

MARK GAYLARD'S 1995 TRIUMPH SPEED TRIPLE

'My bike has been a keeper since the day I bought it'

Sometimes it takes a while to know you've found a long-term partner. But Mark Gaylard bonded with his Triumph immediately

EVEN BEFORE MARK Gaylard began sinking money and time into his dream bike, this 1995 Triumph Speed Triple, he knew he was in it for the long haul. 'When I was younger these were megabucks and beyond my means,' says the 45-year-old self-employed gardener. His chance to own a Speed Triple finally came on New Year's Day 2001, when he paid a more affordable three grand for his Speed Trip.

The contentment that comes with the first flush of ownership lasted 18 months

before Mark started thinking about modifications. He ordered some ordinary consumables from his regular supplier, Sprint Manufacturing, which turned up wrapped in packaging from ABE (All Bike Engineering). When opened the package revealed a set of wavy brake discs – Mark was on the modification trail.

Some of the work was easier to justify. 'A couple of previous owners had ridden through winter and certain parts were beginning to look scabby,' Mark recalls. He had the rims polished and finished off with

It took Mark Gaylard six years to save for this Speed Triple, and a decade to personalise it



If a stone has been left unturned on Mark's Speed Trip then we can see no evidence of it

BACK-END

Ohlins remote reservoir and preload adjustment shock. Carbon hugger. LED rear bulbs. Solo seat cowl and re-covered pad. Oberon indicators.

EXHAUST

Original stainless headers rubbed down and refinished in heat-resistant matt-black barbecue paint. Scorpion carbon fibre end cans.

BODYWORK

One-off carbon mudguard. The rest is standard, repainted by Ace of Sprays (aceofsprays.co.uk, 07966 842313).

BIGGEST LESSON LEARNED

How satisfying it is to tweak a bike to your own liking. But there is the added benefit of regular tool shopping. And you end up with a better understanding of how your bike works.

FRONT END

K-Tech (01283 559000, www.k-tech.uk.com) revalved the forks and changed the compression adjusters. Mark stuck with standard springs but used 5w oil with a 125mm air gap. Pro Italia fork brace. Sprint Manufacturing (triumphparts.gbr.cc, 01985 850821) steering damper. Conti Road Attack tyres.

OTHER STUFF

Oberon bar-end mirrors, Renthal grips, Philips Vision Plus headlight bulb. Carbon idiot light surround and clock bottoms. Stainless fasteners and fittings.

ENGINE

Pod air filters remove need for airbox. Powdercoated covers and cases. Splittire plugs.

