



# TRIUMPH TROPHY ROAD TEST

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*Motorcyclist*



Triumph Dealer Neil Gosman plows thru hub-deep mud on the Trophy Scrambler. This motorcycle is the same one Bud Ekins used on his victorious ride in recent Snow Valley Scrambles in New York.

By Erik Arctander

LONG ISLAND was soaking up the bright sun as I turned off East Northport's main drag and pulled up in the front yard of the Fawn Machine Products Co. Proprietor Neil Gosman, competent and well-liked Triumph dealer for Suffolk County, was hosing down an almost-new Trophy Scrambler.

"Want it to be clean for those pictures," Neil said, smiling. He'd sold this particular bike only a few weeks before to Bob Springer, a local rider, and borrowed it back today for the road test. Bob had put 829 miles on it and switched the level twin-seat that comes with the machine for a two-step job. Otherwise, everything was standard. Either Dunlop Universal (for

road riding) or Dunlop Sports (for the woods) can be had, and Springer had taken the latter.

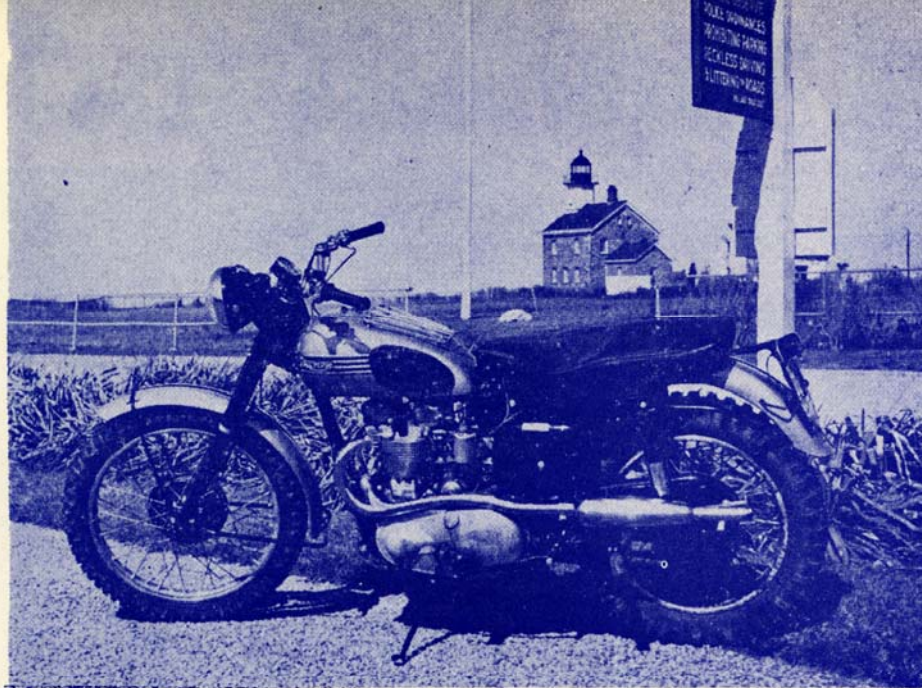
We wasted no time heading for rough stuff where the knobbies could sink their teeth into soft dirt. With the manual spark retarded slightly, I kicked the bike over and the engine barked into life. The recent hosing down hadn't bothered the Lucas Wading magneto a bit. But then easy starting is a characteristic of twins. I knocked the shift lever down into first with a crisp click and we took off.

On the way to a scrambles course laid out by Neil's club — the Long Island Sports Riders—I analyzed my first impressions of the new Trophy. The twin-seat appeared to boost the rider further off the ground than the older saddle. And you felt as though your buttocks were hanging over the sides. The narrow width of the twin-seat did turn out to be handy later on when riding the pegs was necessary. Handlebars were very comfortable, even by the usual American standards, and permitted a restful riding position.

Gear Ratios:	Earlier Trophy	1955 Trophy
Top gear	5.24	5.24
Third	7.46	6.24
Second	11.58	8.85
First	15.25	12.80

As can be seen, only top gear is the same—the gear that lets you go like a bat when some open highway pops up in the middle of an enduro. It also becomes apparent why second gear on the new model is so useful; it's almost as high as third on the older Trophy. Taken altogether, the gear ratios appear well-matched to the snappier engine.

