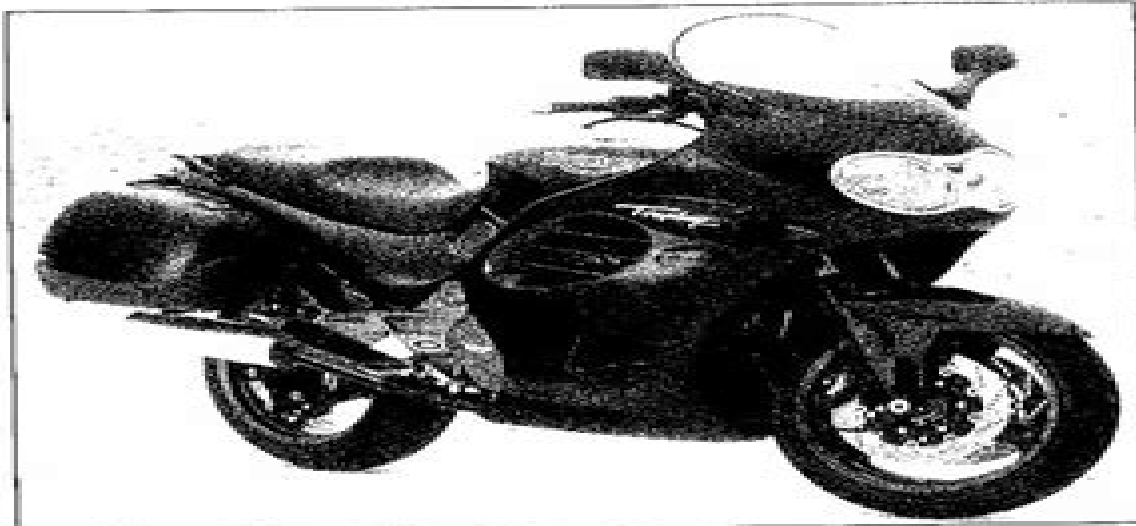


get a 900 cc triple and a 1200 cc four. The first, six-bike range consisted of two 750-3s, two 900-3s, a 1000-4 and a 1200-4. The first bike to hit the shops was the 1200 Trophy, a four-cylinder sports tourer which was immediately competitive in a very strong class. There was also a 900 cc, three-cylinder Trophy. The 750 and 1000 Daytonas used the short-stroke motor in three and four-cylinder forms in what were intended to be the sportsters of the range. The other two models, 750 and 900 cc three-cylinder Tridents, cashed in on the early-'80s fad for naked retro bikes that followed the world-wide success of the Kawasaki Zephyr.

Even though it was lumbered with the retro label, the Trident was in no way harking back to the good old days. Retro bikes were supposed to look like they'd stepped out of a 1970s time warp with wire wheels, twin shock absorbers and a sit-up-and-beg riding position, but the first Trident was clearly a modern bike that simply didn't have a fairing. It was fairly obviously a Trophy with some body panels removed.

The reborn Triumphs were received with acclaim from the motorcycle press – tinged with not a little surprise. They really were very good motorcycles, the big Trophy was a match for the Japanese opposition in a class full of very accomplished machinery. The fact it could live with a modern day classic like the Yamaha FJ1200 straight off the drawing board was a tribute to John Bloor's designers and production engineers. The bike was big, fast, heavy and quite high, but it worked and worked well. And it didn't leak oil or break down, it was obvious that whatever else people were going to say about Triumphs they weren't going to able to resurrect the old jokes about British bangers leaving puddles of lubricant under them.

Six months into production, I surveyed a group of 1200 Trophy owners and found the only problem had been rust attacking a

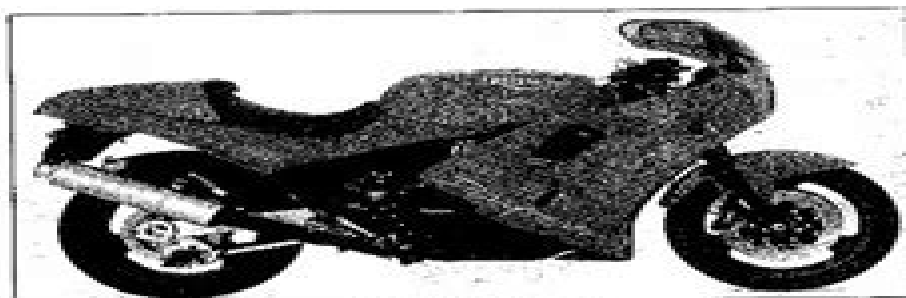


The 1996-on 1200 Trophy

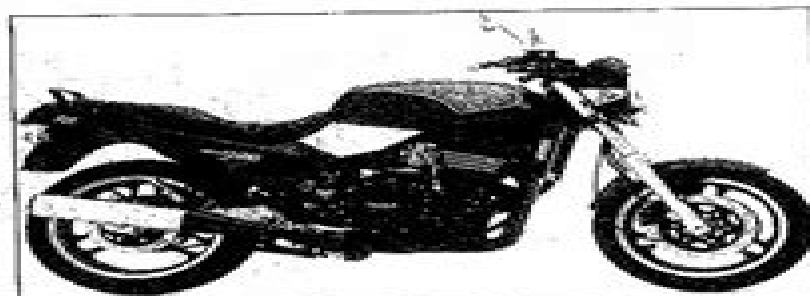
welded seam between the exhaust pipe and the hanger bracket that attached it to the chassis. For a brand new design to be so reliable was quite outstanding and gave the lie to the impression current in several countries that British industry could no longer produce a top-quality engineered product. John Bloor does not give interviews, but it is thought that his major motivation in spending a large chunk of his considerable personal fortune in setting up the Triumph factory was simply to prove that a British factory could still turn out high-tech products that could succeed in world markets. He succeeded.

