



THE TRIKE



Grinnall



HALF TRIKE, HALF BMW 12

This stunning vehicle was styled by Volvo designer Steve Harper, who penned the Scorpion III. His work blends perfectly with the styling of the original BMW R1200 & R850 Cruiser to produce an appealing and coherent whole. It looks like a Bavarian original and is approved by BMW (GB). Mechanically, the machine is well up to the high standards set by the Scorpion III. Sophisticated double-wishbone rear suspension mounted on a light, torsionally rigid space frame sub-chassis. This replaces the Cruiser's standard rear end, and uses the same BMW mounting points.

The Trike is available fully assembled onto a new bike supplied by us (together with all two-wheeler parts) - or it can be factory assembled onto your own R1200C. There's a virtually unlimited palette of custom colours to choose from. The conversion can also be purchased in component form for you to do your own spanner work. We can also source used R1200C's for conversion.

The Trike can be built in around twenty four hours and the process is fully reversible; it can be converted back into a two-wheeler, as and when required, in about the same time.

The Trike boasts an easy, comfortable ride, safe precise handling - thanks to a new top yoke with carefully revised steering geometry, and it has more than enough performance to keep most people happy. There's also a list of selected options to further enhance the looks, performance and convenience of your R1200C-T.

The Trike can be ridden on a car licence in the UK and a motorcycle test is therefore not required. It can also be legally ridden without a crash helmet, a point picked up with approval in their Trike review by

The Daily Telegraph

'Definitely a selling point. It was a rare treat to hit the balmy breeze without donning the usual bike paraphernalia.

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Although not intended to be a performance vehicle, the big BMW twin catapults the Trike to 60 mph in five seconds. Expect about 100 mph flat out, but helmetless, even half that is enough to give the thrill of speed. Cornering is fun too. So, another singularly triangular Grinnall, cleverly designed, constructed and styled. And remember that the conversion is easily reversible, so if you fancy two-wheel mode for a change, another spanner session is all that's necessary'.

MCN liked the Trike too, awarding it a 93% 'grin factor':

'It's a laugh and can be very relaxing to ride. You get armchair comfort, for a start. OK, so you can't filter through traffic and it's slower than most bikes, but that's not what the Grinnall BMW is about. With its comfort for a passenger and the added advantage of a rear luggage compartment, it could be great for touring. But that's not really what it's about either. It's about

being an individual. And that's at the heart of why we all ride'. 'Cleverly done', they concluded, 'A party on three wheels'.

Invite yourself to the Trike party. Call us soon.



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SPECIFICATIONS

Chassis:

Steel tube space frame. Epoxy powder coated.
Custom top yoke with revised steering geometry for precise handling with minimal steering tremor.

Body:

Fibreglass reinforced polyester, manufactured by hand, 2-pack paint finish. Standard BMW Motorcycle colour range. Bespoke colours at extra cost. 20 litre boot capacity.

Engine:

BMW R-Series.
1200cc, 8 valve, flat twin (61 bhp).
850cc, 8 valve, flat twin (37 bhp).
Motronic MA 2.4 digital engine management.

Brakes:

Front brakes: Dual BMW 305 mm discs.
Rear brake: 252 mm discs. Girling single piston, sliding calipers with handbrake.

Suspension:

Front suspension: Tele-lever, as per 1200/850C.
Custom top yoke with revised geometry.
Rear suspension: Double wishbones in oval tubing with inboard concentric coil springs and adjustable dampers.

Wheels-tyres:

Rear: Cast aluminium 6.5" x 15" wheels with 195/70 ZR 15 tyres. Front: Standard BMW 18" spoked or 'Independent' 3 spoke.

Transmission:

5-speed gearbox with dog-type shift.
Single dry plate clutch.

Economy:

Fuel consumption: 30 - 40 mpg.

Performance:

0-60 mph (R1200C) approx. 5.0 seconds.
Maximum speed approx. 100 mph (1200C).

Fuel tank:

17 litre capacity.

Dimensions:

Dry weight: 280 kg. approx.
Width overall: 155 cm.
Length overall: 253 cm.
Wheelbase: 183 cm.

Options:

Custom colours (complete colour change).
'Independent' 2-tone colour match.
Chrome rear wheels (kit includes alloy wheels).
Billet wheels to match the 'Independent' model.
Back Support bracket inc. on grab handle (chromed).
Large or Small Luggage Rack (silver or satin black).
Givi luggage case adaptation - up to 52 litre capacity.
Givi Top-Box painted lid to match colour of Trike.
Tow Bar assy, inc. lighting socket.
Waterproof cover.
Dust cover.
Thatcham approved alarm.
Translogic push-button gear-shift.
AP Racing linked braking system.
EBC 'Green-Stuff' brake pads (rear).
Various control options for disabled riders.

IN THE INTERESTS OF CONTINUING DEVELOPMENT, GRINNALL SPECIALIST CARS RESERVES THE RIGHT TO ALTER SPECIFICATIONS & PRICES WITHOUT PRIOR NOTICE.



GRINNALL SPECIALIST CARS

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