

TRIUMPH 2010 URBAN SPORTS

DAYTONA 675

With its brilliant, narrow three-cylinder engine the Daytona 675 is a unique proposition in an otherwise conformist sea of supersport fours. Revised and uprated for the 2009 season with a host of modifications, the Daytona continues to head the supersport class.

The latest specification 675cc engine pumps out 128PS at 12,600rpm and revs to a 13,950rpm redline, while the triple cylinder configuration delivers amazing acceleration from low revs in any gear. And all with an accompanying soundtrack that's a wicked and unmistakable howl from the under-seat exhaust. A magnesium cam cover contributes to an overall dry weight of just 162kg.

As expected from a bike in this class the Daytona 675 comes equipped with top-of-the-line suspension and brakes. The fully-adjustable 41mm upside down forks and rear monoshock unit both benefit from highly sophisticated high and low speed damping control, allowing riders to set their Daytona up with maximum accuracy. Radial-mount Nissin monobloc front brakes give outstanding levels of stopping power and rider feedback, while lightweight wheels save unsprung weight and help the bike change direction easily. The latest Pirelli SuperCorsa SP tyres give superb levels of both grip and feedback.

The Daytona's sleek looks are enhanced by simple, single tone colours schemes of Phantom Black and Tornado Red, both with black wheels and revised decals from October 2009. A striking Caspian Blue option, with Gold wheels will be available from December 2009.

Retail price: £7,589 OTR

STREET TRIPLE

There's no question the Street Triple is the middleweight streetfighter champ.

Fusing the style and attitude of the iconic Speed Triple with the agility of the Daytona 675 and all for a very competitive price, it wowed the industry when it arrived in 2008 and continues to dominate the class.

Packing a powerful punch of 108PS peak power (106bhp) delivered at 1,700rpm, the Street Triple's triple cylinder engine is derived from the powerplant used in the Daytona 675 but has been retuned for incredibly strong low and midrange performance. The Daytona 675's engine was designed to be seen from the outset so the clean and simple lines compliment the Street Triple perfectly.

The Street Triple's aluminium frame also comes directly from the Daytona and was specifically designed to take advantage of the narrow three-cylinder engine design. Rake is set at 24.3°, with 95.3mm (3.75in) trail. The wheelbase is 1,395mm (54.9in), while dry weight is 167kg (367lbs). Braking power is at the top of its class thanks to the Nissin two pot sliding calipers with sintered pads.

The low dual seat and wide handlebars provide a comfortable riding position for both rider and pillion without jeopardising the aggressive streetfighter styling of the bike. Many of the styling cues come straight from the bigger Speed Triple, including the distinctive bug-eyed headlamps.

For 2010 the Street Triple features a host of refinements to make the riding experience even more pleasurable. These include a lighter weight rear wheel and

rear sprocket, recalibrated EFI for smoother throttle response at lower speeds and revised instruments for easier use.

The Triumph Street Triple is available in three colour options: Phantom Black, Fusion White and, new for 2010, Tornado Red.

Retail price: £5,949 OTR

STREET TRIPLE R

The Street Triple R – a more hardcore Street Triple with an even higher spec.

Following on from the phenomenally successful Street Triple, the 'R' version takes the standard bike and adds a whole heap of race track technology. Fully-adjustable 41mm upside down forks and a top-spec rear monoshock unit with piggy back reservoir deliver sublime handling, while radially-mounted four piston calipers grab the twin 308mm brake discs and ensure the Street Triple R stops as well as it goes.

At the heart of the Street Triple R is the same acclaimed, 675cc triple cylinder engine that powers the Street Triple, so there's masses of grunt on tap from low revs through to the redline. Peak power is a healthy 108PS at 11,700rpm, while peak torque of 69Nm is delivered at 9,100rpm.

Its fully adjustable sports suspension and powerful four-piston radial brakes are derived from the award-winning Daytona 675 and the Street Triple R rivals traditional supersport machines with its superlative handling and stunning stopping power, while offering the comfort and attitude of a streetfighter. The sporty feel is completed with wide, tapered, handlebars from Magura and a 5mm taller seat height that puts the Street Triple R rider in the perfect position to attack the twisty stuff or cut its way through the urban jungle.

The Street Triple R also benefits from the same refinements for 2010 as the Street Triple: lighter rear wheel and rear sprocket, revised EFI calibration for smoother throttle response at low speeds and new instruments for easier operation.

Completing the Street Triple R's distinctive look are three distinctive colour options – Matt Graphite, Matt Orange and gloss Phantom Black with gold wheels (available from December 2009) – plus anodised black upside down front forks and a two-tone stitched seat.

Retail price: £6,649 OTR

SPEED TRIPLE

An iconic motorcycle and one of Triumph's best selling lineages, the Speed Triple captures unparalleled attitude in a uniquely styled package. Over the years it has been constantly evolved in order to maintain its position as the definitive factory streetfighter and the current Speed Triple is the sharpest yet.

