

I have loved my time riding TR5Ts. I have owned several examples of the TR5T and used them on the road, off road, riding enduros and motox (scrambling), as well as road racing



This is the actual factory prototype that the factory made in 1971

In 1972 (15 January), when I was still living in the UK, I bought one of four prototypes from Graham Carter of Bishampton, Pershore, Worcestershire for £300.00. He worked at BSA/Triumph and was involved in the TR5T project - don't know under what circumstances it left the factory but the sale and papers were all legal! Registration LAB128K. The bike I bought was originally built in June 1971 and tested in mid Wales for 1700 miles. Subsequently rebuilt at BSA/Triumph with new T100P engine, new front forks and mudguard, new rear brake assembly and new Amal carb. Was also used in the Welsh 2-Day by Mick Bowers and proved to be as fast as the Trophy team Cheney Triumphs.

Incidentally, the origins of the TR5T go back even further when John Giles (who was a Triumph factory MotoX and Trials rider) built an unofficial TriBsa with the BSA singles frame and a 500 Triumph engine - it was very successful but, at the time, frowned upon by the factory top brass!!

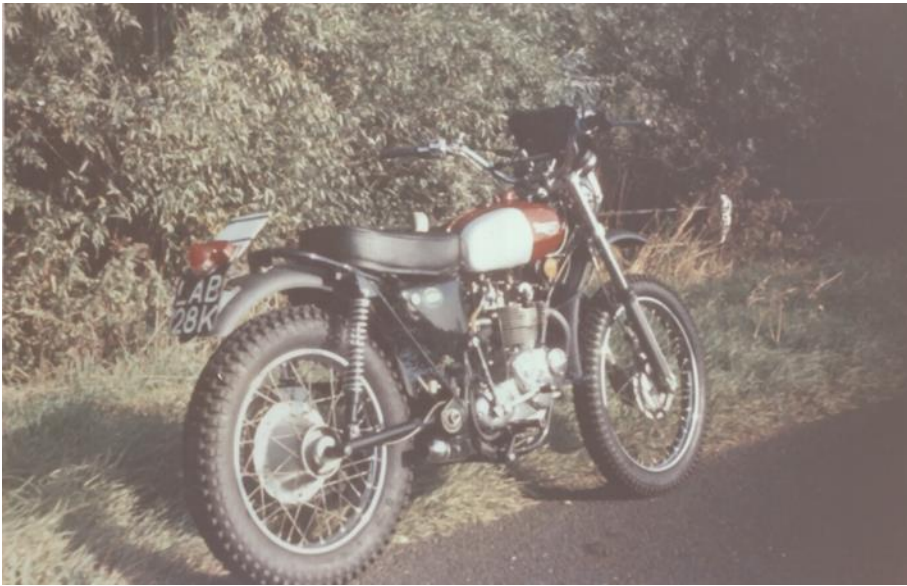
Triumph developed three designs of prototype frame: the first was too light and broke after 100 laps of Hawkestone Park Scrambles track, the second lasted longer before breaking and the third didn't break at all - the second design ended up in production and the third was the basis of my bike (engraved #3 on the front of the headstock).

There are differences between the prototype and the actual machine that went into production for 1973 and 1974. Most noticeable are the petrol tank design and paint, and footrests which are from the BSA single series and make it quite awkward to change gear because they are further forward than the footrests made specially for the production TR5T.



05 March 1972 ex works Triumph "Adventurer" prototype after purchase

I used it on the road and for MCC long distance trials:



1972 – setup for long distance trials



1972 MCC LANDS END TRIAL (BLUEHILLS MINE)

From my notes at the time: Left home 16:00; Started Heston, London 21:16; finished Newquay 15:30 ; back home 23:30; 708 miles ; 31:30 hours total. Rained for most of the event; visibility bad – mist, low cloud, rain; course very wet and slippery but on time at all the checkpoints.

In 1973 the new model was launched



1973 TRIUMPH publicity for the "new" TR5T model

And in 1973 the Triumph factory decided to enter the ISDT which was to be held in Massachusetts, USA.

