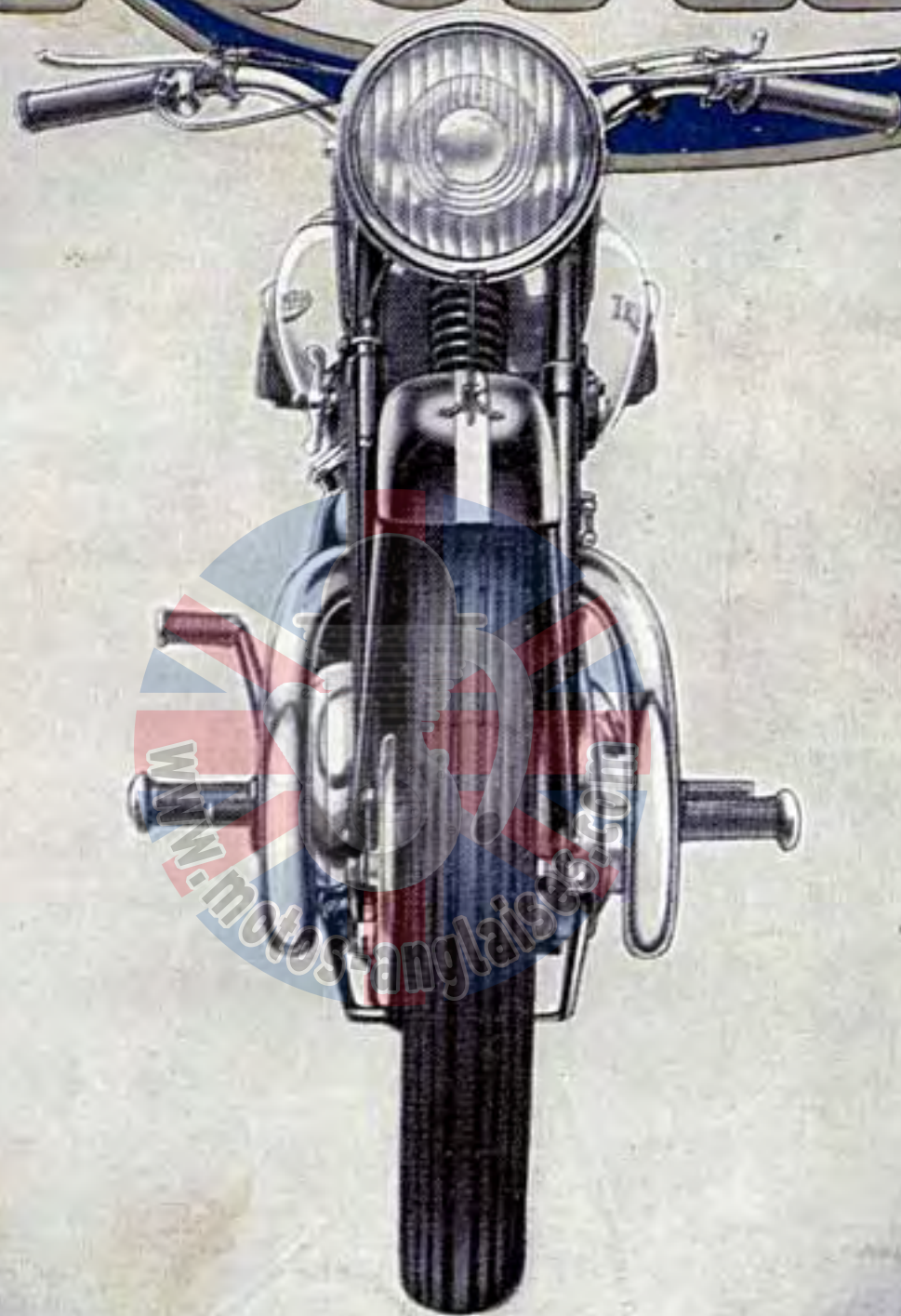


TRIUMPH



1938

INTRODUCTION

MOTOR Cycle riders throughout the world have shewn in no uncertain manner their appreciation of the 1937 Triumph models and the makers in announcing their range for 1938 do so secure in the knowledge that they are producing machines which have earned their spurs and are known the world over for their high quality, superb finish and magnificent performance.

For 1938, therefore, all the models which were current in the past season will be continued, though their attractions have been considerably enhanced by the inclusion of a number of really worth-while refinements. In addition, a new model is presented—the Triumph "Speed Twin".

Founded on well tried Triumph practice this machine incorporates an entirely new 500 c.c. O.H.V. vertical Twin-Cylinder power unit which marks a milestone in motor cycle progress and combines a startling performance with extreme docility and silence.

After most exhaustive tests and with twelve months highly satisfactory experience in overseas markets two models will be made available for 1938, for those who prefer it, with Lucas coil ignition and lighting equipment. This equipment with the latest automatically compensated voltage control is offered with every confidence as showing a standard of reliability fully in keeping with the best of Triumph traditions.

MODELS & PRICES

SPEED TWIN (500 c.c. O.H.V.) fully equipped £75			
TIGER 90	(500 c.c. O.H.V.) fully equipped	£70	DE LUXE 3H (350 c.c. O.H.V.) fully equipped £56
TIGER 80	(350 c.c. O.H.V.) " "	£61	DE LUXE 3S (350 c.c. S.V.) " " £53
TIGER 70	(250 c.c. O.H.V.) " "	£55	DE LUXE 3SC (350 c.c. S.V.) " " £50
DE LUXE 6S	(600 c.c. S.V.) " "	£61	DE LUXE 2H (250 c.c. O.H.V.) " " £51
DE LUXE 5H	(500 c.c. O.H.V.) " "	£63	DE LUXE 2HC (250 c.c. O.H.V.) " " £48

Lucas Magdyno lighting and ignition equipment standardised on all models with the exception of the 2HC and 3SC which are supplied with coil ignition equipment. Automatically compensated voltage control is used throughout the range.

TRIUMPH ENGINEERING CO. LIMITED, COVENTRY, ENGLAND

Telephone: Coventry 60021 (7 lines). Telegrams & Cables: 'Trusty Coventry.
Codes: A.B.C. 5th Edition, Bentleys, Marconi.

Contractors to H.M. Government, Crown Colonies,
Overseas Governments and Municipal Authorities.

