get a 900 oc triple and a 1200 oc four. The first, six-bise range consisted of two 750-3s, two 900-3s, a 1000-4 and a 1200-4. The first bise to hit the shops was the 1200 Trophy, a four-cylinder sports tower 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 oc three-cylinder Tridents, cashed in on the early-"90s fad for naked retro biles that followed the world-wide success of the Kawasaki Zeoftyr.

Even though it was lumbered with the retro label, the Trident was in no way harking black 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 metch 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 Bloom's designers and production engineers. The base 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

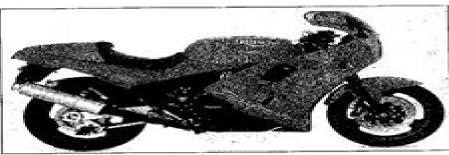


The 1996-on 1200 Trophy

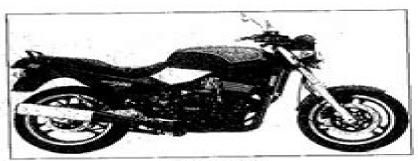
welded seam between the exhaust pipe and the hanger bracket that attached it to the chassis. For a brand new design to be so reliable was quite outstanding and gave the lie to the impression current in several countries that British industry could no longer produce a top-quality engineered product. John 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 genet of the old sir-cooled, CHV Triumph Tridents that appeared in 1980 and stayed in production until '75. If there was an under-achiever in the range it was the Daytons. With hindsight it is







The 900 Trident

Triumph Trophy 900 Service Repair Manual 1991 1999

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