

REVIEW - TRIUMPH SPRINT ST



REVIEW BY LOVELL HEATHCOTE

Thanks to Craig and Bruce from Durban Motorcycle Centre for allowing us the privilege of test riding this unique motorcycle.

FIRST IMPRESSION:

This in-line triple, or 3 cylinder, may not be the fastest bike around, but it oozes unique character. It's seldom that one gets on a bike and within two kilometres you feel as if you've owned it for a year. It's the most friendly, easy-riding and comfortable machine I've been on in a long time. It's so forgiving, performs like a thousand, but feels like a 600.

It's like a good glass of wine, you'd want to take your time with it and enjoy it thoroughly.

CONTROLS AND GADGETS:

One would think, what will the British have up their sleeves regarding controls etc., well no surprises here. The display is stylish with everything in the same spot as what you'd find on any Japanese bike. The indicators are integrated into the rear-view mirrors which stops it from looking like an alien with those bobby-looking indicators you'd find on most out there.

PERFORMANCE:

Low down torque and power is impressive, coming from an addictive guttered triple sound. From around 2000rpm, power becomes strongly progressive, delivering serious kick from 5000rpm all the way through to 10250rpm. The Sprint's body looks stylish from front to rear, a shorter wheelbase and steeper rake for sportier handling. It's flickable, yet delivers a solid sensation which inspires confidence in corners as well as in a high-speed highway burst.

Suspension components are quality Showa units with ample settings and adjustments. The front brake-lever has a 5cm play before it bites, one however gets used to this very quickly.

The Triple, under-seat exhaust is stunning. I'd like to hear this machine with an after-market system.

COMFORT:

The lean angle is a comfortable forward position but not far down at all. The seat is nice and soft for both the rider and pillion with the natural heating from the exhaust system, making you feel all fuzzy inside ... don't stop now. As for wind protection, well there's enough for the rider but for the pillion at a slightly higher position, you might get some sail. You also don't want too much otherwise you could go and buy yourself a car.

RUNNING COST:

A major service will set you back about R1060.00 at 6000km intervals. It also comes with a standard 2 year warranty.

OVERALL RATING:

Anyone would be proud to own this unique British machine, it's a beautiful bike with user friendly features, styling and comfort.

PRICE:

R94000.00 Including 14% VAT



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