SPECIFICATION

"SPEED TWIN" MODEL

ENGINE : Entirely new design. Bore 63 m.m. Stroke 80 m.m. 497 c.c. O.H.V. double high camshaft, vertical Twin. Crankshaft mounted on massive ball bearings with central flywheel. Forced feed lubrication to big ends and valve gear. Oil gauge in instrument panel. All-gear drive to camshafts and magdyno. Totally enclosed valves with accessible tappet adjustment. This engine is designed to give sustained high power output, with even slow speed torque and mechanical silence.

CRANKCASE : High tensile aluminium alloy, heavily webbed and of great rigidity.

CRANKSHAFT : Built up construction with centrally disposed flywheel.

CONNECTING RODS : 'H' section in R.R.56 Hyduminium alloy. Split big end bearings with steel caps lined with white metal.

VALVE SPRINGS : Duplex Aero quality.

CARBURETTER : Large bore Amal. Latest Triumph Special quick action twist grip control (patent applied for).

PETROL TANK : All-steel welded, combining shapely streamline contour with large capacity. All-metal permanent Triumph Badge. Flush rubber mounted illuminated instrument panel carrying oil gauge, ammeter, switch and dash lamp. Quick-opening filler cap. Capacity: $3\frac{1}{4}$ galls.

OIL TANK : All-steel welded with accessible filters, drain plug and separate vent: capacity $\frac{1}{4}$ gall.

FRAME : Brazed full cradle type, from tubes of finest alloy steel combining immense strength with lightness and correct weight distribution. Large diameter tapered front down tube. A comfortable riding position with the highest possible standard of road holding at speed is secured.

FRONT FORKS : Taper tube girder incorporating dampers with finger adjustment on the lower bridge.

GEARBOX : Four-speed all-Triumph design and manufacture. Gears and shafts of nickel-chrome steel of Triumph accuracy and precision. Large multi-plate clutch, patented positive stop foot change.

TRANSMISSION : Primary chain running in polished cast aluminium oil bath of streamline design. Rear chain adequately protected.

BRAKES : Triumph 7" diameter brakes with special alloy detachable ribbed drums and extra wide shoes. Powerful and smooth braking with long life. Finger adjustment. Front brake adjustment accessible from saddle.

SADDLE : De luxe soft top type, adjustable for height.

HANDLEBAR : Triumph, resiliently mounted, eliminating fatigue and shocks, full range of adjustment provided. Control levers grouped and adjustable to suit individual requirements. T.T. type brake and clutch levers.

MUDGUARDS : Of adequate width with streamline section stays. Detachable tail piece to facilitate rear wheel removal.

WHEELS & TYRES : Latest Triumph wheels with spokes of approximately equal length taking braking and transmission stresses. Dunlop tyres, front 26" x 3" ribbed, rear 26" x 3.50 Universal.

TOOLBOX : Large capacity and water-tight. All steel construction; rubber sealed. Complete set of good quality tools, grease gun and instruction booklets.

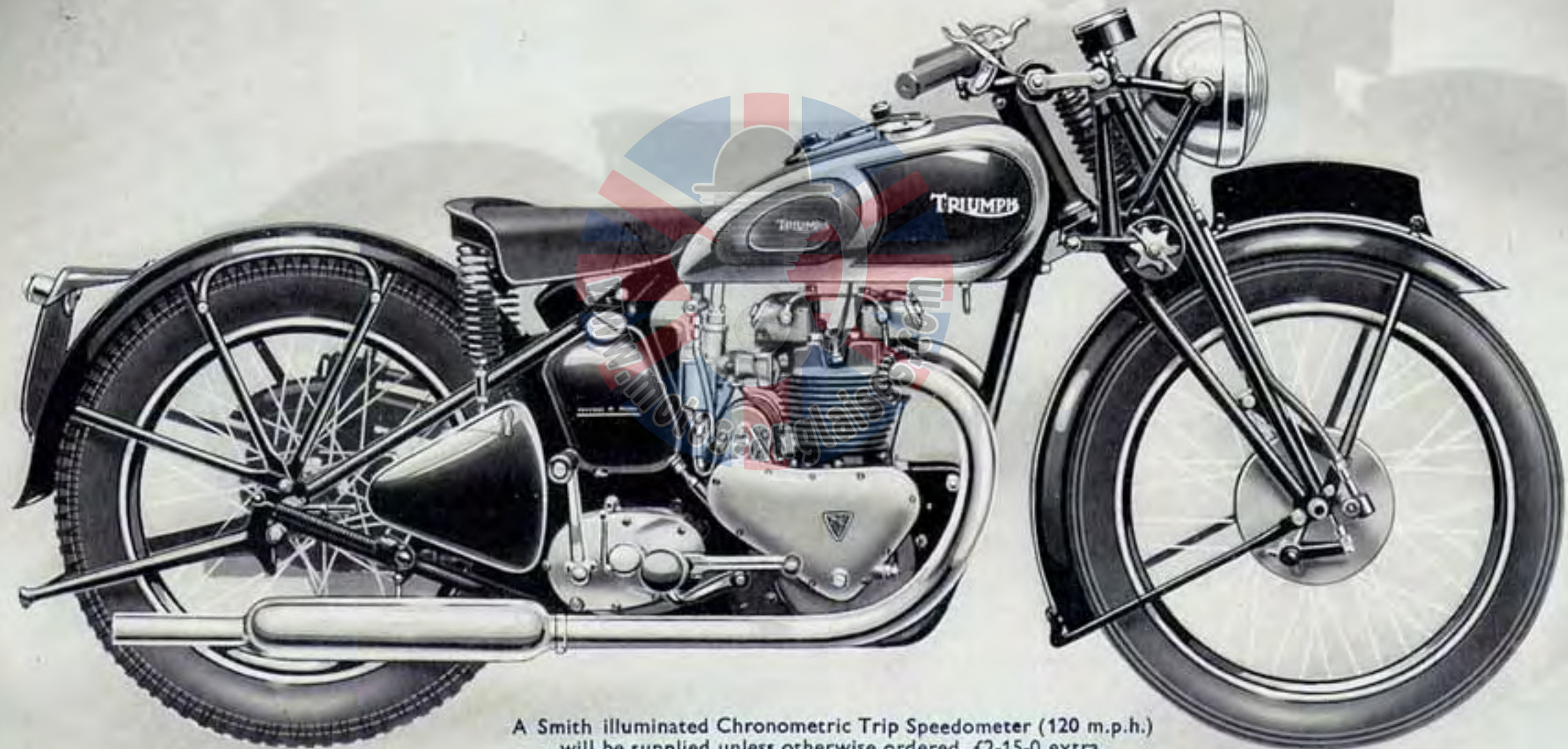
FINISH & EQUIPMENT : Entirely finished in Amaranth (dark) Red. Petrol tank finished in chromium plate with Amaranth panels lined out in gold. Spokes and rims chromium plated, rim centres Amaranth, lined out in gold. Specially shaped knee grips for comfort and security at high speeds. Lucas 6-volt Magdyno lighting with voltage control, 8" diameter chromium plated, anti-glare head lamp. Altette horn. Chromium plated down-swept exhaust pipes. All aluminium parts smooth and highly polished and both chromium plate and enamel of the highest quality. All nuts Cadmium plated.

