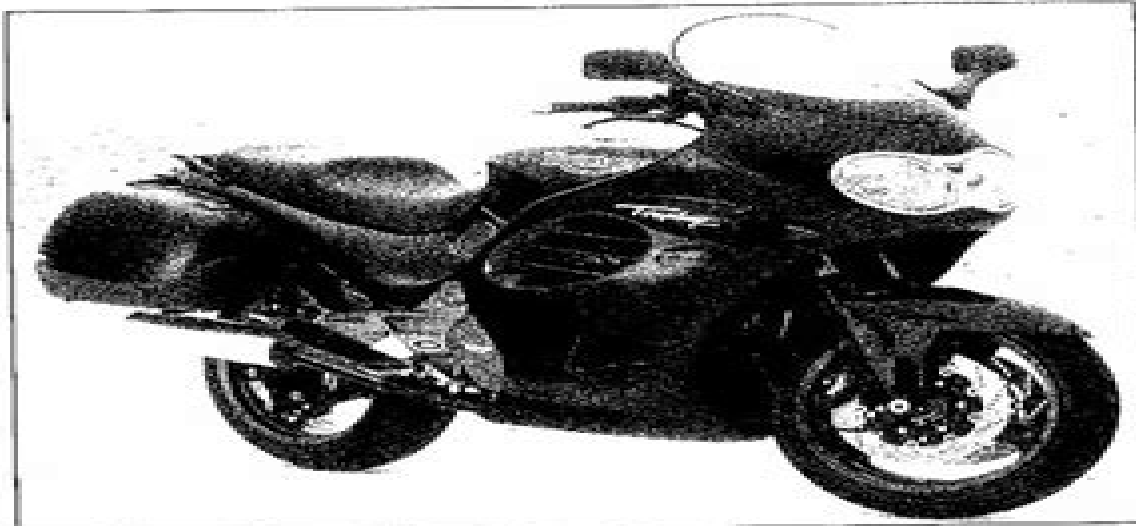


get a 900 cc triple and a 1200 cc four. The first, six-bike range consisted of two 750-3s, two 900-3s, a 1000-4 and a 1200-4. The first bike to hit the shops was the 1200 Trophy, a four-cylinder sports tourer which was immediately competitive in a very strong class. There was also a 900 cc, three-cylinder 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

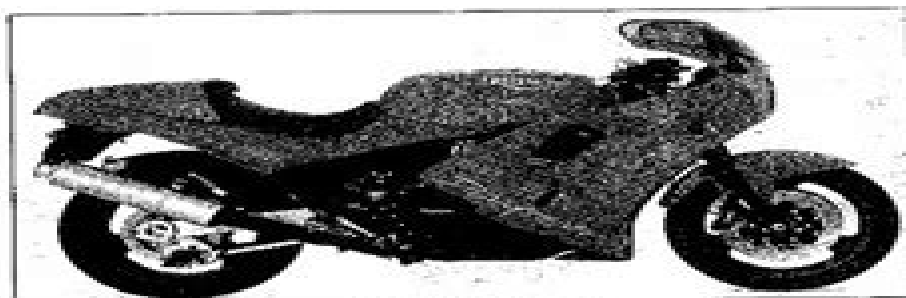


The 1996-on 1200 Trophy

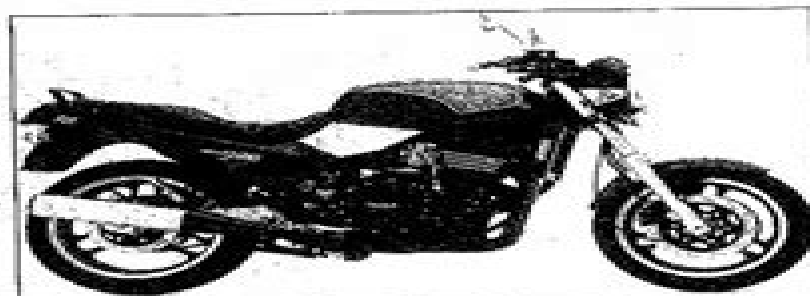
welded seam between the exhaust pipe and the hanger bracket that attached it to the chassis. For a brand new design to be so reliable was quite outstanding and gave the lie to the impression current in several countries that British industry could no longer produce a top-quality engineered product. John 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 Motorcycle Manual 1997

