

AS ENGINES GO IT'S FAIR TO SAY THAT THE TRIUMPH UNIT IS NEVER GOING TO WIN A BEAUTY CONTEST!



this instance being finished in black to compliment the machine's aggressive styling. The pistons run in wet liners surrounded by a water jacket, with the 12 valves operated by twin overhead camshafts driven by a chain running from the righthand end of the crankshaft. The crankcase is a wet sump design, thankfully split horizontally to avoid any chance of a repetition of the leaks so often prevalent with pre-Hinckley Triumphs.

The early models had a five-speed gearbox, although by the time the original bike was replaced in 1997 by the bug-eyed T509 this had grown to an arguably more useful six.

As engines go it's fair to say that the Triumph unit is never going to win a beauty contest, with much external piping visible, and an imposing slab-sidedness. However, these features are reduced by the black finish, and if anything contribute to the bulky, purposeful look of the bike, with the polished edges to the fake cooling fins and bright finished fasteners giv-

ing some relief from the blackness, as well as complimenting the machine's overall style.

Breathing is through 3 flat side 36mm Mikuri carbs running out into a 3 into 2 black chrome-exhaust system, with carbon-effect black mufflers, which produce the most wonderful exhaust note to remind you that you're riding something out of the ordinary.

Handling the power at the back end is a 180 section 17 inch rear tyre mated to a conventional double-sided swinging arm with internal eccentric chain adjusters. Triumph's well proven Tri-Link rear suspension, with monoshock unit adjustable for preload and rebound, completes the plot. Up front the adjustable 43mm telescopic forks are shared with the Daytona,

*But the Speed Triple is certainly handsome, in a Hinckley brutal post-modernist-kind of way*