TRIUMPH SPEED-TWIN

63 mm. by 80 mm.
500 c.c. O.H.V.

PRICE: **£75**

*Fully equipped with Lucas Magdyno
lighting and Electric Horn.*



A Smith illuminated Chronometric Trip Speedometer (120 m.p.h.)
will be supplied unless otherwise ordered, £2-15-0 extra.

SPECIFICATION

"TIGER" MODELS

ENGINE :	Single-port O.H.V. high efficiency units of advanced design, individually tuned and Heenan & Froude brake-tested, dismantled, inspected and re-assembled by expert mechanics. All-gear drive to Magdyno, hardened, tempered and highly finished cylinder barrel, adequately finned. Cylinder head of efficient design, highly polished to correct contours, piston of special alloy—choice of high or low compression.	GEARBOX :	Four-speed all-Triumph design and manufacture. Gears and shafts of nickel-chrome steel of Triumph accuracy and precision. Large multi-plate clutch, patented positive stop foot change.
CRANKCASE :	High tensile aluminium alloy, internally webbed with magneto platform cast integrally with timing case.	TRANSMISSION :	Primary chain running in polished cast aluminium oil bath of streamline design. Rear chain adequately protected.
FLYWHEELS :	High tensile forged steel with polished peripheries. Mainshafts mounted on large diameter ball-bearings.	BRAKES :	Triumph 7" diameter brakes (special alloy detachable ribbed drums to Tiger "90") with extra wide shoes. Powerful and smooth braking with long life. Finger adjustment. Front Brake adjustment accessible from saddle.
CONNECTING ROD :	Nickel chrome stamping of light stiff construction, polished all over.	SADDLE :	De luxe soft top type, adjustable for height.
BIG END :	Large diameter double roller bearing.	HANDLEBAR :	Triumph, resiliently mounted, eliminating fatigue and shocks, full range of adjustment provided. Control levers grouped and adjustable to suit individual requirements. T.T. type brake and clutch levers.
VALVE SPRINGS :	Duplex Aero Quality.	MUDGUARDS :	Of adequate width with streamline section stays. Detachable tail piece to facilitate rear wheel removal.
LUBRICATION :	Full dry sump system, incorporating accessible double plunger pump with positive feed to big end. Overhead enclosed valve gear with automatic lubrication to rockers and valve guides. Long wear and mechanical silence. Oil gauge in instrument panel.	WHEELS & TYRES :	Latest Triumph wheels with spokes of approximately equal length taking braking and transmission stresses. Dunlop tyres. Tiger "90": rear: 26" x 3.5" Universal. front: 26" x 3" Ribbed. Tiger "80" & "70": rear: 26" x 3.25" Universal. front: 26" x 3" Ribbed.
CARBURETTER :	Large bore Amal. Latest Triumph Special quick action twist grip control (patent applied for).	TOOLBOX :	Large capacity and watertight. All steel construction; rubber sealed. Complete set of good quality tools, grease gun and instruction booklets.
PETROL TANK :	All-steel welded, combining shapely streamline contour with large capacity. All-metal permanent Triumph badge. Flush rubber mounted illuminated instrument panel carrying oil gauge, ammeter, switch and dash lamp. Quick opening filler cap. Capacity: Tiger "90": 3½ galls. Tiger "80" and Tiger "70": 3 galls.	FINISH & EQUIPMENT :	Petrol tank finished in chromium plate, panelled in silver sheen, lined out in Blue. Mudguards Black with silver sheen centre strip lined out in blue. Spokes and rims chromium plated, rim centres in silver sheen, lined out in blue. Specially shaped knee grips for comfort and security at high speeds. Lucas 6-volt Magdyno lighting with voltage control, 8" diameter chromium plated, anti-glare headlamp. Altette horn. Chromium plated upswept or downswept exhaust pipe to choice. All aluminium parts smooth and highly polished and both chromium plate and enamel of the highest quality. All nuts Cadmium plated.
OIL TANK :	All-steel welded with accessible filters, drain plug and separate vent: capacity ¾ gall.		
FRAME :	Brazed full cradle type, from tubes of finest alloy steel combining immense strength with lightness. Large diameter tapered front down tube. A correct riding position with the highest possible standard of road holding at speed is secured.		
FRONT FORKS :	Taper tube girder, incorporating dampers with finger adjustment. on the lower bridge.		

TRIUMPH TIGER 90

84 mm. by 89 mm.
500 c.c. O.H.V.