As the rest of the range arrived and tests of

them got into print, the original impression was underlined and the star of the show emerged; it was the long-stroke, three-cylinder, 900 cc motor. It didn't matter how it was dressed up, the big triple had that indefinable quality – character. It was the motor the Japanese would never have made, very torquey but with a hint of vibration that endears rather than annoys. Somewhere among the modern, water-cooled, multi-valve technology, the 900-triple had the genes of the old air-cooled, OHV Triumph Tridents that appeared in 1969 and stayed in production until '75. If there was an under-achiever in the range it was the Daytona. With hindsight it is



The 1200 Daytona



The 900 Trident

Triumph Trophy 1200 Repair Manual

Causey Enterprises, LLC

A red circular graphic with a gradient, appearing as a partial circle or a stylized arrow pointing to the right, located to the right of the Causey Enterprises, LLC text.

Triumph Trophy 1200 Repair Manual:

WALNECK'S CLASSIC CYCLE TRADER, JULY 2008 Causey Enterprises, LLC, WALNECK'S CLASSIC CYCLE TRADER, SEPTEMBER 2001 Causey Enterprises, LLC, WALNECK'S CLASSIC CYCLE TRADER, MARCH 1991 Causey Enterprises, LLC, First Generation Hinckley Triumph (T300) Motorcycles David Clarke, 2021-10-25 The early Hinckley Triumphs produced from 1991 to 2004 Trophy Daytona Trident Trident Sprint Tiger Speed Triple Adventurer Thunderbird were designed and manufactured using a modular concept This assists in the sharing of components across the range of bikes which was useful with the restricted availability of spare parts With over 725 colour photographs this book provides helpful guidance on keeping your bike on the road including a discussion of the models produced and their modular design identifying common problems and how to address them There is a comprehensive guide to maintenance including the tools required and details of restoration modification and upgrades from changing the exhaust to fabricating swing arms There is a useful list of suppliers for both new and reconditioned parts as well as specialist service providers **Two Summers** Robert Ackerson, 2022 Explores the Mercedes Benz W 196 R s historic roots development and races Also its triumphs struggles and disappointments as well as the spirited challenges from Maserati Ferrari Gordini and Lancia Accompanying the text are hundreds of photos sourced from the legendary Daimler Archives **Amédée Gordini** Roy P. Smith, 2022 This is the story of a man a team and their life and times as well as a complete record of all their achievements and failures It logs the financial and personal cost of racing in the prewar and postwar periods It tells of how the mighty car company Renault became involved with them in the late 1950s and how Amedee Gordini became known throughout the world as one of the greatest engine tuners of his time WALNECK'S CLASSIC CYCLE TRADER, MAY 1996 Causey Enterprises, LLC, WALNECK'S CLASSIC CYCLE TRADER, DECEMBER 1988 Causey Enterprises, LLC, WALNECK'S CLASSIC CYCLE TRADER, DECEMBER 1998 Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, MARCH 1999** Causey Enterprises, LLC, **WALNECK'S CLASSIC CYCLE TRADER, SEPTEMBER 2005** Causey Enterprises, LLC, *Japanese Custom Motorcycles* Uli Cloesen, 2013 Many books have been published about Japanese motorcycles but none has focused exclusively on the Japanese motorcycle based chopper bobber trike and quad custom bike scene until now Featuring stunning photography this is a great book for Japanese bike fans and fans of the custom bike scene in general **BMW Custom Motorcycles** Uli Cloesen, 2011 Customising BMWs does it work This book the first of its kind solely devoted to the BMW custom bike scene proves it does Features stunning images of customised BMW singles twins and fours from contributors around the globe many complemented by owners stories and technical descriptions **Cars & Parts** , 1996 **WALNECK'S CLASSIC CYCLE TRADER, JUNE 1993** Causey Enterprises, LLC, **Car and Driver** , 1969 Runways & Racers Terry O'Neil, 2011 Runways and Racers focuses on sports car races held at military installations throughout America in the early 1950s It was a marriage of convenience for the Sports Car Club of America and the Strategic

Air Command with both parties gaining advantages from the arrangement The thorn in the side turned out to be a Congressman whose own aspirations exceeded his standing but who found himself in a position to be able to influence the outcome of events **American Book Publishing Record** ,2001 **WALNECK'S CLASSIC CYCLE TRADER, NOVEMBER 2002** Causey Enterprises, LLC, **British Custom Motorcycles** Uli Cloesen,2014 Many books have been written about British bikes and their racing history but no one has devoted an entire book solely to the British only custom motorcycle and its chopper cruiser bobber and trike scene until now

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