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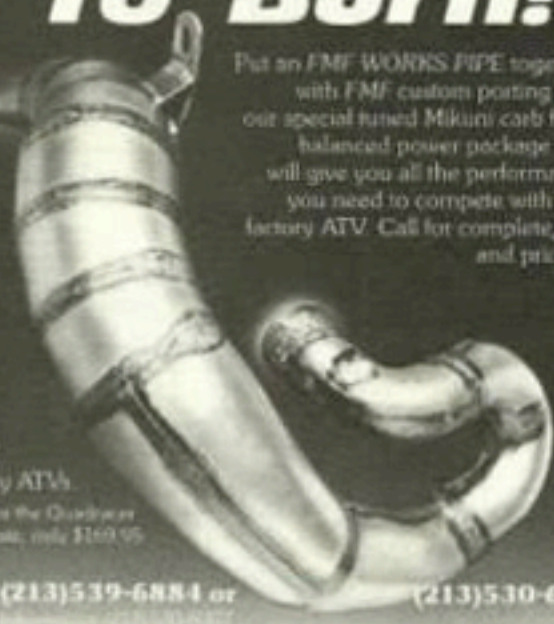


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# MOVING?

DON'T MISS A SINGLE ISSUE!

## ITALIAN ARTILLERY

Continued from page 46

ease, but we did come across one problem...the engine skid plate constantly bottomed out before going over the whoops. We also found this problem after landing from jumps. It seems that the suspension has more travel than the bike has ground clearance at the engine, and it's quite a shock to hit a whoop, or land from a jump, and get a sudden jolt from the frame bottoming out! The specification sheet says the Cagiva has ten inches of ground clearance at the engine, but ours measured only a little over seven. Maybe taller tires would help the problem, and Jerry Lillard says that rear suspension modifications are already in the works. Whatever the solution, our bike came with the optional engine skidplate, which we'd highly recommend.

If you're an average or smaller than average rider, you'll love the seating position on the Cagiva. With a Hi-Flite seat design that puts you right into the saddle and allows easy side-to-side movement, as well as good footpeg (footpegs have long ATV-style serrated extensions welded to original small motorcycle pegs), handlebar and control locations, most riders will find it a very comfortable bike to ride. Our only reservations here are with larger riders, six foot and up, who may find the riding position a bit cramped. But whether you're big or small, the narrowness of the seat up front and the narrowness of the fuel tank make for a very comfortable and controllable ride.

Getting all the fast-paced action back under control are hydraulic disc brakes, both front and rear. Up front the braking action is nothing less than superb, and two-finger braking is more than adequate. Out back, the rear disc setup has gone under considerable changes since Tricky Dick's first Cagiva, and is now a good working piece of hardware. We found no hint of fading on either the front or rear units throughout the test.

Without a doubt, Tricky Dick's Cagiva is not a recreational machine. It has no provisions whatsoever for lighting, has no airbox lid, and its powerband is just too high spirited for enjoyment-type riding. It's a racing machine...that's what it was designed for, that's what it looks like, and that's what it does best. And, with the exception of the vibration and the frame bottoming out, it's an excellent out-the-door racer. It's got all the ingredients to be a competitive racer, and in the hands of a good, experienced rider, it's a winner. But you've got to be able to handle this type of machine before jumping on, because when the power hits, there's no one there but you and your orange and green machine. **3W**

# ITALIAN ARTILLERY

*Testing Tricky Dick's Hot and Spicy  
New Cagiva 3-Wheeler!*



**BY BRUCE SIMURDA**

Test Rider: Lance (Smilin') Bryan  
Apparel Courtesy 21 Racing

**T**here's a startling new color scheme turning up at the races more and more these days, and it's a design that you'll

probably be seeing a lot more of in the winner's circle. It's the orange and green colors of Tricky Dick's Cagiva 3-wheel racer. What, you've never even heard of the name Cagiva (pronounced ca-gee-va) before? Read on.