PRICE: **£70**

*Fully equipped with Lucas Magdyno
lighting and Electric Horn.*



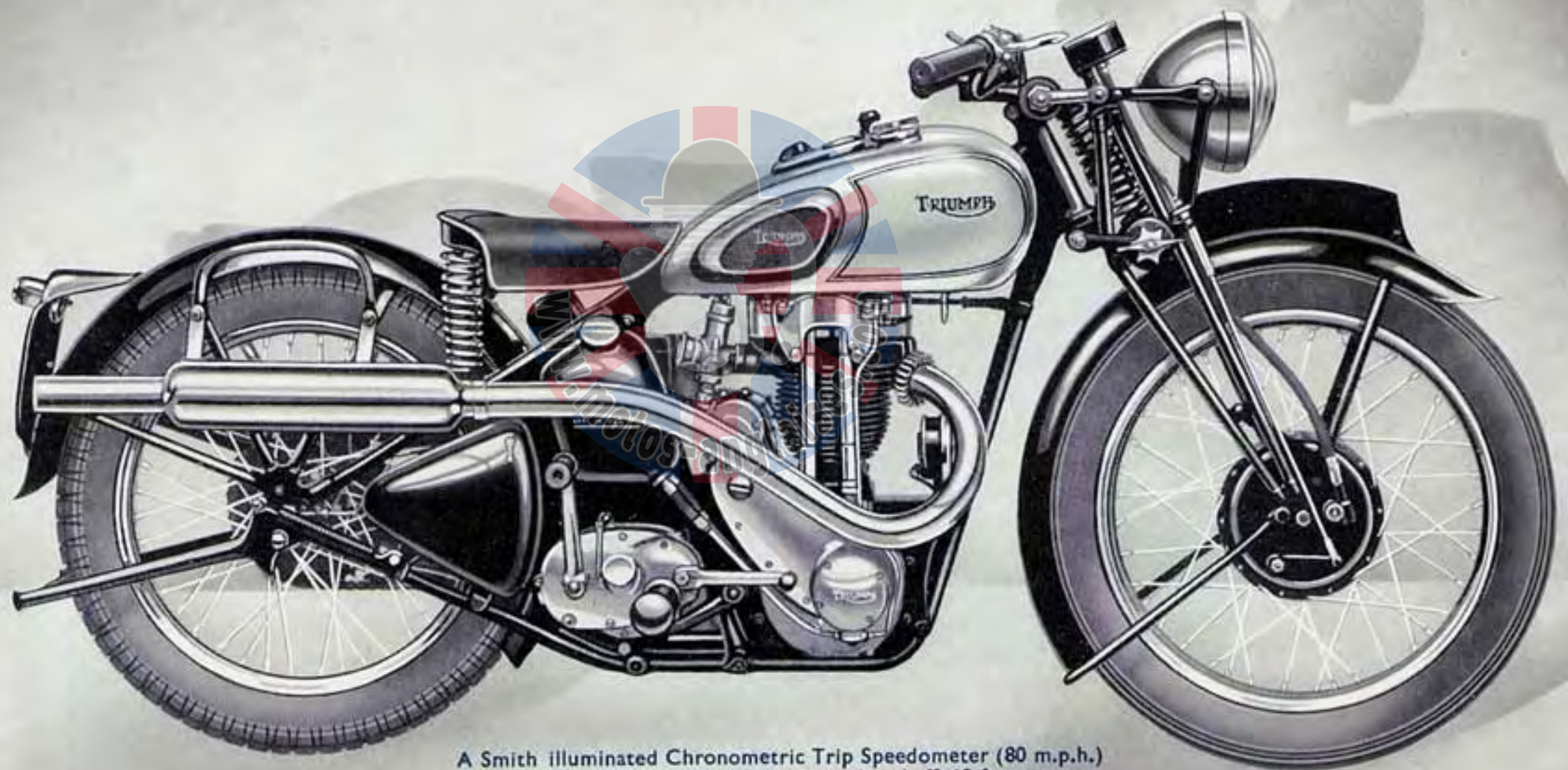
A Smith illuminated Chronometric Trip Speedometer (120 m.p.h.)
will be supplied unless otherwise ordered, £2-15-0 extra.

TRIUMPH TIGER 80

70 mm. by 89 mm.
350 c.c. O.H.V.

PRICE: **£61**

*Fully equipped with Lucas Magdyno
lighting and Electric Horn.*



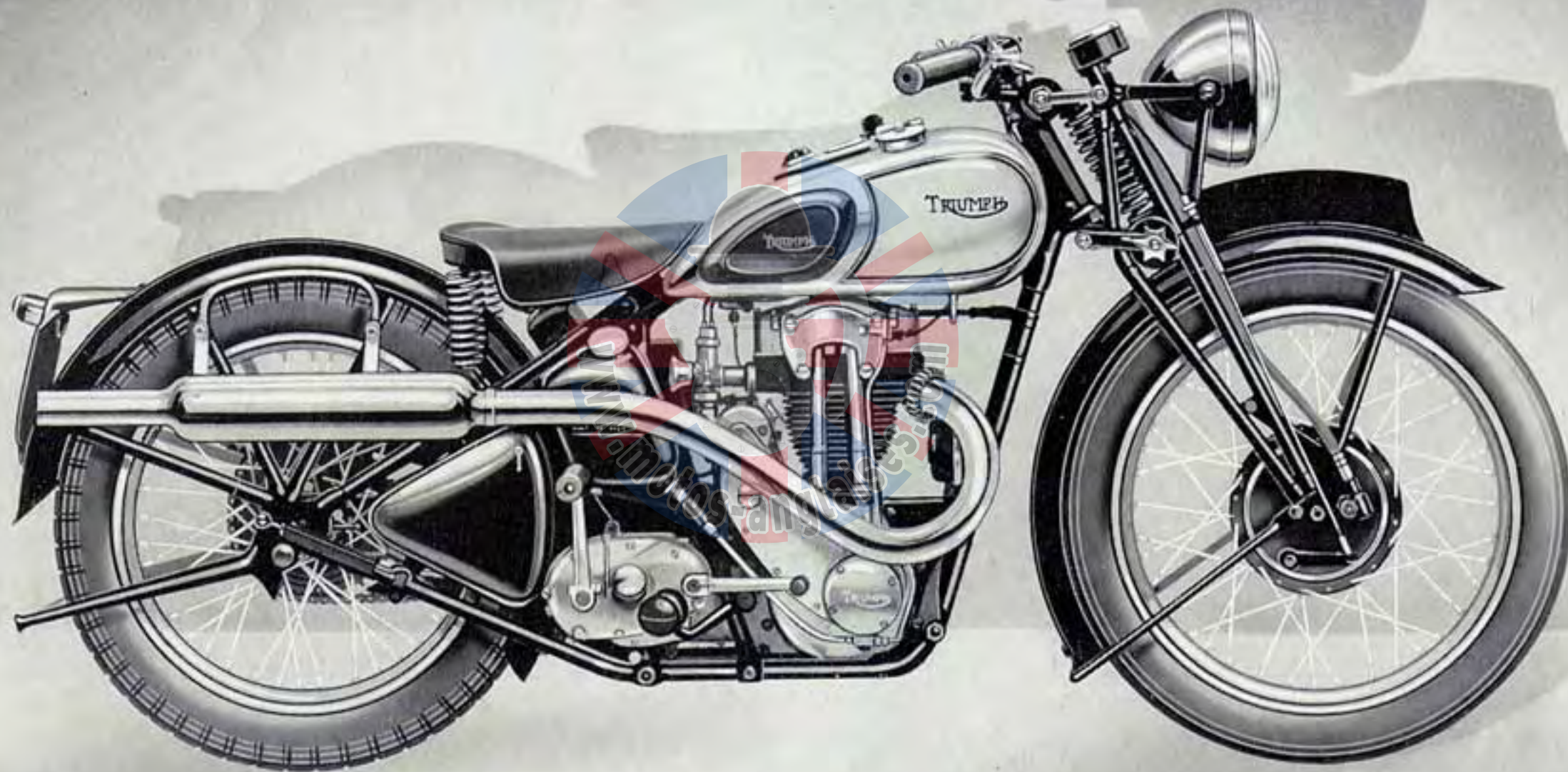
A Smith illuminated Chronometric Trip Speedometer (80 m.p.h.)
will be supplied unless otherwise ordered, £2-10-0 extra.