The 1050cc fuel injected three-cylinder engine that powers the Speed Triple is key to the bike's brutish charm, pumping out a great surge of bottom-end torque, followed by a massive mid-range punch and an impressive level of overall power, all of which is delivered to the rear wheel via a slick shifting six-speed gearbox. Peak power is 132PS (131bhp) at 9,250rpm while peak torque of 105Nm (77ft.lbf) arrives at 7,500rpm. Triumph's second generation Keihin Engine Control Unit offers sophisticated mapping for quicker starting, cleaner running and excellent fuel economy.

A rigid aluminium frame contains the engine and provides massive strength with steering geometry that gives fast-steering neutrality plus great stability. Fully adjustable 43mm upside down forks and rear monoshock give superb levels of quality and control while the evocative single-sided swingarm adds style and substance. Twin-level oval section exhaust pipes enhance the engine's distinctive and addictive induction roar with radial-caliper four-piston Brembo front brakes, Magura tapered bars and multi-spoke wheels adding the finishing touch to this high class machine.

The bug-eyed headlights are a defining characteristic of the Speed Triple's looks, as are the stubby twin exhausts and minimalist style. For 2010 the Speed Triple also has a revised instrument console, which both looks better and is easier to use.

Speed Triples have been famous for being offered in a variety of eye-catching shades over the years and the 2010 model comes in four colours: Jet Black, Fusion White, Blazing Orange and Matt Black.

Retail price: £7,999 OTR

TIGER

A truly versatile bike the Tiger is equally at home scratching, touring or commuting and has won a legion of fans the world over thanks to its all round ability.

At the Tiger's heart is the amazing 1050cc, fuel injected, three-cylinder engine, renowned for its addictive character and spine-tingling triple howl. There's ample reserves of both torque and horsepower to make two-up fully laden tours a breeze. Peak power of 115PS (113bhp) is delivered at 9,400rpm, with 100Nm (74ft.lbf) torque at 6,250rpm.

The chassis features a twin-spar aluminium frame with a braced aluminium swingarm. Cast aluminium wheels are road orientated 17in variants, allowing a wide choice of tyres; the front tyre's a 120/70 ZR17, the rear a 180/55 ZR17. The 43mm upside down fully adjustable forks and remote spring preload and rebound damping adjustable rear shock give a smooth and controlled ride over all surfaces. Twin four-piston radial calipers bite 320mm front discs, the rear 255mm disc uses a single twin-piston caliper.

The Tiger's seat height is a manageable 835mm (32.8in), matched to a dry weight of 198kg (436lbs). ABS is available as an optional extra. Fuel capacity is 20 litres (4.4 gal), giving an excellent touring range. Comfort has always been a strength for the Tiger and rider and pillion benefit from great ergonomics, excellent wind protection and rubber mounted handle bars and foot pegs.

Fusion White and Jet Black colour options continue for 2010.

TIGER SE ABS

The popular TIGER SE ABS will continue into 2010. This special edition model comes in a choice of two colours – Matt Graphite or Blazing Orange – and includes ABS, colour matched panniers and hand guards as standard.

Triumph's ABS system gives riders the opportunity to use 100 percent of a bike's braking capability in an emergency situation without the concern of locking the wheels. The system uses sensors on the wheels to make approximately 100

calculations every second, allowing the brake to be released for a fraction of a second as the wheel locks up before force is then automatically reapplied. The ABS system is specifically designed not to affect the day-to-day feel of the bike in any way.

SPRINT ST

The Sprint ST is a bike that defies compromises. Sporty enough to carve corners effortlessly but with levels of comfort that make long distance touring a delight. Essentially a stunning blend of poise, power and all round practicality.

Powered by Triumph's highly-acclaimed 1050cc, fuel injected, three-cylinder engine, the Sprint ST has huge reserves of torque for linear drive in any gear and great reserves of horsepower for when it's needed. Peak power is an impressive 127PS (125bhp) at 9,250rpm while peak torque of 105Nm (77ft.lbf) arrives at just 7,500rpm.

Matching the Sprint ST's sublime engine is a superb aluminium beam frame chassis that creates a composed yet fast-steering motorcycle. High quality 43mm cartridge-type telescopic forks, adjustable for spring preload, give fine control while the rear shock is remotely adjustable for spring preload and rebound damping. A pair of powerful four-piston front brake calipers mated to 320mm floating discs provide superb stopping power.

The Sprint ST's look is both practical and stylish. The high, pulled back handlebars have been tailored to give a relaxed riding position. Styling cues, such as the triple front headlights, triple exhaust exits and LED rear light complement each other fluidly. Fuel capacity is a useful 20 litres (4.4 gal).

Further expanding the Sprint ST's touring role are the colour matched factory designed waterproof hard panniers that are fitted as standard, which feature an improved locking mechanism for 2010.

The Sprint ST is available in two colour options – Phantom Black and Tornado Red – both of which are also available with optional ABS.