Preparation of the bikes was entrusted to Triumph USA (Duarte) who used examples of the most successful ISDT motorcycles to guide their modifications.

SPECS OF THE 1973 FACTORY ISDT BIKES

Stock frame with additional tubes as rock guards to the left hand and right hand front of the engine.

Spanish BETOR from forks and triple clamps

QD Rickman front hub and wheel from a 125cc Rickman/Zundap

BSA QD rear wheel

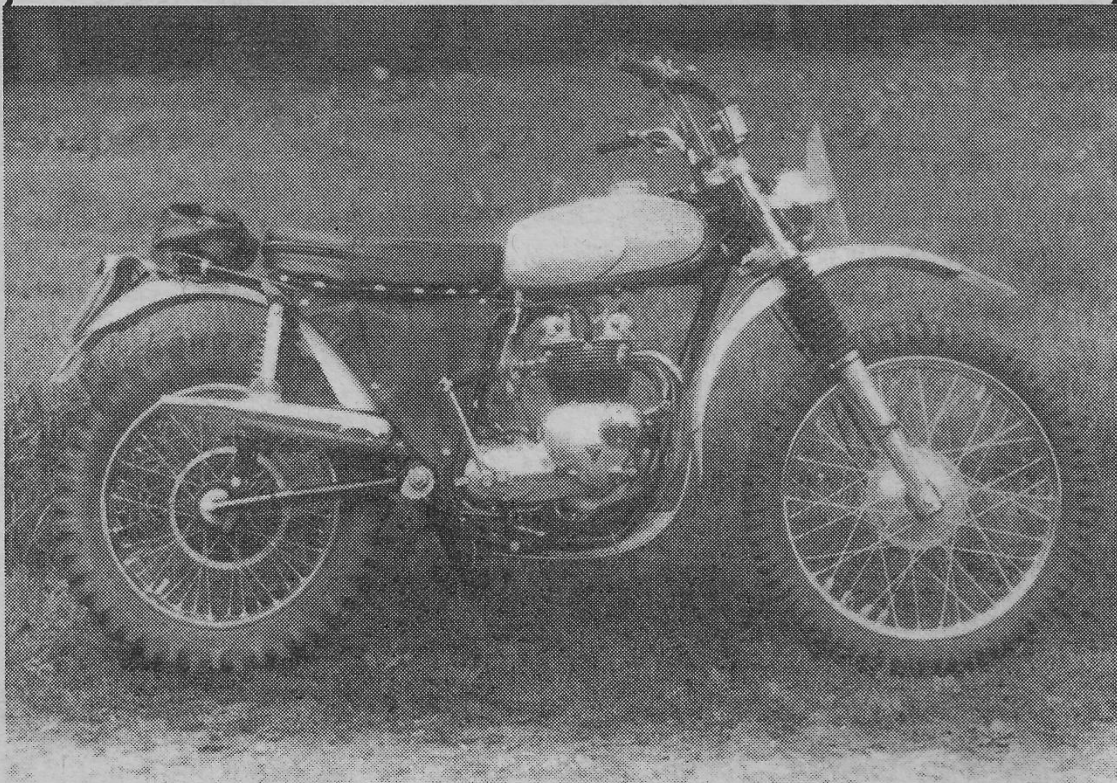
Side covers replaced by QD leather/leatherette panels secured with press studs and Velcro.

White flexible Preston Petty front and rear mudguards/fenders

Stock side stand but no centre stand fitted

Several other mods just for the ISDT e.g. duplicated electrics, Magura 307 qd throttle

