back for the other four gears. First gear seems to have a mind of its own, often refusing point blank any attempts at selection, while going down the gears to get neutral before you reach the traffic lights can also become annoying. A little more work is needed in perfecting the linkage, I think. Mostly though, the short, stubby T-bar gear lever snicks around the five-speed box with light crisp ease, though the sharp action of the clutch does not make smooth take-offs from standstill easy.

Most drivers would shrink in horror at the thought of hurling a three-wheeler down a twisty country lane, but a stint behind the wheel of a Triking would soon change their views. The steering is beautifully light, yet transmits back to the driver every little detail of what is happening to the car. So, when the tail steps out of line, particularly in the wet, a quick





to make myself a very car and didn't really self setting up a car Tony Divey, who used an illustrator for Lotus and time making workshop alongside his livingford near Norwich. om a Moto-Guzzi V-100cc engine retaining the rear wheels. Power has less than seven to pull. The Triking to be amazingly strong, square section tubes passing resemblance one chassis of a Lotus. Quick steering comes in rack. Bodywork is glassfibre. Double suspension of Divey's is used with coil units with Lotus

headaches over cash flow, and a constant search for components. It takes three months to build each car, but the brochure quotes five because so much time is spent chasing for bits.

So far, Tony has sold 30 cars. He built his first in 1978, and then campaigned it in the classic long distance trials like the Lands End and the Exeter. The car drew all sorts of comments, including many from three-wheeler Morgan purists, and none knocked the project. Most heaped praise for its build quality, its finish, and most found themselves passing grudging admiration at its supercar performance.

Interest has now spread worldwide. His cars have been sold in Europe, and he has just passed the tricky German legislation for the Triking to be sold inside Germany, and some have even found their way to America and Australia.

What's it like to drive? As they say in the vodka advertisements, the effect can be shattering. You approach it with some degree of trepidation for it has enormous degrees of power for just three wheels and skinny tyres. Confidence soon grows. For a start, forget all thoughts and comparisons with a Reliant three-wheeler. With the

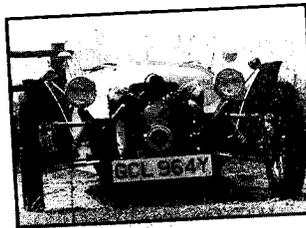
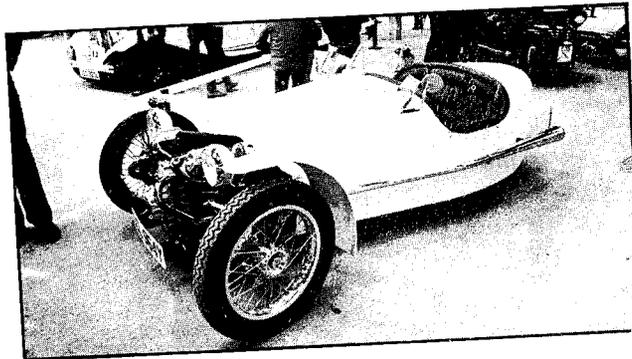
just forget that it's only three wheels, certainly in normal pottering down country lanes it felt as stable as a four wheel. Cornering was excellent — most unexpected.

Tony Divey says he has strong admiration for the present day products of Lotus, but says modern sportscars have lost their sense of fun by being too easy to drive at high speed ... his Triking sets out to revive some of the lost thrill of truly sensational fast travel, and give the driver more of a challenge.

He seems to have succeeded. It is a close fitting squeeze for two, with no room for luggage except for a shared toothbrush. The gearbox has five gears, but no reverse. It hardly needs five speeds and a two-speed automatic with a reverse is now under review, and this should shave a little more off the standstill to 60mph time. The seats are commendably comfortable, and once you are in, it's all quite snug.

TRIKING CARS

For five years Linda Woodbine kept the office ticking over at one of Britain's most extraordinary small car manufacturers



THE ACID TEST

In the November 1983 issue of *S & KCB* I wrote a feature on Tony Divey's Moto Guzzi powered Triking. At the time of writing, my short outing in the amazing three wheeler only left me hungry for more, so I was delighted when Tony invited me to join him to take part in the 56th Exeter Classic Trial organised by the Motor Cycling Club. I was extremely

flattered to be asked and lost no time in accepting.

