

powder coated stripes. That's where the trouble really started. 'The revamped wheels made everything else look scruffier,' says Mark, describing the trap that leads to extensive renovations. The powder coating programme was extended to the clock mount and covers, exhaust and pillion hangers, rear calliper and indicator mounts and various engine cases and covers.

'Weight saving was never one of my main goals but my Scorpion carbon race cans saved at least 9kg over the Motad original,' says Mark. 'Overall I reckon I've taken about 20kg off the Speed Triple.' A Rental rear sprocket lost a kilo, a keyless aluminium fuel cap half a kilo, junking the

airbox in favour of pod-type filters has saved 3kg and a lithium race battery another 4kg. Empirical evidence says the bike is lighter but Mark is more sanguine. 'I can't really say that it feels a whole lot different,' he says.

The limitations of the brake calipers and master cylinder soon became apparent and Mark's first fix was to fit a set of six-piston Tokicos from a Busa. They were better than the Triumph-badged Nissin four-pot originals, but Mark wanted the Alcon front brake set-up as fitted to the Daytona Super III and offered as a pricey option on the Speed Triple.

Serendipity played a part in getting Mark what he wanted. He bought an old Sprint to save

the Speed Trip from the rigours of winter and that came with Alcon calipers and master cylinder, so he swapped them over. 'The Alcons transform the bike. No Triumph owner should pass up the opportunity to buy a set of these if they come up. On the original set-up I'd often find myself looking for an escape route; these have plenty in reserve,' says Mark.

At 37,000 miles the original shock was beyond baggy and needed to go. After overhauling the linkages, Mark turned up a new-old-stock Öhlins shock on eBay, with remote reservoir and remote preload. It was a lucky find as the shock had been discontinued in 2003. The arrival of the new shock meant it made sense to improve the

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forks. K-Tech revalved the cartridges and supplied more sophisticated compression adjusters. Mark repainted the legs and dropped the yokes 15mm down the forks to speed up the steering.

Mark topped off the suspension improvements with a Sprint damper. 'They're not strictly necessary on a road bike



Öhlins for less than a Hagon. Snip



Motif is a Super III namecheck



PH
The Triple is nudging 40,000 miles, but the finish suggests otherwise. Air filters make an airbox redundant

Mark Gaylard's Speed Trip was inspired by the Daytona Super III, 1994's Cosworth-tuned Daytona



but you have to allow yourself a bit of bling,' says Mark. The fitment was a little problematic due to a manufacturing error, for which Sprint happily compensated Mark.

With all the improvements to the running gear some aesthetic upgrades were in order. Mark had always fancied a carbon hugger to replace the plastic original but couldn't lay his hands on a new one. Sprint Manufacturing had a used one on which the lacquer had gone opaque. Mark painted it black, fitted it, but soon scratched it. When refinishing it he decided to reprise the Sprint's orange finish in a stripe along its length. He also fancied a carbon front mudguard from a

Super III but they're a rare find and when they do turn up they provoke an eBay bidding frenzy. However, eBay did turn up what Mark thinks is a carbon one-off for £45. The Super III is also paid tribute to in the flash on the tail unit. This and the rest of the paintwork was done by Ace of Sprays in Bristol.

'Now I've got the aesthetics sorted I have a couple of engine upgrades in mind. The first is to fit higher-compression pistons from a Trident 750, which give an extra 10bhp for no other modifications. While I've got the engine out I'll probably fit a six-speed gearbox,' says Mark.

So the work's always ongoing. The greater the

investment in time and money, the stronger Mark's bond with his Speed Triple grows. 'I've easily spent another £4k on top of the price of the bike. Luckily Yvonne understands and doesn't mind the time and money it takes up. She knows I'd go crazy without my bike. This one's a keeper. It always has been...'

To-do list Trident pistons and six-speed gearbox

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