ISDT Triumphs here

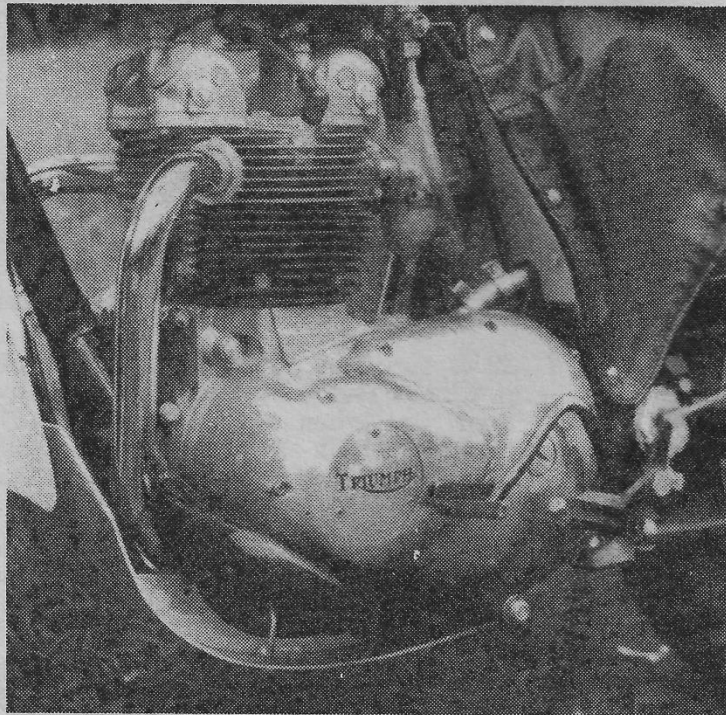


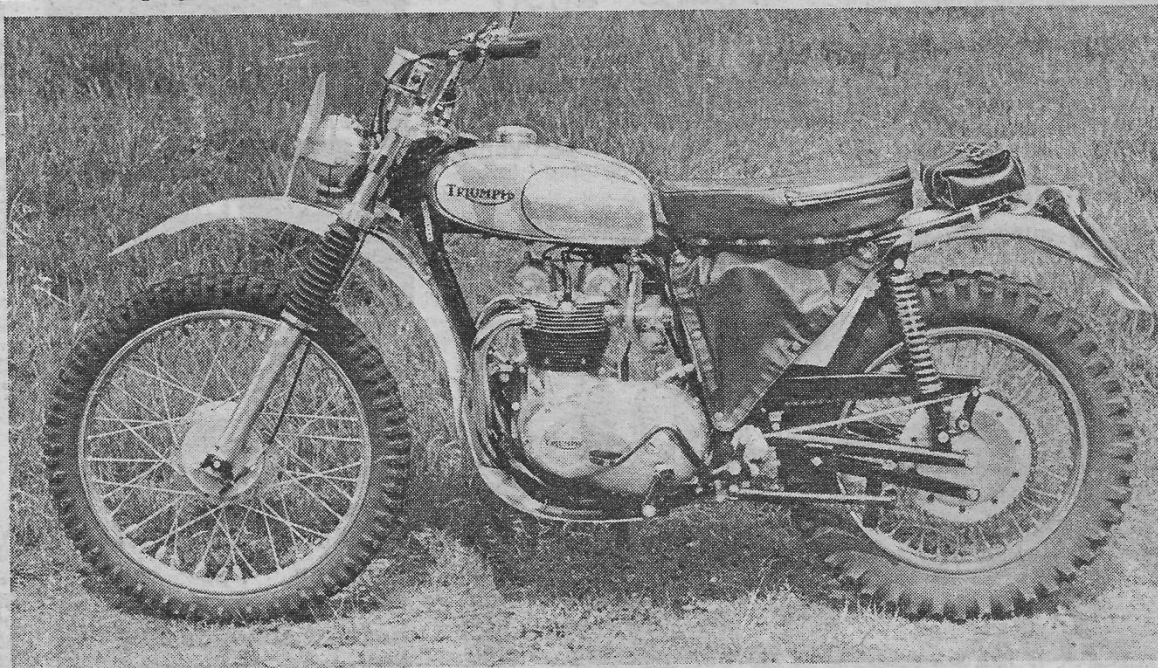
BRITAIN'S International Six Days Trial 500 cc Triumphs, which, with 100 and 125 cc Zündapps, will form the Trophy and Vase B teams, arrived from America last week.

The bikes, which will be ridden in the Welsh Two-day Trial on June 21 and 22, are basically Adventurer trial models, but are fitted with Spanish Betor forks, Rickman front hubs, BSA rear hubs, and duplicated capacitor ignition.

