



The white-faced instruments look nice and are easy to read at night when they glow red. Although there is only the one halogen headlamp, the lighting it gives is good enough, and the warning-lights which are set into the '60s style alloy dash, are surprisingly legible, even in daylight. Also, the rectangular mirrors give an excellent spread of vision and should now come as standard across the rest of the Triumph range. The final touch is the rear seat cover which is available as an option, it enhances the entire cafe look of the whole bike, and is well worth getting.

All the appeal that this offers, though alluring and complementary, takes second place however to the Speed Triple's trump card – that gorgeous, grunty three-cylinder engine with its unique, musical exhaust note and a smoothness that comes from high quality engineering. Search as you might for that elusive sixth gear you won't find it, because on this Triumph five is quite enough. At least it is according to someone at Triumph who thinks that the 135-mph that I saw on the speedo, is plenty fast for a bike with no fairing.

Despite the things I've said in the past about this motor being torquey enough to not need a sixth gear, I think they've made a mistake here. The gearing is unchanged

except for the omission of the sixth gear, and even the 43 tooth rear sprocket is the same – meaning that when riding along in 'top' gear, you keep trying to go one gear higher because the engine is telling you it wants to. The recalibrated 36mm flat-slide Mikunis are so responsive that they accentuate this feeling. A couple of teeth off the rear sprocket would make the Speed Triple more long-legged, without sacrificing acceleration excessively.

Aside from this the engine is unchanged from the Daytona 900, giving 98 bhp at 9000 rpm and maximum torque of 61.2 ft/lbs available at 6500 rpm. Though it pulls cleanly from 1800 revs, you find yourself cracking it open at 4000 revs and above, just to hear that glorious exhaust note and ride the wave of mid-range torque. And it'll happily run to the 9700 rpm rev-limiter – even in top – quite comfortably for both engine and rider. Tritons were never this good over the ton.

I suspect that with a production run of just 1400 bikes for 1994, and a price of £7,600 in Britain, that Triumph will have the same sort of trouble that Ducati have had with the Monstro – making enough to satisfy the demand. Stuff the 'all our yesterdays' nonsense: if this is the future, who cares about the past? ■



## TRIUMPH SPEED TRIPLE

<b>Price</b>	£7499
<b>Motor</b>	Liquid-cooled 12-valve DOHC in-line triple
<b>Displacement</b>	885cc
<b>Bore &amp; Stroke</b>	76 x 65mm
<b>Compression Ratio</b>	10.6:1
<b>Maximum power @ rpm</b>	98hp @ 9000
<b>Maximum torque @ rpm</b>	8.3kgm @ 6500
<b>Carburettors</b>	3 x 36mm flat-slide Mikuni
<b>Transmission</b>	Gear primary, 5-speed box, chain final
<b>Frame</b>	Steel spine
<b>Rake</b>	27 degrees
<b>Trail</b>	n/a
<b>Front forks</b>	43mm telescopic
<b>Rear suspension</b>	Kayaba monoshock, adjustable for preload and rebound compression
<b>Brakes</b>	
Front	2 x 310mm discs with 4-pot opposed-piston Nissin calipers
Rear	255mm disc with 2-pot opposed-piston caliper
<b>Tyres</b>	
Front	120/70 x 17 Michelin HI-Sport
Rear	180/55 x 17 Michelin HI-Sport
<b>Wheelbase</b>	1490mm (58.7in)
<b>Seat Height</b>	790mm (31in)
<b>Width</b>	n/a
<b>Weight</b>	460lbs (209kgs)
<b>Fuel Capacity</b>	n/a
<b>Range</b>	n/a
<b>Top Speed</b>	n/a