Thus it was that at 11.30 p.m. on Friday, 6th January we set off from Reading on a route of about 300 miles, heading for Sidmouth where we were due to finish on Saturday afternoon.

The route was mainly on roads but incorporated 13 special stages, all of which were over the roughest, steepest and wettest terrain that the organisers were able to find.

Tony has been competing in these events since he started the Triking project and many of the alterations to the car have come about due to various components failing when subjected to a bit of harsh use.

On this particular occasion a new universal drive shaft joint was the subject of the test, and even though we completed the trial, the Triking was subjected to some extremely harsh use during the course of the event which resulted in the joint failing at Swindon on the way home.

Suffice it to say that we were a little annoyed, but it does mean that all future Triking purchasers will be spared the same experience due to the thorough testing these events provide.

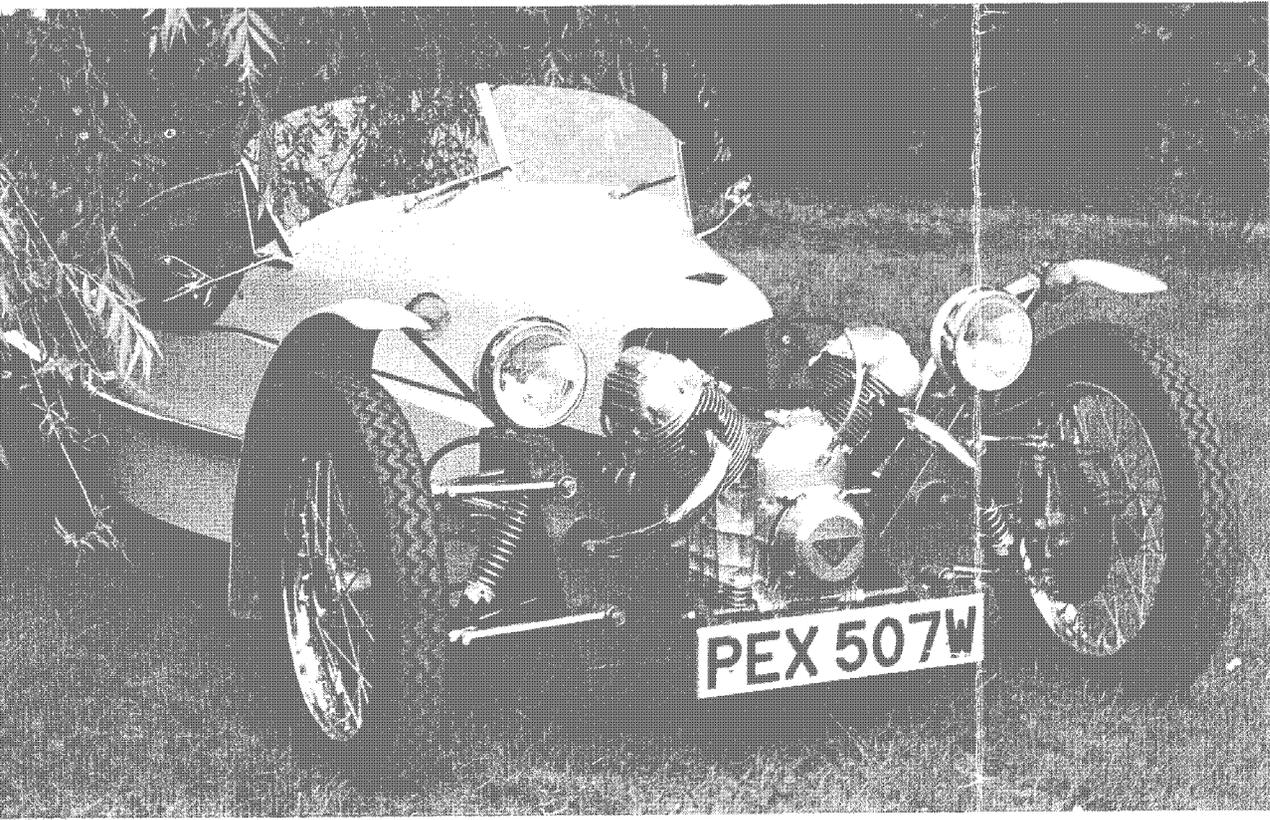
thrills (no spills so far, thank goodness). He also organises the supply of components, but still manages to leave a bit of time for his main hobby — trials, hillclimbs and sprint events. He seems to thrive on getting covered in mud, behind the wheel of his Moto Guzzi Triking which he

particularly when cornering sharp bends with a few hundred feet sheer drop beside you and no safety barrier.