Comfort is always difficult to judge on a new machine that is still stiff in the joints. This is especially true with the newer style twin-seats. Though there is give to the rubber in the seat, the largest part of the shock-absorbing work is left to the front and rear springing. With swinging arm rear suspension in place of the limited-movement sprung hub, the Trophy Scrambler should be a much more comfortable job to ride. But you can't



The attractive Trophy Scrambler vies for honors with the picturesque Long Island landscape in this photo. Scene is at Old Field Point Light, on Long Island's north shore.

prove that by a bike with only 800-odd miles on it. Those massive plungers need several thousand miles of stiff exercise to loosen them up.

After some 15 miles of roosting about in the woods, in deep sand, through mud (see photos), and over railroad ties, I left Neil Gosman's company for a fast road tour. It took me further out on Long Island's north shore to a picturesque spot called Old Field Point Light—a round trip of 45 miles.

With the knobby sports tires on, cornering at speed and riding at wide-open throttle was not up to usual road standards; it felt like riding on stilts. This is not to say that highway sections could not be very effectively navigated, as they would during a run; rather it would be fairer to say that a cross-country trip is not advisable with this type of tread if you're after a high average speed.

On the way to the lighthouse there was enough empty road to try the machine out in more detail. Moving through the gears, I found the engine commendably flexible. In first, for example, the bike could be idled down to a trickle that didn't move the speedo needle at all, then opened up to 35 mph before valve float set in. In second, a low speed of under 10 mph was maintained, with a high of 50 mph at the other end of the scale. In third, a slow 17 mph was possible, with a high of over 70. Top gear carried the bike along at 21 mph without fuss, and reached 75 plus before I ran out of road.

While taking pictures of the Trophy Scrambler out at Old Field Point I ticked off the features that have made the model justly famous. The removable headlight with ammeter set in the top, a large trip-setting speedometer set at an easily-seen angle atop the forks, manual choke and manual spark, magneto cut-out button handily

mounted near the right twist-grip, parcel rack on the tank-top, high-level exhaust, folding kick-starter, high 6½ inch ground clearance with skid plates protecting the engine cases, and very efficient brakes.

New features, besides the swinging-arm rear suspension and twin-seat, is a larger gas tank that now holds 3 1/3 gallons instead of 2½—presumably in line with the switch in emphasis from trials to scrambles riding. A larger Amal carburetor is fitted, along with a high-performance cam shaft, the new unified oil tank-tool box-battery box assembly, a stop light, and improved stands.

The Triumph factory has deliberately set out to meet the fast-develop-

ing demand for a swift off-the-road machine that can be ridden as a high-performance highway job too — and they've succeeded. In the hands of an experienced rider the Trophy Scrambler should be well-nigh unbeatable.

## TRIUMPH TROPHY SCRAMBLER

### PERFORMANCE:

Top Speeds	
1st gear .....	50 mph
2nd gear .....	65 mph
3rd gear .....	85 mph
4th gear .....	102.41 mph

(Electrically timed speeds courtesy "Cycle" Magazine)

### SPECIFICATIONS:

**ENGINE** — 500 cc vertical twin cylinder with 8.1 compression ratio and overhead valves. Die-cast alloy head and cylinder barrel. Two gear-driven camshafts; alloy connecting rods; plain big ends and central fly-wheel. Bore and stroke 63 by 80 mm. Dry sump lubrication, pressure-fed big ends and valve gear. Amal Monobloc carburetor with air cleaner.

**TRANSMISSION** — Four-speed positive change foot-operated, with large diameter multi-plate clutch with rubber pad-type shock absorber.

**FRAME**—Brazed cradle-type with swinging arm rear suspension with hydraulic damping adjustable for varying loads.

**BRAKES**—7 inch front and rear.

**TIRES** — Dunlop Sports type. Front: 3.00 by 20. Rear: 4.00 by 18.

**U. S. DISTRIBUTORS** — East: The Triumph Corp., Towson, Md. West: Johnson Motors Inc., Pasadena, Calif.

MOTORCYCLIST

Gosman gives both front and rear suspension a hearty workout on these railroad ties.



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