

Trevor's GT 750 J Experiences

Having just joined the club, I thought you may be interested in my experience with the fabulous GT750 J.

It all began in the autumn of '71. I had passed my test on a Yamaha YDS6 and I wanted to move onto a 'bigger' bike. I had always wanted a Triumph Trident having been impressed with their success in the Transatlantic Trophy and the Daytona races.

I rode up from Ulverston to 'Lloyd Brothers', the local Triumph agent at Whitehaven Cumberland. They offered me £240 on a trade in against a new Trident. This was not a bad price as I had only paid £250 for the bike from Eddie Crooks, my local Suzuki dealer, the year before.

I was looking forward to getting the Trident. However, on a visit to Eddie Crooks to get some Filtrate 2 stroke oil, I mentioned what I had done to Eddie and he said he could get me a Trident and offered me £10 more on the trade in. I accepted his offer, but a few weeks later I had to talk my way out of a sticky situation when the sales manager from Lloyd brothers turned up at my house asking why I hadn't picked up the bike. He was not too pleased. As a naive 18 year old I was convinced he somehow knew I had purchased one from Eddie and would turn up at his place and complain. Thankfully, he didn't.

A few weeks later I received a letter (no phone at my house in those days) to tell me the Trident had arrived. When I walked through the door of the show room (which still hasn't changed after 40 years), there to the left was my Trident T150. Disappointedly, Eddie and Bill (Werner) said that they had had trouble starting it and that it was only running on 2 cylinders. They also pointed out the poor chrome plating on the exhaust and poor finish on the paint work.

I was told I didn't have to buy the bike and that if I was interested he had something rather special to show me in the next showroom. I had not noticed it when I first walked through the door, but to my right under coloured spotlights was a bike that took my breath away – a fabulous jackal blue GT750J. I'd never seen one before, although I had seen a photo in 'Motorcycle Mechanics' of a bike which was described as a Yamaha 750, but was in fact a three cylinder Suzuki (they even made mistakes then). I had to have it! This was the first GT750J that Eddie had in and one of the first 50 into the UK. It was frame number 12472 and engine number 12514. Interestingly, this was one of only four that Eddie Crooks sold in 1972, as confirmed by Martin Crooks.

It had snowed heavily on the day in late January '72 when I picked up the bike. I had to persuade Eddie that I would be OK riding the 10 miles back home. Looking back I was foolish. It was my first ride on the bike (no road tests in those days), only 18 years old and going from a 250cc to a 750cc. I remember having to stop four miles from home because the front of the bike was covered in snow, as was my visor. I had a full face 'Everoak' helmet which earned me the nickname 'Ned Kelly'. Full face helmets were very rare then and highly criticised, as were Japanese bikes at that time.

I got the bike home in one piece and parked it up in the garage. As I was cleaning it, I began to fully take in what a fantastic looking bike I had bought, every detail was special. It's hard to believe this was 40 years ago; the engineering was way ahead of its time.