The Trike is light enough to push around, even with someone sitting in it. This is handy when...

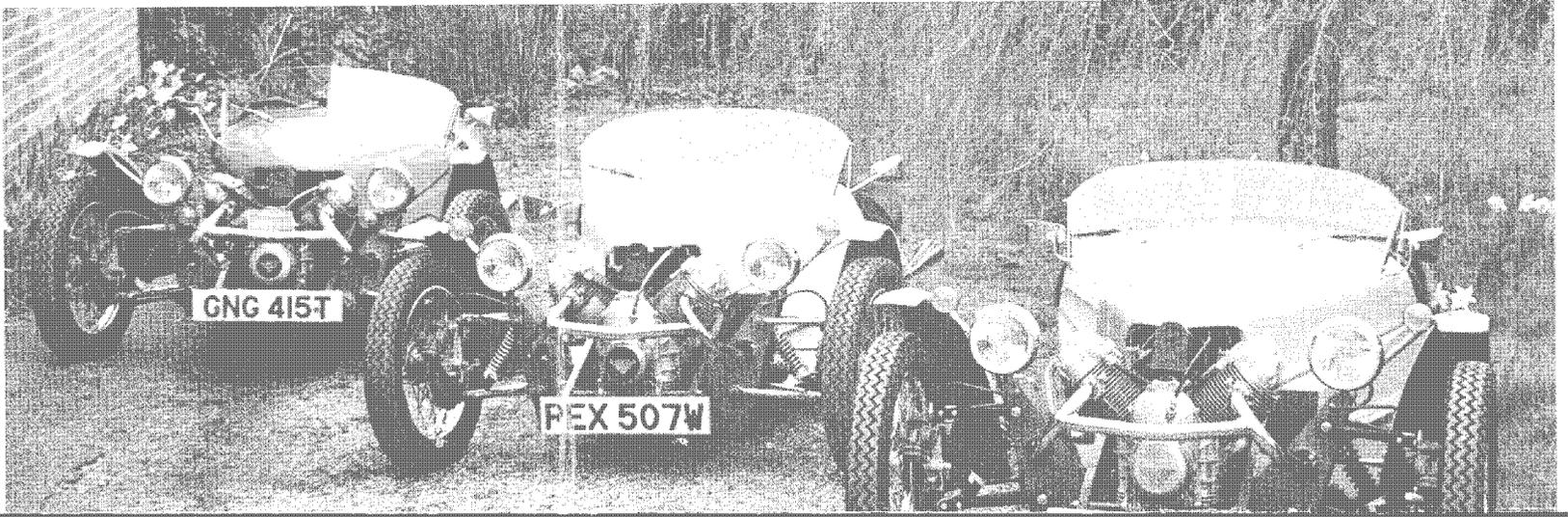
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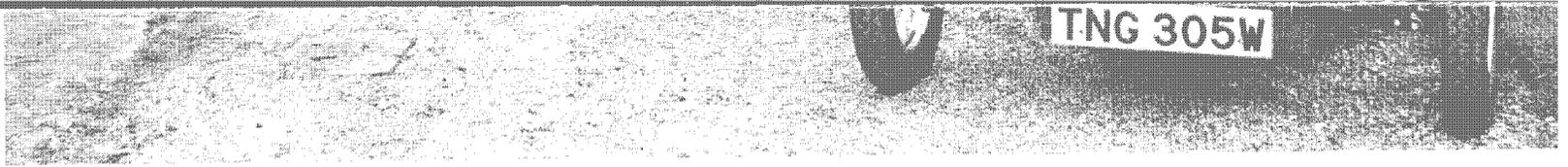