TRIUMPH TIGER 70

63 m.m. by 80 m.m.
250 c.c. O.H.V.

PRICE: **£55**

*Fully equipped with Lucas Magdyno
lighting and Electric Horn.*



A Smith illuminated Chronometric Trip Speedometer (80 m.p.h.)
will be supplied unless otherwise ordered, £2-10-0 extra.

SPECIFICATION

"DE LUXE" MODELS

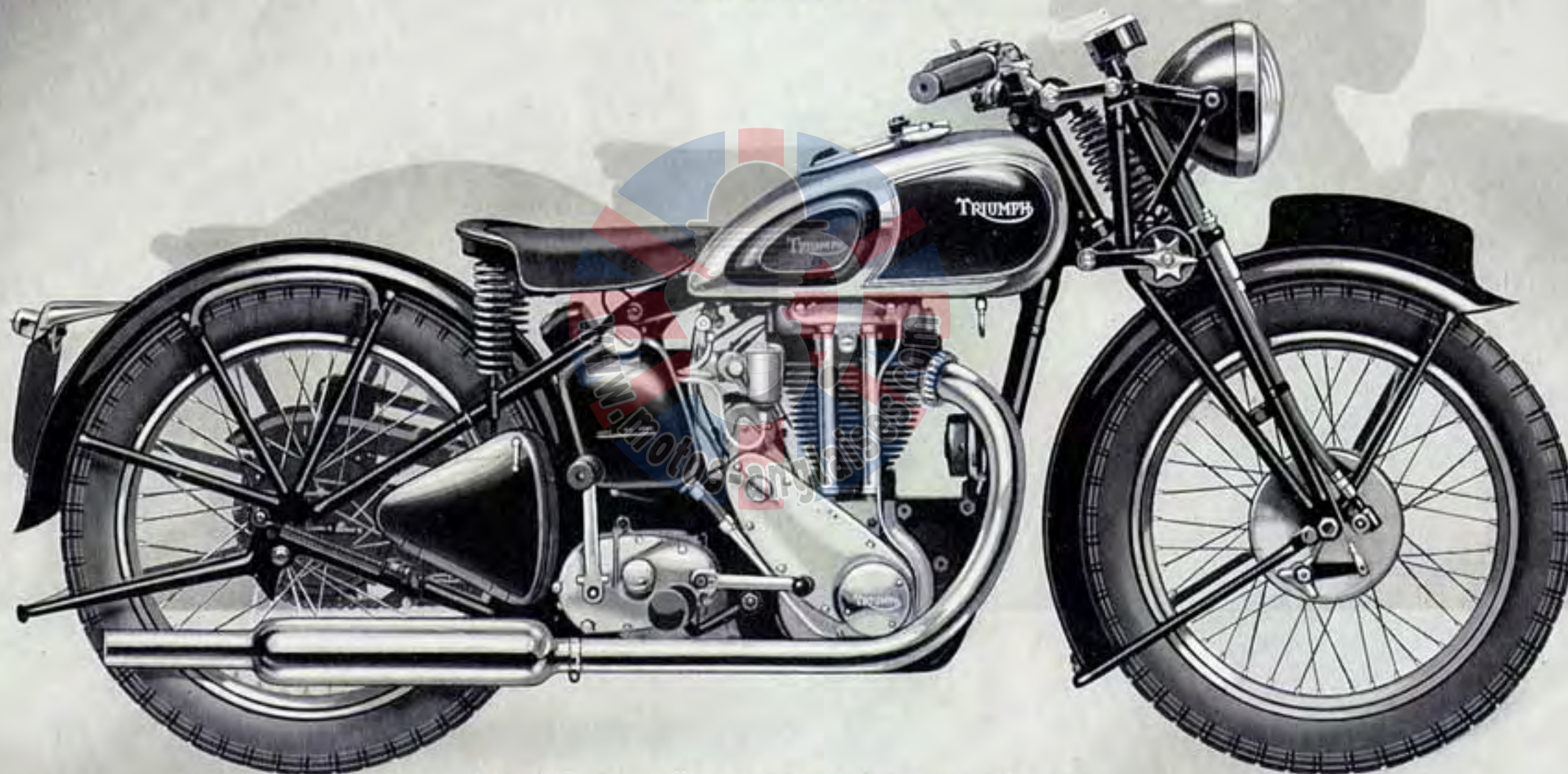
- ENGINE:** Models 5H, 3H, 2H and 2HC. Single port O.H.V. units of advanced design. Gear driven magdyno. Heavily finned cylinder barrel and head. Piston of special low expansion aluminium alloy. Models 6S, 3S and 3SC. Detachable cylinder head. Combustion chamber of the latest non-pinking internal formation. Gear driven magdyno.
- CRANKCASE:** Aluminium alloy heavily webbed internally. Magneto platform cast integrally with timing case.
- CRANKSHAFT:** Of substantial size, mounted in large diameter ball bearings.
- CONNECTING ROD:** Nickel chrome stamping combining great strength with lightness. Double roller bearing big end.
- VALVE SPRINGS:** Aero quality. Duplex Springs on O.H.V. models.
- LUBRICATION:** Full dry sump system. Valve gear fully enclosed and automatically lubricated. Double plunger oil pump with positive feed to big end. Oil gauge in instrument panel.
- CARBURETTER:** Large bore Amal. Latest Triumph Special quick action twist grip control (patent applied for).
- PETROL TANK:** All-steel welded, combining shapely streamline contour with large capacity, all-metal permanent Triumph badge. Rubber mounted illuminated instrument panel with oil gauge, ammeter, switch and dash lamp. Capacity:
5H and 6S models. —3½ gallons.
3H, 3S, 3SC, 2H and 2HC.—3 gallons.
Specially shaped knee grips to ensure comfort and security under all conditions.
- OIL TANK:** All-steel welded with accessible filters, drain plug and separate vent: capacity ½ gallon.
- FRAME:** Full cradle type, with single large diameter front down tube. Great strength and torsional stiffness with low weight. Excellent weight distribution is afforded and the road holding at speed is of the highest possible standard.
- FRONT FORKS:** Taper tube girder type with hand adjustable rebound dampers on lower bridge.
- GEARBOX:** Four speed Triumph gearbox with totally enclosed positive stop foot change. Gears and shafts of nickel chrome steel. Large Multi-plate clutch.
- TRANSMISSION:** Primary chain enclosed in handsome cast aluminium oil bath case of streamline design with accessible filler and drain plugs.
- BRAKES:** Of Triumph design. 7" diameter with finger adjusters. Front brake adjustment accessible from the saddle.
- SADDLE:** De luxe flexible top. Adjustable for height.
- HANDLEBAR:** Resiliently mounted. Grouped controls with T.T. type brake and clutch levers. All controls fully adjustable.
- WHEELS AND TYRES:** Latest Triumph wheels of improved design. Dunlop Tyres.
- | | Front. | Rear. |
|-------------|-----------|-----------|
| 6S. | 26 x 3.25 | 26 x 3.25 |
| 5H. | 26 x 3.25 | 26 x 3.25 |
| 3H. | 26 x 3.25 | 26 x 3.25 |
| 3S and 3SC. | 26 x 3.25 | 26 x 3.25 |
| 2H and 2HC. | 26 x 3.0 | 26 x 3.25 |
- Effective mudguards of substantial D section and adequate width. Detachable tail piece to rear guard. Streamlined section stays. Valanced guards available on models 5H and 6S at extra charge.
- TOOLBOX:** All steel with rubber sealed lid, watertight. Of large capacity. Complete set of tools, grease gun and instruction book.
- FINISH AND EQUIPMENT:** Petrol tank in chromium plate panelled in plum lined out in gold. All aluminium parts highly polished. Frame, forks and mudguards finished in 3 coats of best black enamel. Mudguard centres in plum, lined out in gold. Wheel rims chromium plated with plum centres, and gold lining. All nuts Cadmium plated. Upswept Exhaust Pipe optional on O. H. V. models. Lucas 6-volt magdyno lighting with voltage control, large diameter Head Lamp and Electric Horn. Lucas coil ignition equipment on 2HC and 3SC models

