



The predominant stylistic theme of the black Speed Triple is its obsession with blackness. Which is strange, given that Tester Paul Miles has often said how much he prefers orange bikes, and the Triple was of course also available in ... orange



#1: Price

Price can be directly related to cost per cc, with bigger machines invariably being worth more than little 'uns. In essence, if a bike costs more than £10 per cc of cylinder capacity, it is already a classic and cannot be considered as emerging. Anything under £5 is good though, and if you can reach the magic £1=1cc point, congratulations! You have either spotted a fantastic niche bike or bought an utter hound.

The iconic, three cylinder Triumph motorcycles built during the early Bloor years can be purchased for less than a grand and range up to about £4K for an immaculate example, fitting the price criteria perfectly. Pass A+

#2: Desirability when new

More subjective, this. Some bikes have become very collectable simply because they were so awful that nobody bought them when new. This makes them rare today and hence very desirable. An example might be the Triumph X-75 Hurricane; an abomination of a motorcycle that has inexplicably achieved cult status. Or perhaps a Suzuki RE5; the finest example yet of a bike being less than the sum of its parts.

Most blue chip classics, however, were lusted after by callow youths with their collective snotty noses pushed up against the dealers' window. 'Twas ever thus. The reason? They were flash and they were fast. It's no coincidence that the Gold Star, Dominator, Vincent twin and Ducati 900SS are much prized, with several sporty Japanese bikes also achieving high prices; the Honda RC30 and the Kawasaki Z1 for example. Lesser, more workaday bikes in the ranges rise in value as they age, but their arc is