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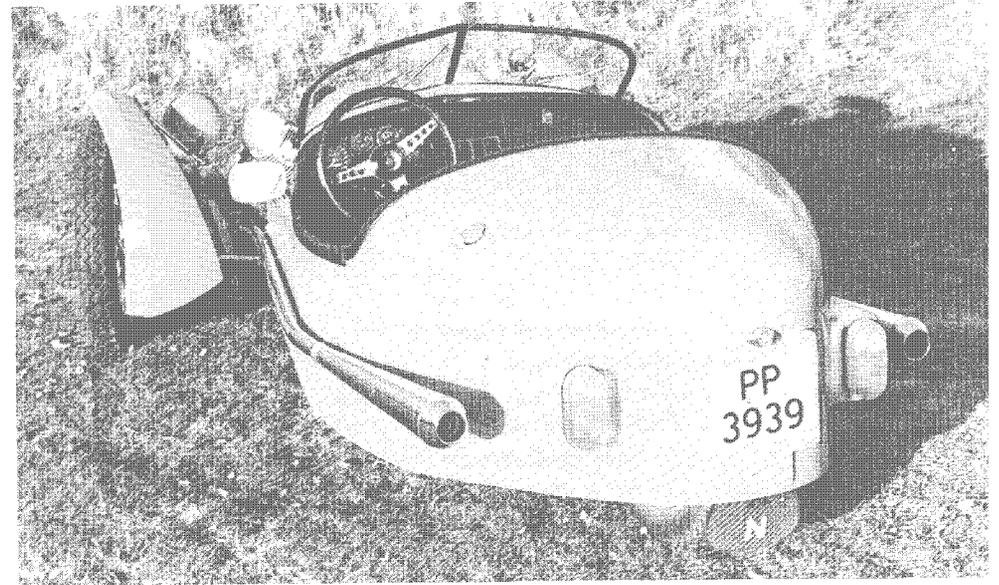
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Bring
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THE TRIKING

Whether you see the Triking as a sportscar with a motorbike engine or a motorbike with a sportscar body, this practical and unusual two seater wheeler always produces the same effect for its pilot — exhilaration !!

It is not a copy of the famous Malvern three wheelers. Its vintage styling is very pleasing indeed, the exclusive and unusual appearance assuring that the Triking is always the centre of attraction.

The beautifully finished handbuilt body allows plenty of comfort for the driver while the Vee twin engine turns out more than enough power to give the lightweight Triking remarkable acceleration and sparkling performance with excellent fuel economy.

The designer's knowledge of modern sportscar construction has been put into the strong box section backbone chassis, which is incorporated into a tubular spaceframe clothed with stressed side panels. This gives the passenger protection and adequate strength to comply with present testing requirements. Bonnet, rear body section and front wings are all moulded in glass re-inforced plastic.

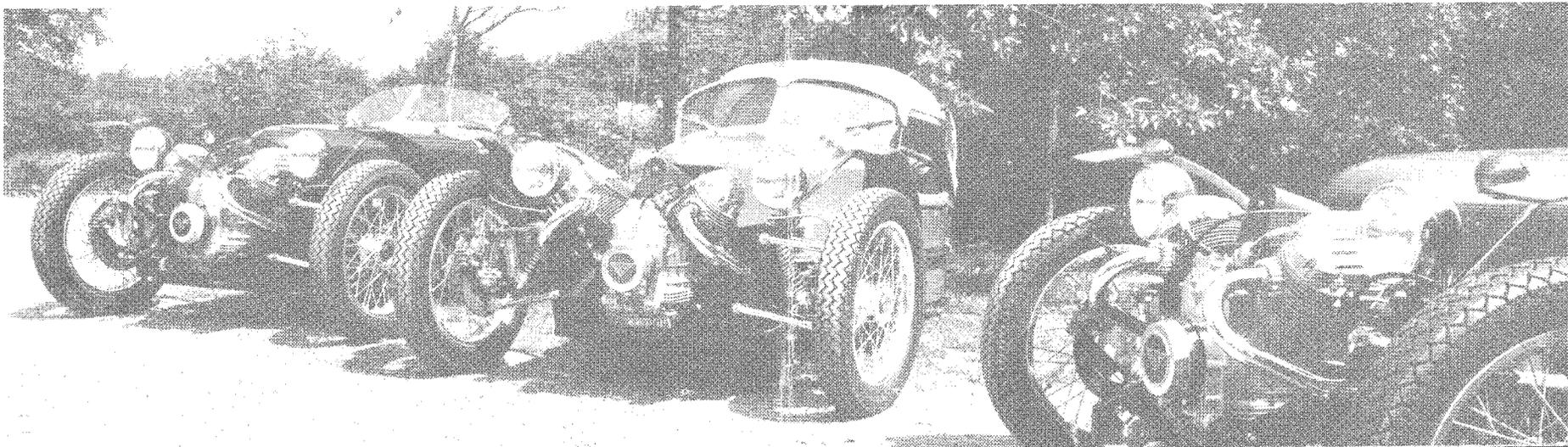
The front suspension is by rack and pinion through chrome plated double wishbone independent front suspension, with large diameter disc brakes operating on the stylish wire wheels. Rear suspension is by swinging arm, incorporating shaft drive to the rear wheel, which also has a disc brake. In conjunction with adjustable spring and shock absorber units, this makes the Triking remarkably safe and stable.