TRIUMPH DE LUXE 5.H

84 m.m. by 89 m.m.
500 c.c. O.H.V.

PRICE: **£63**

*Fully equipped with Lucas Magdyno
lighting and Electric Horn.*



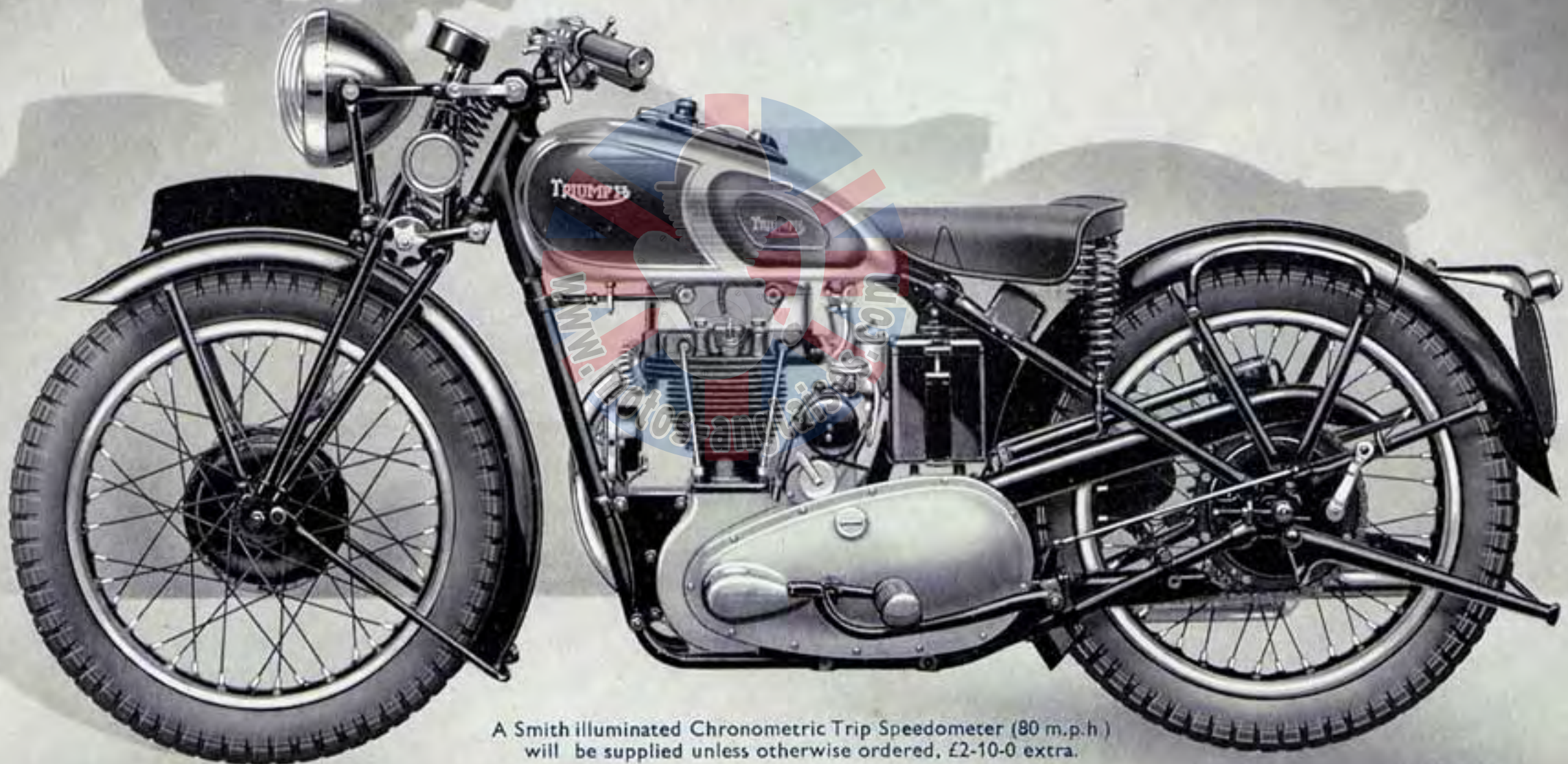
A Smith illuminated Chronometric Trip Speedometer (80 m.p.h.)
will be supplied unless otherwise ordered, £2-10-0 extra.

TRIUMPH DE LUXE 3.H

70 m.m. by 89 m.m.
350 c.c. O.H.V.

PRICE: **£56**

*Fully equipped with Lucas Magdyno
lighting and Electric Horn.*



A Smith illuminated Chronometric Trip Speedometer (80 m.p.h.)
will be supplied unless otherwise ordered, £2-10-0 extra.