After the Welsh, the bikes will be returned to America for rebuilding before September's ISDT in Massachusetts.

Above: Overall view of the ISDT Triumphs shows the leather chain bag on the rear mudguard, two-into-one exhaust system and Betor front fork





Britain's quick-change bike

THIS IS the first picture of one of the Triumphs that the British trophy team will use in this year's ISDT in America

Based on the 500 cc twin-cylinder Triumph Adventurer trail bikes, they will be ridden in the Welsh Two Days Trial by Mick Andrews, Malcolm Rathmell, Alan Lampkin, Arthur Browning and John Pease. Some engines may be bored out to 504 cc for the ISDT.

Emphasis has been on quick-change components. Both wheels, a 21-inch Rickman type at the front and BSA Victor at the rear, are quickly detachable, and so is the spare electrical system.

The front Betor forks have modified sliders. The twist-grip is another QD fitting, of Magura quick action type.

Protective tubing has been welded to the underside of the frame and a light alloy shield protects the crankcase. The brake pedal arches over strengthened, sprung folding footrests.

A spare chain is carried in a leather bag on the rear subframe and the two-into-one exhaust arrangement makes a saving on weight.

Meanwhile I was still campaigning my TR5T prototype



1973 MCC LANDS END TRIAL Bluehill Mines – first to finish!



Welsh International Two-Day Trial 1973



a DEREK SODEN photograph



Welsh International Two-Day Trial 1973

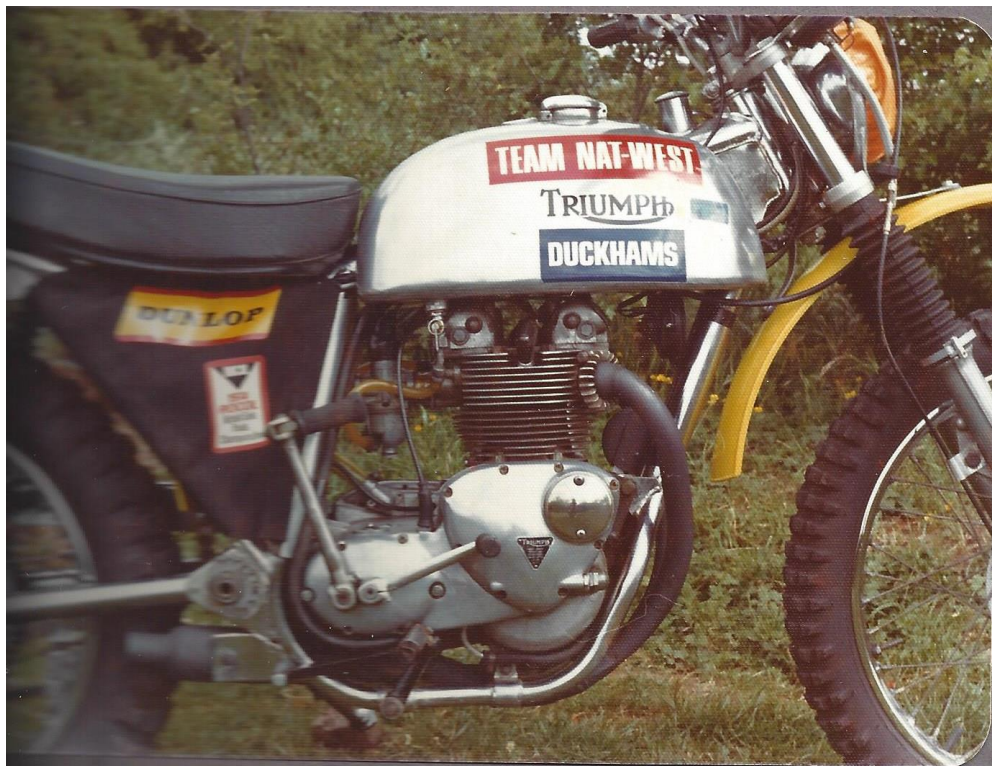
a DEREK SODEN photograph



Only my second real enduro (the first was the Aldermaston Nomads MCC Pathfinder Trial in November 1972 which used about 100 miles of mostly green lanes – wet, slippery and tough). The Welsh 2-Day event was an eye opener – two days of 180 miles per day over very tough terrain and a tight time schedule. It was/is an ISDT (ISDE) type competition and the national teams compete along with other hopefuls. Due to the small fuel tank, we needed far too many fuel stops. Several crashes and some damage to the bike but finished just outside silver time.

