

# REVIEW: TRIUMPH DAYTONA 675

## REVIEW BY WILLIAM MORRIS

The highly acclaimed Daytona 675 has been on our "most desirable review" list since its launch in March 2006. Thanks go to Ian & Lisa at East Coast Triumph for making a demo available for review.



## FIRST IMPRESSION

Being selected as just one magazine's Bike of the Year is a very worthwhile achievement, but when 15 of the world's leading motorcycle publications voted the Daytona the finest new bike of the year by an outstanding margin you know Triumph has done things very right. Triumph motorcycles have long had a sense of their own purpose and a sense of distinction, and the Daytona 675, as well as being one of the finest looking superbikes available, stands out as being unique. Simply put, it's unlike

other 600cc sports bikes in look, feel and character.

## CONTROLS AND GADGETS

The Daytona's cockpit is perhaps Triumph's best ever, offering a sweet combination of legibility and style. Visually identical to the Tiger, which we reviewed in the Feb issue, it includes an easy-to-use lap timer. The computer also records highest top speed and average kays per litre, as well as having the usual trip counters.

## PERFORMANCE

Triumph's engineers sat down to develop the sportiest machine to ever roll out of the Hinckley factory. The final masterpiece is a bike that is by any standards ultra-narrow, compact and light, powered by an all-new liquid-cooled DOHC 12-valve 675cc inline 3-cylinder engine. Triumph says its fresh-thinking triple pumps out an impressive 92kw (123bhp) at the crank at 12 500rpm. Even more important to actual rideability, the Daytona 675 delivers a strong 72nm (53ft-lb) of torque at 11 750 rpm. Keep the revs above 10K and the 675cc triple becomes absolutely wild, yet in spite of its short wheelbase and rather radical steering geometry, the way the Kayaba suspension handles bumps mid-lean at speed is remarkable; a steering damper is fitted as standard beneath the lower triple clamp. There won't be many bikes faster than the Daytona 675 through the twisties, but there'll be a surprising number outpaced in shorter snatches by the British sportbike's incomparable acceleration and overall chassis performance. For an extra R3 600 plus about 550 bucks for fitment and mapping East Coast Triumph will fit an original aftermarket silencer that sounds deadly and adds a genuine 4hp and 2nm of torque. Well worth the extra cash, you'll agree when you hear and feel the difference.

## SUSPENSION, HANDLING & COMFORT

There's lots of room for someone with longer legs like me. I never felt cramped during my day aboard it despite the handlebars being fairly well dropped and tucked-in. The in-line 3 cylinder configuration allows for an extraordinarily slim waistline that made me feel a part of the Triumph rather than perched on top. The body hugging chassis and phenomenal suspension leads to an exotic handling feel rather a lot like the new Ducati 1098.

## OVERALL RATING

When asked why the Triumph Daytona 675 won the prestigious 2006 Masterbike Supersport Award, journalist Jurgen Fuchs of the best selling German Motorrad magazine replied, "Because the Daytona is very well balanced. Because I can ride the bike absolutely safe to the tyre limit. Because the gearing matches perfectly. Because the brake is ingenious. Because the range of usable power is so wide that it does not matter in some corners if you are in second or third gear. Simply everything fits." Indeed...

## PRICE

R89 995.00 incl. VAT

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