TRIUMPH DE-LUXE

MODEL 2H

63 m.m. by 80 m.m.
250 c.c. O.H.V.

PRICE: **£51**

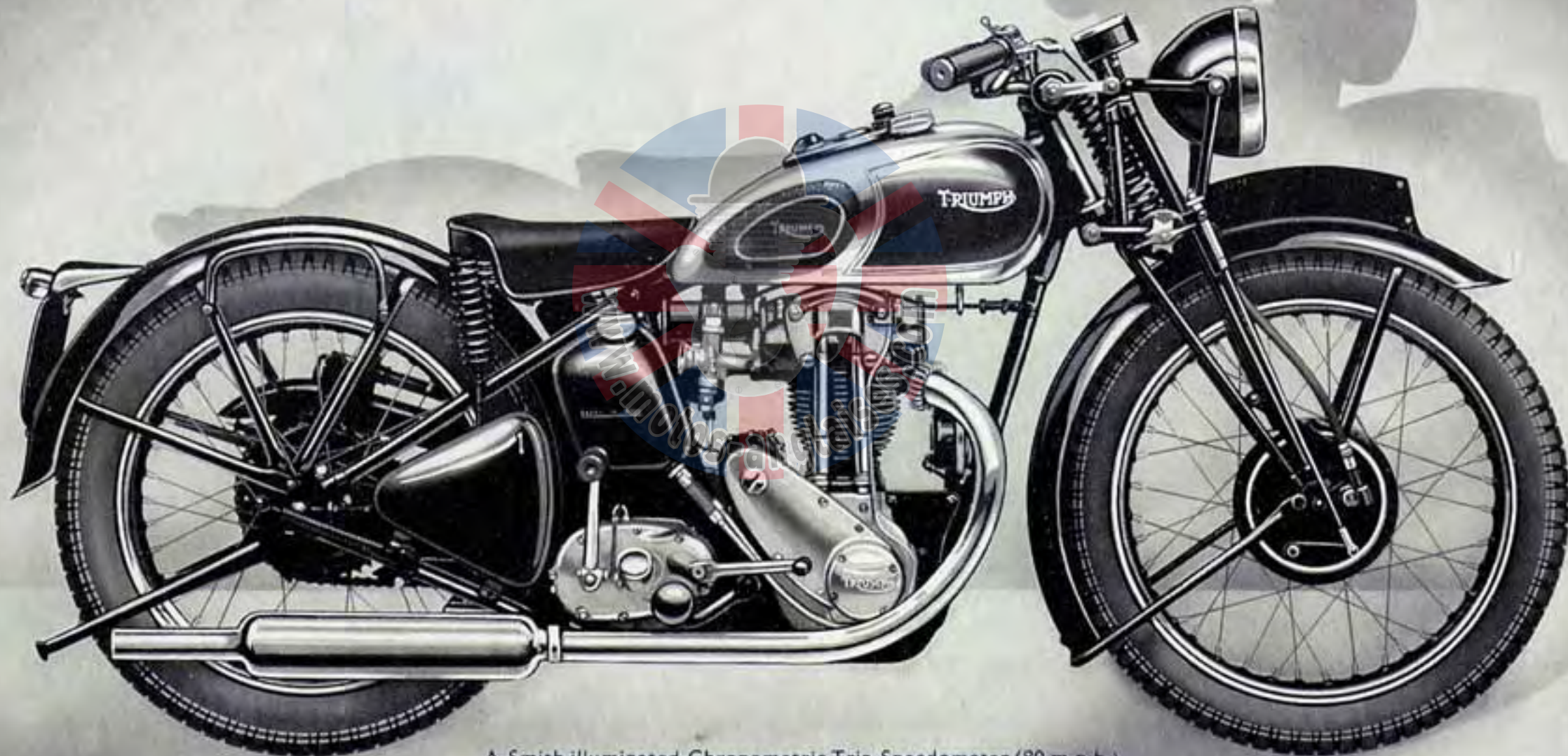
*Fully equipped with Lucas Magdyno
lighting and Electric Horn.*

MODEL 2HC

63 m.m. by 80 m.m.
250 c.c. O.H.V.

PRICE: **£48**

*Fully equipped with Lucas Coil ignition,
Dynamo lighting and Electric Horn.*



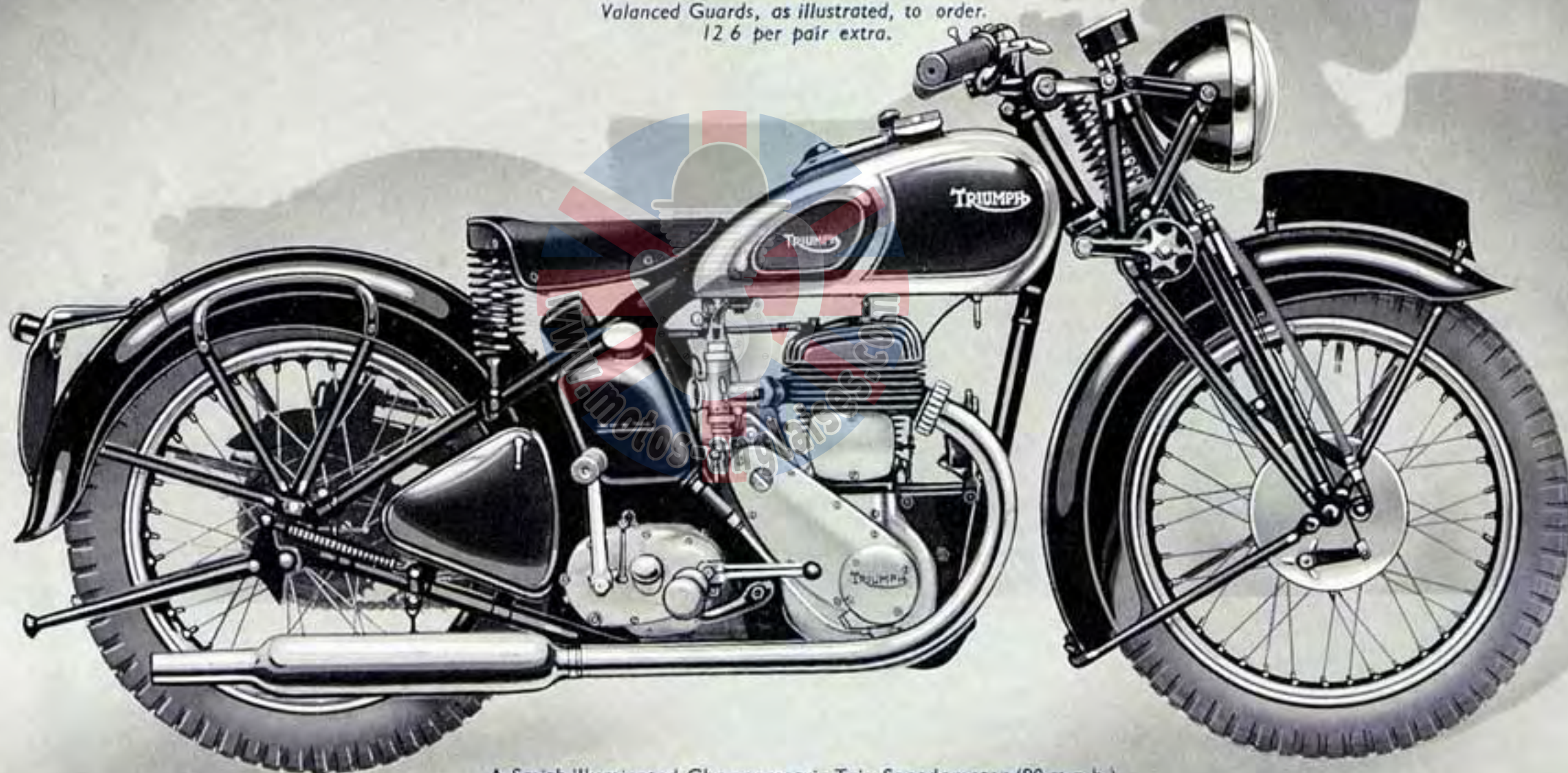
A Smith illuminated Chronometric Trip Speedometer (80 m.p.h.)
will be supplied unless otherwise ordered, £2-10-0 extra.

