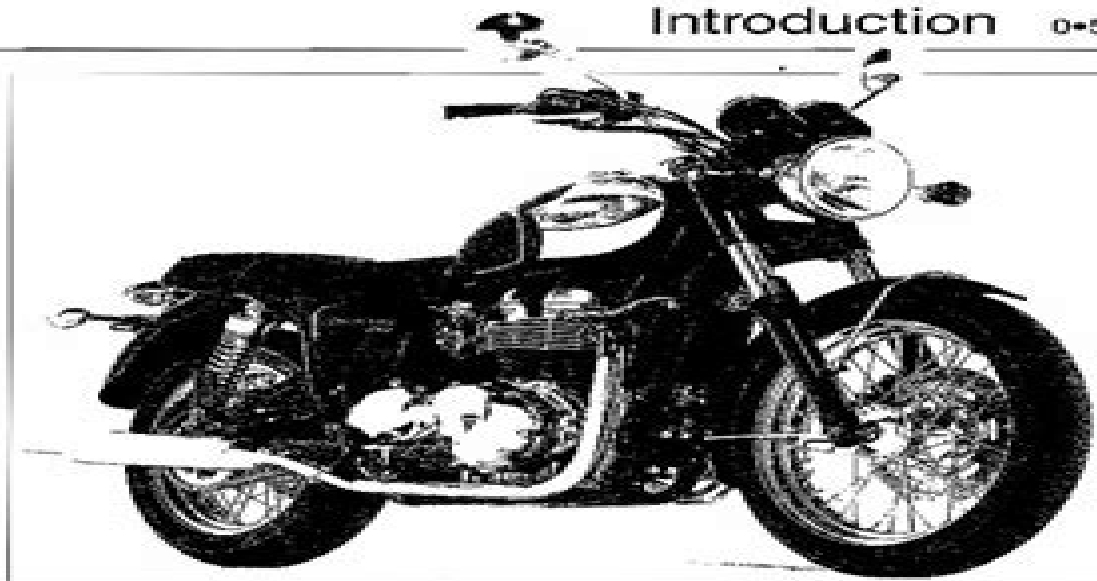


ractions. Every engine used the common 76 mm bore with either 55 or 65 mm throw cranks so that the short-stroke engine would be 750 cc in three-cylinder form and 1000 cc as a four. Put the long-stroke crank in and you get a 900 cc triple and a 1200 cc four. The first bike to hit the shops was the 1200 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-'90s fad for naked retro bikes that followed the world-wide success of the Kawasaki Zephyr.

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 be able to resurrect the old jokes about British bangers leaving puddles of lubricant under them. As the rest of the range arrived and tests of them got into print, 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.

The range stayed basically unchanged for two years, until the Cologne Show of '92. Looking back at the first range it is now easy to see – hindsight again – that the identity of all the models was far too close. The sports-tourer Trophy models were reckoned to be a little too sporting, the basic Tridents still had the handlebar and footrest positions of faired bikes. Triumph management later agreed that the first range evinced a certain lack of confidence, that was certainly not the case with the revamped 1993 range.

Visitors to the Cologne Show in September '92 agreed that the Triumphs were the stars, any lack of confidence there may have been two years earlier was completely gone. Any shyness the management may have felt about the Triumph name's past was shaken off as the new Tridents went retro style. Overall, the identities of the original bikes became more individual and more obviously separated; the Trophy models



T100

became more touring oriented, the Daytonas more sporty looking and the Trident models more traditional. The factory even had the confidence to put small Union Flag emblems on the side panels of each model, no more apologising for the imagined shortcomings of British engineering. Despite this spreading of the range's appeal, all these bikes were still built on the original modular concept.

There was, however, an exception to this rule of uniformity in the shape of a brand new bike, the Tiger 900. This model was in the enduro/desert-racer style much favoured on Continental Europe but not at all popular in the UK. Here was a Triumph with a 19-inch front tyre, wire wheels and a lower power output than the other 900s. Judging their market as cleverly as ever, the factory held back another new model for the International Bike Show at the Birmingham NEC. This was the Daytona 1200, an out and out speed machine with a hidden political agenda. Its high-compression, 147 PS engine gave it brutal straight-line performance in much the same way as the big Kawasakis of the mid-'80s, and like them it wasn't too clever in the corners because of its weight and length. The bike was built so much to show that Triumph could do it as to sell in big numbers, it also had the secondary function of thumbing the corporate nose at the UK Importers' gentlemen's agreement not to bring in bikes of over 125 PS.

Next year's NEC show saw two more new Triumphs, both reworkings of what was now regarded as a modern classic, the 900 triple. The Speed Triple was a clever reincarnation of

the British cafe racer style, complete with clip-on handlebars and rear-set footrests. The other newcomer was a more radical project, the Daytona Super III. Externally the motor looked like the usual 900 cc three with 115 PS as opposed to the standard 900 Daytona's 98 PS.

Triumph's next big step was into the US market, where the old company was so strong in the post-war years when the only competition was Harley-Davidson and where there is considerable affection for the marque. The name Triumph chose to spearhead this new challenge was Thunderbird, a trademark sourced in Native American mythology. This time the famous name adorned yet another version of the 900 triple but this time heavily restyled and in a retro package. Dummy cooling fins give it the look of an air-cooled motor, the logo was cast into the clutch cover, and there were soft edges and large expanses of polished alloy. Inside those restyled cases, the motor was returned even more than the Tiger's for a very user-friendly dose of low-down punch and mid-range power. The cycle parts were given an equally radical redesign, although the retro style stopped short of giving the Thunderbird twin rear shock absorbers. But everything else, the shape of the tank, the chrome headlight and countless other details, harks back to the original Thunderbird and nothing does so as shamelessly as the 'mouth-organ' tank badge, a classic icon if ever there was one.

The first Thunderbird derivative, the Adventurer, appeared for 1996 with a different rear subframe and rear-end styling including a

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Matthew Coombs



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