Cagiva motor Italia S.p.A. is a major Italian (of course) motorcycle manufacturer, with products that range

from large displacement street bikes to small displacement "wingy-dingy" motocross racers. The Cagiva



Sliding is the Cagiva's niche in life as the machine is definitely set up for flat tracking.

what got the ball rolling, and after much footwork and negotiation, Jerry struck up a deal to buy Cagiva motorcycles, convert them, and sell a track-ready performance 3-wheeler.

Presently Tricky Dick's imports the entire Cagiva motorcycle, completely disassembles it, and begins to build a 3-wheeler from the engine cradle up. Starting with the frame, a new tail section is fabricated to support the rear fenders, which bolts in place like the original tail section. A new swingarm is also installed and the rear rebound-adjustable nitrogen-charged Ohlin shock is reworked to accommodate the new arm. The rear end is completed with the installation of a rear hydraulic disc brake, 38-inch wide rear axle (narrower available as option), 38-tooth rear sprocket, non O-ring 520 chain, and Carlisle Amerathon 16x7.50x8-in. flat track tires mounted on Mitchell aluminum wheels (knobbies, Hoosiers or Pro-Wedge tires available at extra cost).

Up front, the suspension is reworked to allow for the use of the smaller diameter ATV tire, and a pair of hefty aluminum triple clamps are used to widen the forks. The stock Cagiva front disc brake is retained, along with Cagiva handlebars and controls. As this bike is intended for use as a racer

only, there's no headlight up front (it's replaced with a number plate),

and a deadman switch is substituted in place of the more

conventional on/off switch.

motocrosser has met with great success in Europe, but has captured a lot less attention here in the U.S. than its Japanese counterparts. Nonetheless, the Cagiva motocrosser has two very strong points going for it: its suspension and its engine. In fact, Cagiva's engine is so potent that they use the same 190cc powerplant in both their 200 and 250cc motocross

racers...and they're winning! Imagine what would happen if you took a motor that was winning races in the 250cc class, and could drop it into a 200cc class 3-wheeler! That's just what Tricky Dick's was thinking.

Jerry Lillard, of Tricky Dick's, Inc., in Shelbina, Missouri, has been specializing in motorcycle to 3-wheeler conversions for several years now, and really has the process down to a science. Several of his conversions have even been featured on the pages of our magazine, the latest of which was Brad Benson's awesome CR500-powered 3-wheeler (August 1985 issue).

When Jerry first saw the Cagiva in action at a local motocross track, he couldn't help but wonder how well the machine would perform in the rapidly growing 200cc 3-wheeler class...along with his conversion, of course. That's



40mm front forks offer 9.75-in. of travel and, although a little on the soft side, worked great in the rough. Front disc brake also worked very well.

## Off The Record

**PHIL BECKMAN, Technical Editor:**  
*"No doubt about it, this is purely a racing ATV, one of the few you can actually compete with as it comes from the manufacturer. It possesses all the traits that are required for short course war: abundant power, precise handling, light weight, comfortable seating, good brakes, and lots of suspension. Provided the pilot has the skill to work with the rather hard-hitting engine, the Cagiva has definite trophy-winning potential.*

*"But, two problem areas are going to slow your charge to the winner's circle. One, there is a serious lack of ground clearance. The engine cradle bottoms out before the suspension, and it creates a very unnerving sensation when landing from jumps or moto-vating through the whoops. Taller tires would probably help something must be done. Secondly, the handlebars vibrate intensely; just a few laps at a race pace will numb my hands, and it ain't no fun when you can't feel it!"*



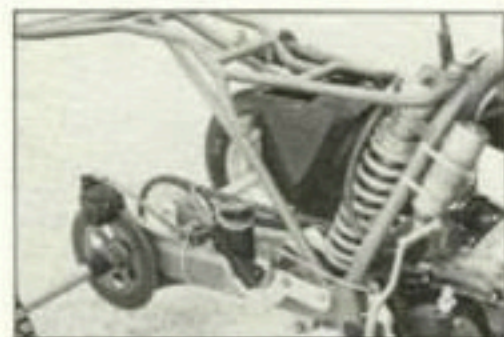
Inside the engine cradle resides the stock 190cc, two-stroke, water-cooled, Cagiva powerplant, which is the heart of



The power output is a little high-strung for recreational riding, but it does cook.