Using the 1973 ISDT example, the bike was reworked significantly for 1974.

Ray Pettet from Nottingham made a new 2 ¾ gallon alloy fuel tank; Dunlop provided tyres; Duckhams provided oil and Champion plugs. Nat West bank provided a transporter van and we received plenty of help and support from the local Loughborough and Leicester motorcycle clubs.



1974 June prior to the Welsh International Two-Day Trial

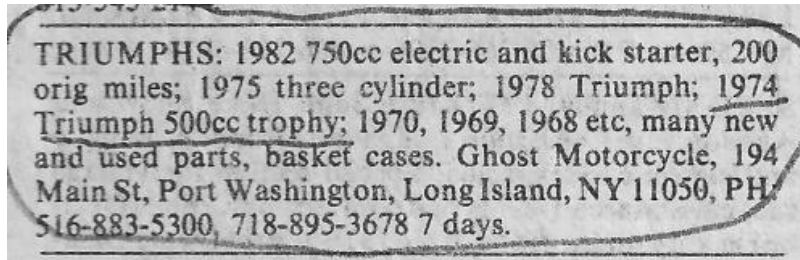


1974 WELSH 2 DAY TRIAL – faultless event and bike went well although the rider suffered from a stomach bug on the second day!

11July1974 – Time for a change, so the bike was sold to Mike Parry of Thurleston, Leicestershire for £380.00. We would continue riding trials and Enduros but on different machines.

1978 saw the beginning of a hybrid BSA/Triumph 500 using BSA OIF cycle parts, but this was never finished and left behind in the UK when I immigrated to Canada in 1979.

Fast forward to 1986. I still hankered after another TR5T. Luckily I found one at Ghost Motorcycles on Long Island (near New York City) and brought it back to Canada in pieces. Much restoration efforts later I had a nice clean example to use on the road.



