

Speed Triple T509 1997-1998

1855cc | 103bhp@9100rpm | six-speed gearbox | aluminium trellis frame
 The first fuel-injected model was a stripped-down 855cc version of Triumph's flagship Daytona T595 sportsbike. Oval tubular frame, single-sided swingarm and odd bug-eye headlamps. This bike started the Speed Triple's transformation from café racer to streetfighter, as the 1997 bike came with clip-ons as standard. All later models had wide bars (though clip-ons were an optional extra). Available in orange or black.

! Current prices **£1600-£2050**



Speed Triple T309 1994-1996

1885cc | 105bhp@9000rpm | five-speed gearbox | steel spine frame
 Keeping with true café-racer ethos, the original Triple was essentially a naked Daytona 900. The Daytona was simply too big and heavy to be a successful sportsbike. But by removing its fairings Triumph rekindled that 59 Club spirit and the Speed Triple was born. Mixing classic style with their contemporary three-cylinder engine made the Speed Triple an instant success for Triumph. Available in black, yellow and orange.

! Current prices **£1075-£1850**



Speed Triple 750 1996-1997

1745cc | 188bhp@10000rpm | six-speed gearbox | steel spine frame
 With a production run of one year, Triumph made just 125 'baby' Speed Triples. It was powered by the Trident 750 engine and was otherwise near identical to the T309, with the only difference being the smaller bike's six-spoke wheels. Available in black.

! Current prices **£1200-£1995**



BRITISH BEEF

From café racer roots to 1050 hooligan, we chart 13 years of England's eccentric export, the **Triumph Speed Triple**

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Authentic urban cool is tricky to replicate. Like a local MP headbanging to the latest rock band to win young votes, a factory-produced streetfighter has the potential to be exceedingly cringeworthy with mainstream manufacturers trying to harness the spirit of the underground in order to make a quick buck.

Thankfully, Triumph isn't a typical mainstream manufacturer. With inherited cool from its 1960s heritage, Hinckley had the credentials to tap into urban motorcycle culture at street level in a way that Suzuki or Honda just couldn't pull off. The Speed Triple was born as the modern embodiment of that culture.

Triumph's irreverent, rebellious streak was made acceptable by the fact that they were there right from the start: outside the Ace Café with the Triton and Speed Twin café racers of the sixties.

Despite the fact it was factory-born rather than shed-created, the Speed Triple was instantly embraced by fans of street style. The looks and attitude of a real homemade street bike, mixed with a hearty slice of Triumph heritage. From its launch in 1994 to the present day, Triumph's Speed Triple is a modern tribute to the British rocker spirit that defined a generation.

Triumph's product manager **Simon Warburton** explains the birth of the Speed Triple...

BB The first Speed Triple was designed in-house by Triumph's design team and was inspired by the Trident 900 - a basic roadster that was great fun to ride. Triumph's aim was to make a sportier, more aggressive version of the Trident based around its fantastic 885cc carburetted engine, but with a suspension set-up and riding position more suited to sports riding.

When the design team worked out what they needed to do to the bike to achieve what they wanted, the first Speed Triple became basically a Daytona 900 with the fairings removed. But the original intention was to create a sportier Trident.

Later models were heavily influenced by the streetfighter scene. Bikes like Steve Burns' Monster bike (right) were a huge part of that movement and, while that bike didn't specifically inspire the bug-eyed Speed Triples it's a great example of

the style that did. Customer feedback soon saw clip-on bars dropped in favour of the wide handlebars that are now a characteristic feature of the Speed Triple.

But it was 2005 that became a significant year in the development of the Speed Triple. That was the year it finally broke the link with the Daytona and set off on its own path. The Speed Triple 1050 was designed as a pure, no-compromise high-performance naked bike, and it has established itself as a hugely important bike in Triumph's model range.



Triumph didn't copy Burns' Monster. Honest.

Speed Triple 955i 1999-2004

1955cc | 108bhp@9200rpm | six-speed gearbox | aluminium tubular frame
 Similar to the T509 in looks, but the addition of 70cc from the Daytona 955i engine gives this Triple a now legendary dose of midrange torque. It produces 72ft-lb at just 6000rpm - 9ft-lbs more than the previous model. The 2002-on bikes got a revised cylinder head, new styling and a 7kg weight loss. Bikes from 1999-2001 were green or black and in 2002 they went to blue, black and pink.

! Current prices **£2025-£4375**



Speed Triple 1050 2005-present

1050cc | 128bhp@9100rpm | six-speed gearbox | aluminium alloy tubular frame
 A total upgrade. Wide bars, bug-eyed looks, sportsbike chassis and a radical stumpy tail combined to give the 1050 real streetfighter attitude. But it wasn't all looks and no substance - most who've ridden it have hailed the torque-riddled 1050 engine as the perfect road-riding engine, with both incredible overtaking ability and impressive fuel economy. Little wonder it's Triumph's best selling bike around the world.

! Current prices **£4700-£6900**