Cagiva's success. This little bomb features a 36mm Dellorto carb, 16.1:1 compression ratio and puts out a whopping (claimed) 38 horsepower. A large single radiator mounts in front of the engine and is fed air via twin scoops. Finishing off the bike is the stock 2.1-gallon fuel tank, and matching front and rear fenders.

In testing the Cagiva we headed out to several different locations that would provide varied riding terrain. Right away we came to one conclusion...we didn't like the kick starter. The kick starter engagement point is just about at the bottom of its throw, and allows only five inches of kick travel, not to mention the fact that the kicking arm is only 3½-inches away from the footpeg! It's a good thing that the Cagiva motor is an easy starter, as the toes of our boots couldn't handle much more abuse. Once fired, we quickly discovered the secret of



Link-type suspension and a hydraulic disc highlight the rear end. Airbox doesn't come with lid; could be a problem on wet tracks.

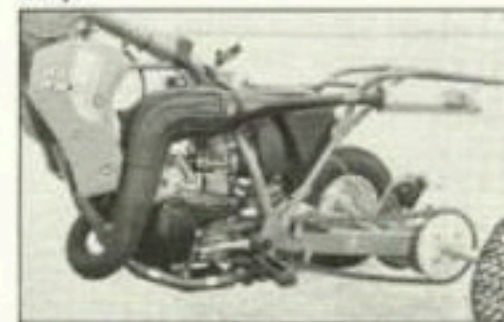
Cagiva's success: power! On the throttle it's obvious that the 38-horsepower rating is pretty close, if not right on. For only a 190cc machine, the Cagiva can flat fly, as long as you keep it in its

narrow powerband. Of course, there are some drawbacks to making this kind of power with such a small engine, and

that's where you get the power. The powerband of the Cagiva reminded us of a 125cc motocrosser: no bottom end, but when it hits, hang on! When the mid-range hits, all 190cc comes to life and pull to an unnerving top-end, although it takes a lot of shifting of the six-speed tranny to keep it on its powerband.

But along with this incredible top-end comes a lot of top-end vibration. On a short, flat track, all of our test riders had to stop after several laps because of the intense vibration at the handlebars, something to consider if you're going to be entering 15-lap races. With the stock 14/38 gearing, the Cagiva tops out at a very respectable 60 mph...and didn't waste any time getting there.

**BELOW, the pipe tucks in tightly and out of the rider's way. No quiet muffler here: race track equipment only!**



**BELOW, 190cc liquid-cooled engine cranks out great power, but suffers from vibration and a short powerband.**



Handling is one of the Cagiva's aces in the hole. At first we felt that the 40mm front forks were on the soft side, at least until we rode it. On a flat track the Cagiva easily pitches into a turn with a blip of the throttle and is easily controlled. Its small physical size, 263-lb. "wet" weight (with one-half tank of gas), 56.75-in. wheelbase, and quick steering angle make it a handling delight. In the rough stuff, 9.75-in. of travel both front and rear do an excellent job of soaking up the

roughness, especially in the whoops. We found that we could power over a set of small whoops at speed with no problem. Bigger whoops were also absorbed with



Undressed to thrill, the Cagiva shows that it's no frills and all business.