Ghost Motorcycle Advert for a TR5T – asking price \$995



5 April 1986 at Ghost Motorcycle disassembly for transporting home



June 1986 assembled at home



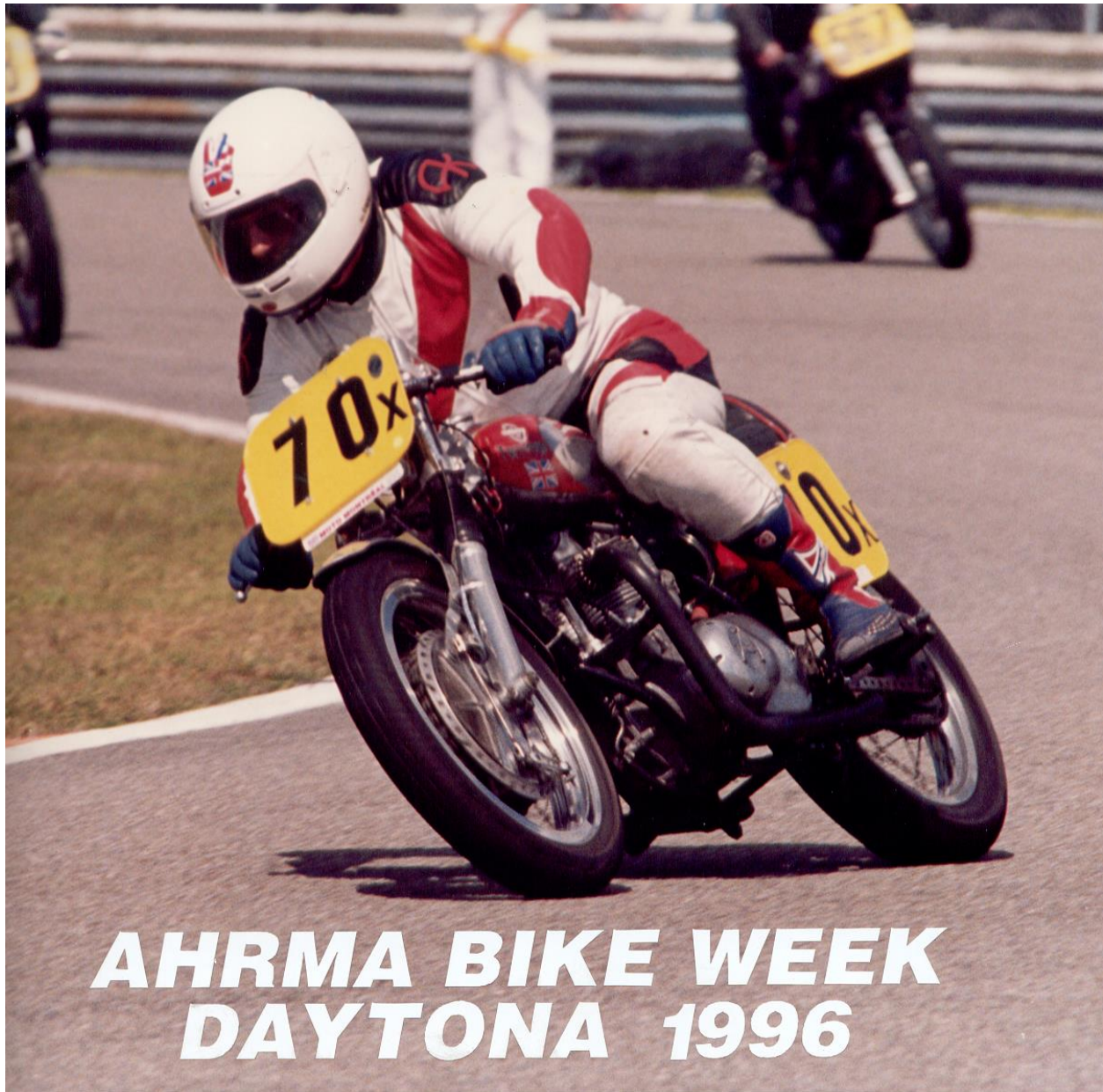
1988 on the road and in regular use



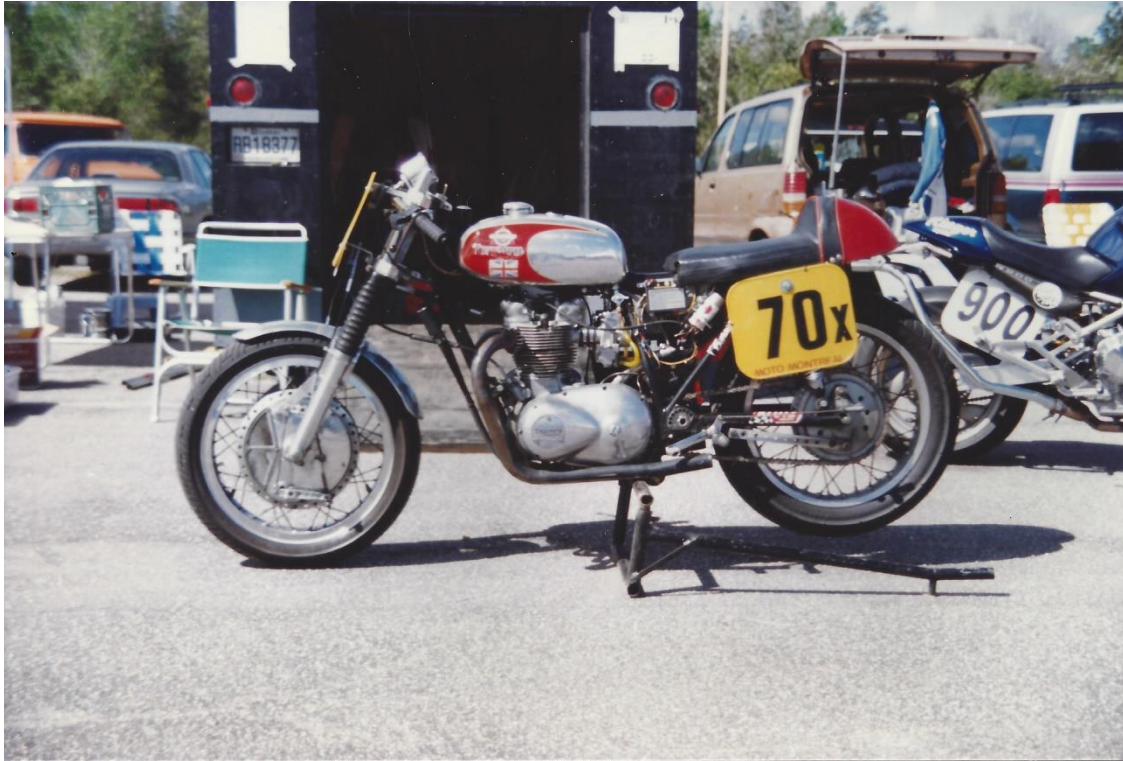
06Nov1995 still in regular use but about to sell to Mr Peters from Ontario