Brian Long



Triumph Trophy Motorcycle Manual 1997:

The Book of the Ferrari 288 GTO Joe Sackey, Nicola Materazzi, 2013 This book covers the background conception design production and aftermath of the iconic Ferrari 288 GTO including the prototypes the early production cars the mainstream production cars in their various specification guises and the Evolution cars planned for the aborted Group B FIA race series A comprehensive and beautifully illustrated look at a unique sports car

The Book of the Lamborghini Murciélago Thillainathan Path Pathmanathan, Thillainathan ""Path"". Pathmanathan, 2021 A unique book dedicated to the Murciélago Lamborghini's iconic flagship with its V12 Bizzarrini engine spaceframe chassis and scissor doors This was the last car to use the classic Bizzarrini engine

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 Amédée Gordini became known throughout the world as one of the greatest engine tuners of his time

Return to Glory! Robert Ackerson, 2013 This book chronicles the development and racing career of a car regarded as the ultimate example of the purebred sports car of the 20th century and the epitome of functional beauty and extraordinary performance the 1952 Mercedes Benz 300 SL Taking second place at its 1952 Mille Miglia debut it went on to win every one of its races that season

Northeast American Sports Car Races 1950-1959 Terry O'Neil, 2010 This book focuses on the different aspects that contributed to the development of Northeast American sports car racing during the 1950s The evolution from amateur drivers racing on public roads in 1950 to both professional and amateur drivers racing at private purpose built tracks in 1959 demanded huge leaps of faith trust and understanding The transition was neither easy nor uneventful for drivers clubs or track owners and the tragedy politics and in

N.A.R.T. Terence J. O'Neil, Terry O'Neil, 2015 Luigi Chinetti's association with Ferrari and the origins formation and racing history of NART North American Racing Team A complex organisation inextricably linked to Luigi Chinetti Motors Inc NART enjoyed success on the race tracks of the US and Europe for three decades as well as financial difficulties and arguments with organisers to rightly become a legend

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

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

Subaru Impreza Brian Long, 2006 Perceived as a replacement for the long running Leone the Impreza quickly gained a

great reputation through Subaru's successful WRC program. This book covers the full story of the Impreza from concept through to the current production car, looking at the rally machines along the way and illustrated throughout with contemporary material. Now with over 400 mainly color pictures and significant additional text, this is a fantastic work and all account of an amazing car. *Lotus Europa - Colin Chapman's Mid-engined Masterpiece* Matthew Vale, 2022. Explores the design, development and production of the Lotus Europa, Lotus's first mid-engined road car. It covers the Renault-powered Series 1 and 2 cars, the Lotus Twin Cam engined versions and the Type 47 racing models. **American Book Publishing Record**, 2001. *The Triumph Trophy Bible* Harry Woolridge, 2016. Complete year by year history of the Trophy and unit construction, Tiger twins from 1949 to 1983. Includes original factory model photos, technical specifications, colour schemes, engine frame numbers, model type identification and details of Trophy Tiger achievements. The complete source book. **The Cumulative Book Index**, 1999. **The Guinness book of records 1988** Alan Russell, Norris D. McWhirter, 1987. *The Guinness Book of Records 1989* N. D. McWhirter, 1988. **Guinness Book of Records** Norris McWhirter, 1986. Road and Track, 1999. **The Phone Book** Telkom (Firm : South Africa), 2002. *Triumph Service Manual*, 1999. The Guinness Book of Motorcycling Facts and Feats L. J. K. Setright, 1979.

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