The standard power unit of 950cc gives 71 b.h.p. which is adequate for most Triking drivers, giving a power to weight ratio in the supercar range. A factory version with 86 b.h.p. is also available while special tuning to 100+ b.h.p. is possible.

Various options are available, including a hood (detachable soft top) tonneau cover, luggage rack, burr walnut veneered dashboard, and so on. Please see separate price list for full list of options and current prices.

The Triking is supplied completely built in markets where it complies with relevant Type Approval regulations, or in component form where it suits legislation or where the customer chooses to complete his Triking himself. Please feel free to contact us for further information.

Delivery is usually five or six months from receipt of order. Deposit required is one third of basic price with another third payable as a build payment approximately two months before delivery. The final payment, including any packing and freight charges, and British taxation where applicable, to be made on despatch.



TECHNICAL SPECIFICATION

ENGINE

Type: Vee Twin Cylinder Moto Guzzi
Capacity: 950cc (58 cu.in)
Cooling: Air
Valves: Two per cylinder head
Carburettors: Two Dellorto
Fuel pump: Electrical
Maximum power: 71 bhp/7,200 rpm
Maximum Torque: 62 ft/lb/5,500 rpm

TRANSMISSION

Type: 5 speed manual
Reverse gear: None
Clutch: Twin plates

CHASSIS/BODY

Steel backbone chassis with steel spaceframe, alloy stressed skin side panels, GFRP bonnet(hood)shape, rear body and wings.

SUSPENSION

Front: Independent wishbones, coil spring and shock absorber units
Rear: Swinging fork, coil spring and shock absorber units

STEERING

Type: Rack and pinion

BRAKES

Type: Discs, 11" diam. front, 9.6" diam. rear
Dual circuit, split front/rear

WHEELS/TYRES

Front: Triking wire, alloy rims
Rear: Moto Guzzi
Tyres: Avon 4.00S/18 SM

DIMENSIONS

Height: 38" (0.965m) Top of Screen
Width: 59.5" (1.511m)
Length: 114" (2.896m)
Wheelbase: 83" (2.108m)
Track: 54.5" (1.384m)
Weight: 780 lbs (355 Kg)

ELECTRICAL

12 volt negative earth
Alternator and Starter: Bosch
Fuses: 6
Headlights: Halogen H4, 60/55 watt
Battery: 32 Ah

INSTRUMENTS

Speedometer
Tachometer
Oil pressure gauge
Fuel contents gauge
Map light

ACCELERATION

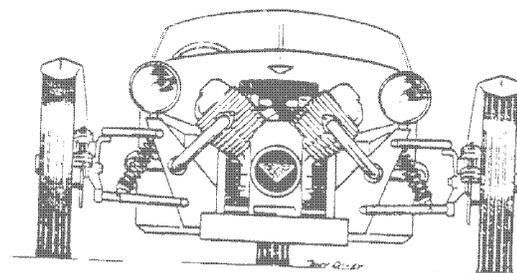
0 - 30mph 3.1 secs
0 - 40mph 4.3 secs
0 - 50mph 6.2 secs
0 - 60mph 7.8 secs
0 - 70mph 10.7 secs
0 - 80mph 13.8 secs
Standing ¼ mile 16.0 secs

PERFORMANCE

Maximum speed in gears, MPH
1st 44
2nd 64
3rd 85
4th 102
5th (121)

FUEL CONSUMPTION

At 56 mph 56.5 mpg (47.0 mpg US)
At 75 mph 47.8 mpg (39.8 mpg US)



V.A.T. Registration No: 324 4284 72



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