During the 1990's, a further two TR5Ts were bought. Both were none running parts bikes really but formed the basis of a successful road racer and a successful MotoX machine.



**AHRMA BIKE WEEK
DAYTONA 1996**



Early machine with straight through pipes



Later machine with two into pipes (from a Boyer design) and special oil tank (oil in frame not used)



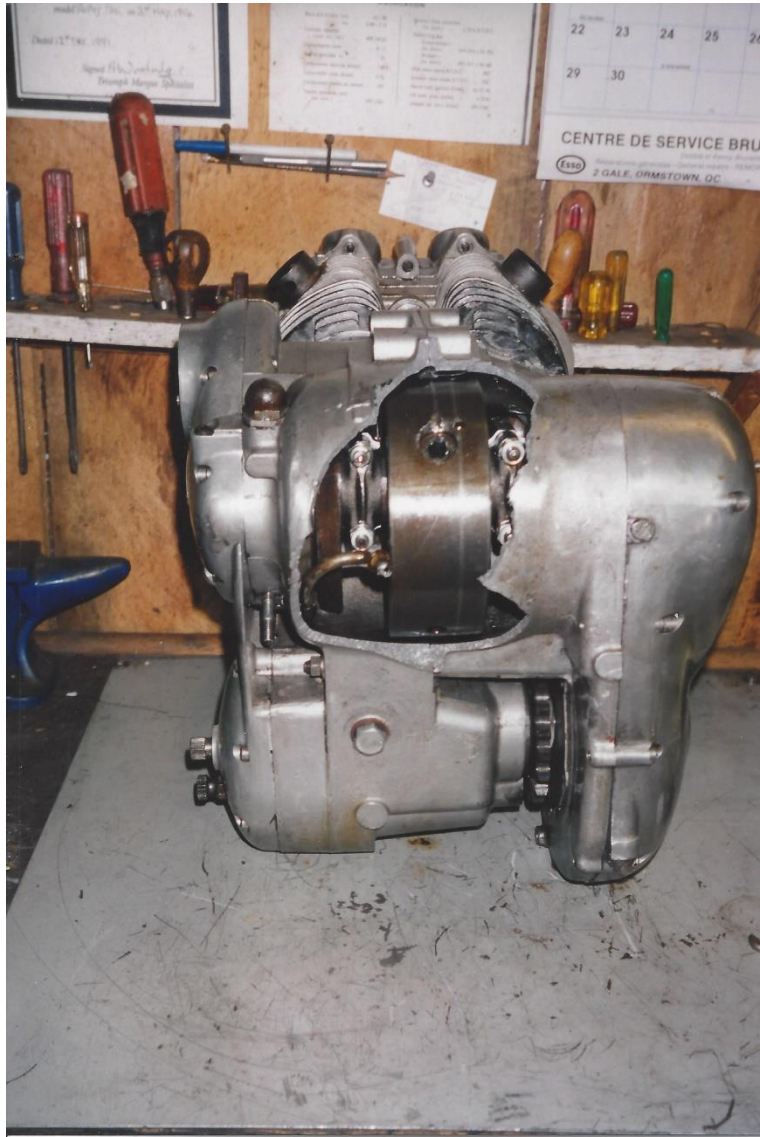
Waiting for the flag at Daytona

More photos of the later machine which was sold as it was too fast for the owner (140 mph at Daytona)!



