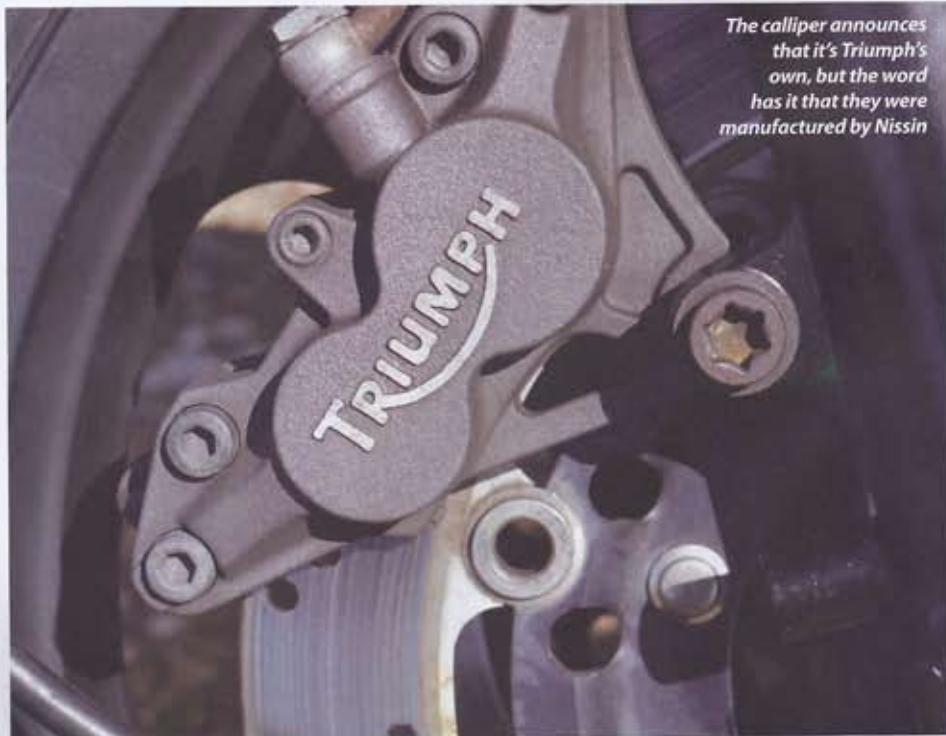




So, what's it like to ride? Well, as you might expect, any bike from the mid 1990s should, if well fettled, run and ride extremely well. The Speed Triple was the lightest of the new generation of Triumph triples, still weighing in at a hefty 209kg, mind you. Ironically, this weight is actually low-ish for a modern motorcycle, but seems high when compared with bona fide classics, all that water-cooling and equipment comes at a heavy cost.

The riding position is pure café racer, but nowhere near as extreme as, say, a Ducati 916, which made similar power (Ducati claimed 100bhp for the first series 916, against 97 for the Trumpet). The suspension, fully adjustable Kayaba front and rear, matches the Triumph-branded Nissin brakes in being unobtrusive and effective, the weight of the machine is completely lost once rolling. True, the weight is carried high up on the flank, but the rider is forced low by the bars, offsetting the issue, and the riding position pushes you into the caress of the slightly sculpted saddle, it's all good. ➤



*The calliper announces that it's Triumph's own, but the word has it that they were manufactured by Nissin*