

ALL-BRITISH SPORTS BIKE TAKES SHAPE

Enigma Motorcycles is building a Triumph-powered sports bike using British engineering and components. These are the first shots of it with petrol tank and rear bodywork on

By John Westlake

With the Enigma's petrol tank, rear bodywork and seat base made, it's now possible to get an idea what this fascinating British bike will look like when finished.

Based on a 1050cc Triumph Speed Triple engine, the aim of the project is to produce a sporting motorcycle using as many British manufactured components as possible.

The usual route for making the tank and bodywork is to have masters made in foam and clay but the Enigma team took a different route and engaged the skills of master metalworker Terry Hall.

"It was a matter of cost and philosophy," said Enigma 1050 project leader and former MCN Editor, Jim Lindsay. "The project is partly about striking a balance between modern thinking and old school craftsmanship, while keeping a tight control on costs. To have masters made in clay and foam would have cost about £10,000."

Hall made everything from scratch out of sheet alloy in his Shropshire workshop and the team are delighted with the result. The plan now is to produce carbon-fibre panels of the bodywork using the aluminium origi-

WHAT'S THE STORY?

■ Seven months ago ex-editor of MCN Jim Lindsay revealed plans to build a practical British sports bike based on the Triumph Speed Triple engine. It wouldn't compete with superbikes on power or weight, but it would be fast, handle and use the best British engineers and suppliers. MCN is following the build as the bike develops.

nals as masters. If there is sufficient demand for the bike, dies will be made for producing the petrol tank.

The tank, which uses the original Speed Triple fuel pump, holds 25 litres, more than enough to go 200 miles between fill-ups, claims Lindsay, who says he gets fed up hunting for petrol stations on his Suzuki GSX-R750.

The bike also features K-Tech suspension, Dymag carbon wheels, Promach alloy components and Avon tyres hung on a Tigrafit frame. It's now at the South of England workshops of Austin Racing

where Rich Austin is modifying the standard Triumph header pipes and joining them to an Austin Racing link pipe and end can.

"We chose Austin Racing for a number of reasons," said Lindsay. "We love the quality of the components they make, they're British, they were willing to work with us and most of all, Rich Austin was full of enthusiasm for the project."

Enigma will not commit themselves to a completion date for the prototype. When the exhaust is complete, the bike will be off to Pace in Suffolk to have a radiator designed and built. After that, all the electrical components have to be housed and a wiring loom built.

Finally, there's the matter of the front bodywork. Lindsay said: "Initially we were committed to a half-faired approach. Then we slapped a pair of ordinary bars on the thing just to make it easier to move around and we thought, hang on a minute, that looks quite good."

Currently the plan is to offer both faired and unfaired versions but the prototype will be unfaired to reduce development time.

You can follow the progress of the project at <http://enigma1050.co.uk>



Master metalworker Terry Hall was called in to make the tank and bodywork from sheet alloy



Inside view of the alloy fuel tank during the building process

Rich Austin is modifying the header pipes and fitting an Austin Racing link pipe and end can

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