

DESPITE ITS MILEAGE THE OVERALL FINISH OF THE BIKE IS A TESTAMENT TO THE FOCUS ON QUALITY CONTROL FOR THESE EARLY MACHINES...

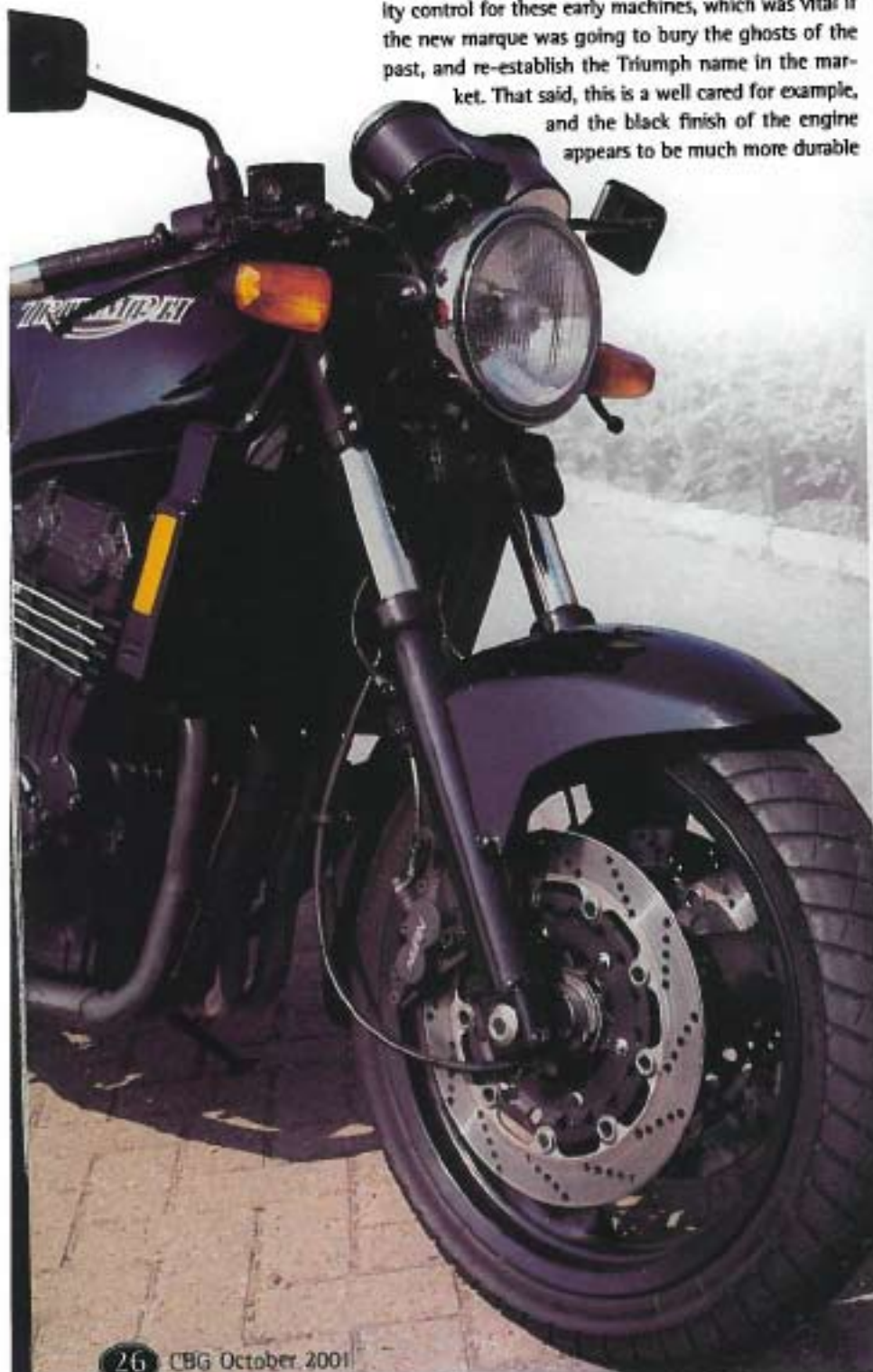
*Those clocks are very neat; those idiot lights are invisible in the sun. Genuine mileage, sir...*

and are coupled with twin floating discs bitten by 4 piston Nissin callipers, which were later replaced by items of Triumph's own manufacture.

The machine seen here is of 1994 vintage, displaying some 21,000 miles, and is to factory specification, with the exception of heated bar grips, and a well concealed Scotttoiler. Despite its mileage the overall finish of the bike is a testament to the focus on quality control for these early machines, which was vital if the new marque was going to bury the ghosts of the past, and re-establish the Triumph name in the market. That said, this is a well cared for example, and the black finish of the engine appears to be much more durable

than the silver-grey finish applied to other models in the range - just ask the Editor about his Sprint! As well as black, Triumph also offered the Speed Triple in both yellow and orange, however neither of these proved remotely as popular with buyers at the time.

Hauling the bike off its sidestand (a centrestand was available, but was not fitted as standard) two things become very evident. Firstly, this is a heavy bike (461lbs in old money) that carries its weight relatively high up, and, secondly, the riding position is far more sporting than it might at first appear. The stretch to the clip-ons over the long tank, combined with the tallish seat height of 790mm means that the Speed Triple, in common with all the early Hinckley



offerings, is not going to be the first choice for the more ... erm ... vertically challenged rider, or indeed those simply short of vital inches handed out by the inside leg fairy. Converting from clip-ons to normal height bars is not easy, involving swopping most of the front end with that from the Triumph Sprint, in which case you may as well buy one of those and paint it black! But for those desperate for relief from pumped up wrists, raising the bars is possible.

There were reports of problems with the starter motors on some early Triumphs, and the long stroke engine means that the starter has a relatively hard job