## SPECIFICATIONS

### Specs for Cagiva

Model:	1985 Tricky Dick's Cagiva
Price:	\$2695
Warranty:	None
Color:	Orange/Green
ENGINE:	
Type:	Liquid-cooled, reed-valve, two-stroke
Displacement:	190.38cc
Bore and stroke:	57mmx54mm
Compression ratio:	16.1:1
Carburetion:	36mm Dellorto
Recommended fuel:	Leaded premium or racing fuel
Lubrication:	Pre-mix
Air filtration:	Oiled foam
Exhaust system:	Pipe w/silencer
Ignition:	CDI
Starting system:	Kick
Clutch type:	Manual
Transmission:	6-speed
Driveline:	Chain
Final gearing:	14/38
Top speed:	60 mph
DIMENSIONS:	
Overall length:	75-in.
Wheelbase:	56.75-in.
Overall width:	49-in.
Handlebar width:	31-in.
Overall height:	44-in.
Seat Height:	29.25-in.
Footpeg height/type:	11-in./serrated, folding
Ground clearance:	7.375-in. @ engine
Wet weight:	263 lbs. w/half tank gas
Front track:	N/A
Rear track:	40-in.
Rake or caster/trail:	28°/3.75-in.
Steering radius:	110°
CHASSIS:	
Front tire(s):	21x7.00x10-in. Ohtou H-Trak Knobby
Rear tires:	16x7.50x8-in. Carlisle Amerathon
Front wheel(s):	Aluminum 7x10-in.
Rear wheels:	Aluminum 9x8-in.
Front suspension:	40mm telescoping forks w/9.75-in. travel
Rear suspension:	Single nitrogen-charged Ohlin shock, rebound-adjustable, link system, 9.75-in. travel
Front brake:	Hydraulic disc
Rear brake:	Hydraulic disc
Parking brake?:	No
Fuel capacity:	2.1-gallon
Reserve capacity:	.75 qt.
ELECTRICAL:	
Headlight:	N/A
Taillight:	N/A
Battery:	N/A
Stator output:	N/A

Continued on page 108



## QUICK LOOK:

# CAGIVA'S NEW ATV!

## A LITTLE AMERICAN...A LOT ITALIAN!

BY BRUCE SMITH

**W**hat do fast sports cars, spicy meatballs and race bred ATVs have in common? Not much, that's for sure, except, perhaps, that all three items are now products of our overseas friends in Italy. While Ferraris and Italian cooking may not surprise many people, a new 3-wheeler from the Italian motorcycle manufacturer "Cagiva" just may! But don't run down to your local(?) docks to see these new machines being unloaded from the ship, because as they arrive, they're something less than complete.

Finishing the job of building the Cagiva ATV is handled by Jerry Lillard of Tricky Dick's in Shelbina, Missouri. Tricky Dick's has long been known for their conversion kit which transforms motorcycles into one-off 3-wheelers, and now Jerry's applying this same technology to produce the Cagiva ATV. What actually happens

is that Jerry receives the engines, frames, suspension components and various plastic pieces from Cagiva. From there he adds his own front triple clamp, rear swingarm, rear axle, fenders and Hi-Flite seat to finish the conversion. The result, a potent race-ready 3-wheeler that doesn't need to be tricked out before hitting the track!

At the heart of the machine is a 190cc, water-cooled two-stroke engine with 16.1:1 compression. This is the same engine that Cagiva has been running in their 250cc class machine, so you know it's got some ponies! The engine features a Nikasil cylinder liner, CDI ignition, 36mm Dellorto carb and a six-speed tranny. The 34mm front forks offer eight inches of damping while the rear axle gets a total of nine inches of movement via a Ohlins remote-reservoir gas charged shock. Other features on the Cagiva ATV include

twin radiators, hydraulic disc brakes front and rear, 21x7.00x10-in. Dunlop front tire, Armstrong racing tires in the rear and Mitchell aluminum wheels all around. And since this machine is intended mainly for the track, there are no lights on this baby as number plates come standard in their place.

Will this new machine infiltrate the Japanese dominated ATV market? That remains to be seen. But if the attention its been getting at the races is any indication of its future success, then the Cagiva 3-wheeler has a bright future ahead of it.

When the bikes are in full production, Jerry estimates their price will be in the neighborhood of \$2695, not bad for a race-ready ride! For more information on the Cagiva ATV contact Tricky Dick's, 204 North Center, Dept. 3W, Shelbina, MO 63486, or call (314) 588-2301.

**3W**