

Bridging a few gaps

by Andrew J. Waite and Joe Sage

Photos by the authors

Campagna Moto Sports was down from Québec for Arizona Bike Week recently. They called to see if we'd like a look at their three-wheeled vehicle, the T-Rex. Sure, we'd seen it in *Biker Boyz*, but this was up close and hands-on.

The specs show a power-to-weight ratio that beats anything on four wheels. As for beating two, the T-Rex offers side-by-side camaraderie and three-wheeled stability.

The experience is a spectacular ride that crosses between a Formula Ford and a race bike, without the liabilities of a two-wheeler. Their first T-Rex is based on Kawasaki sport bike components, but Campagna has responded to a huge market segment with a second V-Twin version.

The platforms are similar: a single rear-wheel-drive tandem two-seater with the front end of a Formula Ford race car. The rides differ along with the choice of motor and transmission. The Kawasaki-based vehicle has a full roll cage and side-by-side bucket seats. The V-Twin T/R has more of a bad boy biker look, with twin roll hoops and the meaty look and sound of a custom twin.

Let's talk about ride... YEEHaaa! The first version is based on the much-revered 4-cylinder Kawasaki 1200 engine in a 900-lb. chassis and delivers performance close to any FF or junior series open wheel race car. The ride is smooth till you "pour on the coals," then this thing gets up and moves. The center of gravity is race-car low and delivers positive Gs

(racetrack!) out to 1.9. The front end and driver controls are a hybrid bike-race car setup.

Both versions run a Carrera adjustable front suspension and steering rack hooked to an adjustable pedal and a Kawasaki-donated binnacle and dials, simplifying electrics and connections. The sequential box utilizes a typical center console-mounted 6-speed shifter with reverse. Safety features include deep bucket seats, complete roll bar and three-point harness. This means the driver and passenger ride inside the tub with only the top half of the torso above the tub.

The T/R is a response to the fact that V-Twin aficionados—although understanding and appreciating the engineering, performance and excitement of the Kawa' powered original, may have trouble putting something in the garage that doesn't sound like a V-Twin. This move has just more than doubled their market share.

So here is a really astute crossover that disguises safety in a bad boy look, delivers a Maranello-Milwaukee hybrid road experience and draws an instant crowd.

Prices for the T-Rex and T-Rex T/R begin at \$43,000 and offer options such as paniers, tonneau and convertible covers for inclement weather. Inclement weather? Well, after all, these guys are from Québec, but they are currently planning the relocation of their North American headquarters to either Arizona or Las Vegas, based on the essential nature of our climate and roads to the riders of Arizona and the Southwest. ■