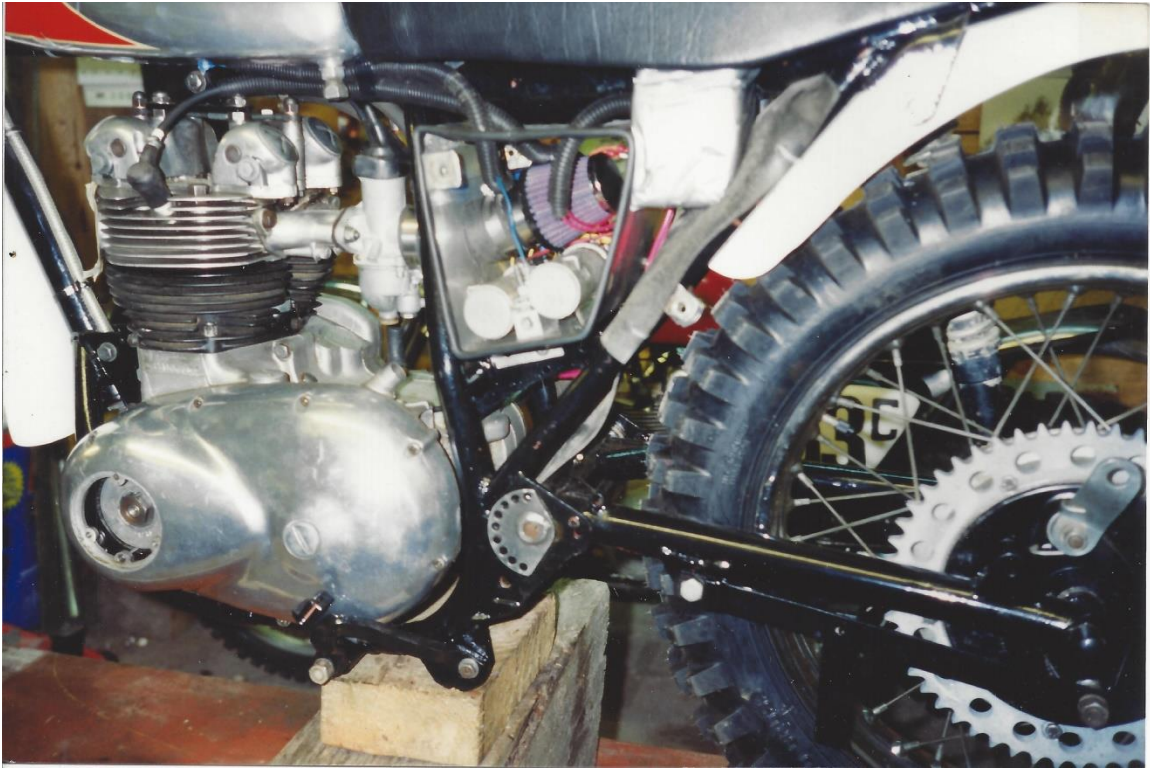






Results of too much power! One of the crank flywheel bolts decided to let go and explode the engine. Amazingly it still turned at 9,000 rpm and ran even better! Unfortunately a lot of oil found its way to the track surface and the rear wheel – I thought I had a flat tyre - 08Jun1997 Loudon US Vintage GP

The MotoX machine takes shape





06Nov1995





My two Motox machines the 500 and a 650 (there is also a 200 Tiger Cub MotoX out of the picture!)



OCALA TR5Ts Road Racer and MotoX machines with Ron Wheatley (ISDT champion)



AHRMA MOTOX OCALA FL



Final TR5T?

Inspired by the factory bikes at the 1973 ISDT and finished after three years of work in June 2022



A detailed write up of the build can be found at:

<http://www.epnat.ca/BUILDING%20A%20TRIUMPH%20TR5T.pdf>