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First Look Evaluation of the Trinity Trike Suzuki Burgman "TriBurg" Conversion

By Ed Hunziker • Tampa, Florida

First of all, let me say I'm doing this because there's been a lot of interest and internet discussion on various special interest forums about high end scooters with *more than 2 wheels*.



I live within 30 minutes of the Trinity Trike factory and was already a Burgman 650 rider. So, when Bob Witte, (President of The Trinity Trike) invited me to do a "no strings" evaluation on the very first Burgman 650 Trinity prototype—I jumped at the chance! Actually, since the first of the year, I've been up to Trinity Trike several times before their first model was finally ready. I was in danger of wearing out my welcome by bug-

ging the crap out of them with "Is it done yet, is it done yet, is it done yet?" emails and phone calls.

I have limited trike riding experience *per se*, but I have ridden the Burgman AN-400 Trinity Trike, and I've also ridden the Burgman 650 Tow Pack conversion. Those are the only two points of multi-wheeled reference I have for a trike riding background. So, I can't really compare the 650 Burgman Trinity against any other bike

with more than two wheels. And, because of my limited trike experience, doing so wouldn't be fair.

But I do have a whole bunch of miles on the Burgman 650, so I feel "qualified" to evaluate what Trinity has done in their Burgman trike conversion.

First Impressions

My very first impression of the Trinity 650 prototype up close was *WOW!* What an