TRIUMPH DE LUXE 6.S

84 m.m. by 108 m.m.
600 c.c. S.V.

PRICE: **£61**

Fully equipped with Lucas Magdyno
lighting and Electric Horn.
Valanced Guards, as illustrated, to order.
12 6 per pair extra.



A Smith Illuminated Chronometric Trip Speedometer (80 m.p.h.)
will be supplied unless otherwise ordered, £2-10-0 extra.

TRIUMPH De-Luxe

MODEL 3S

70 m.m. by 89 m.m.
350 c.c. S.V.

PRICE: **£53**

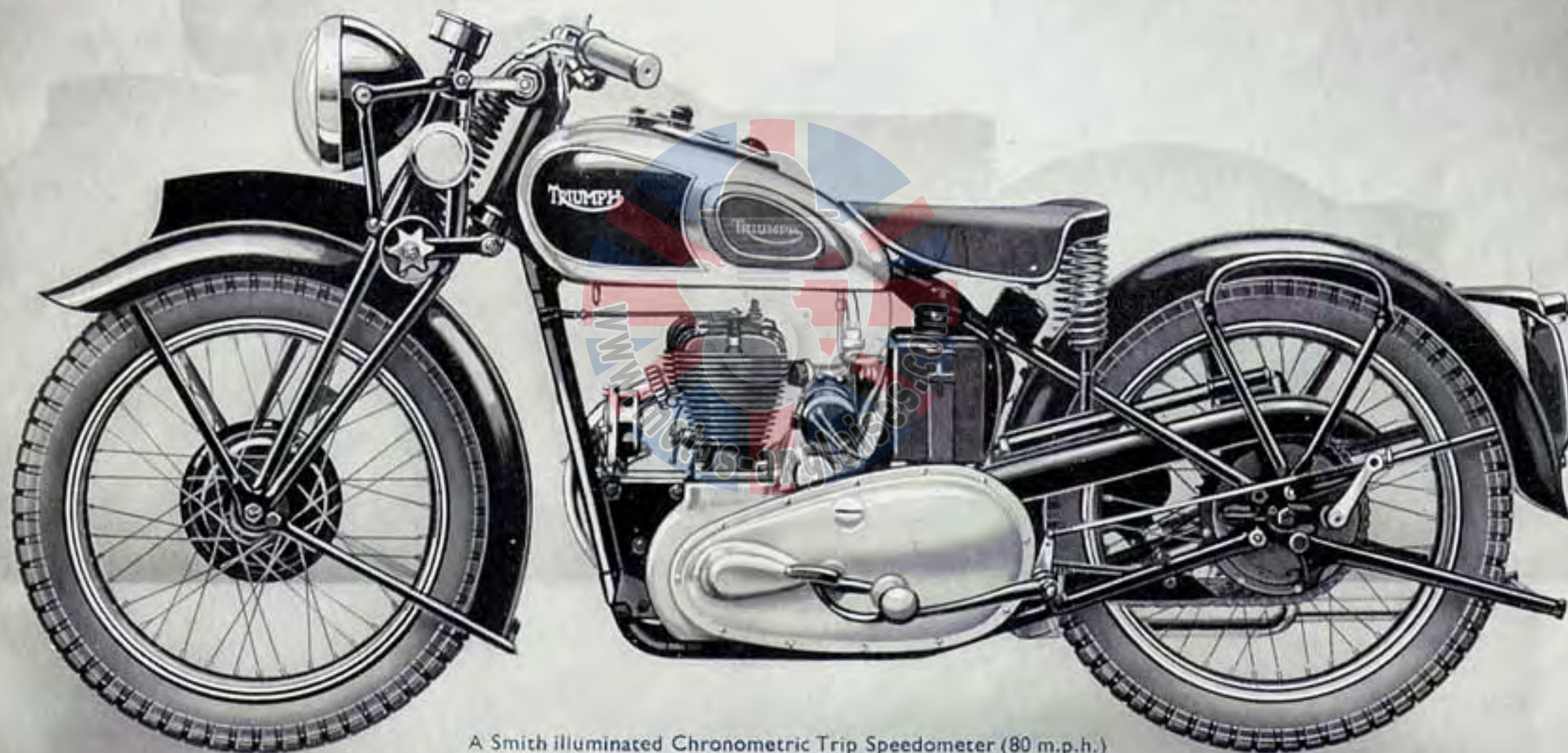
*Fully equipped with Lucas Magdyno
lighting and Electric Horn.*

MODEL 3SC

70 m.m. by 89 m.m.
350 c.c. S.V.

PRICE: **£50**

*Fully equipped with Lucas Coil ignition,
Dynamo lighting and Electric Horn.*



A Smith illuminated Chronometric Trip Speedometer (80 m.p.h.)
will be supplied unless otherwise ordered, £2-10-0 extra.

TRIUMPH TIGER

COMPETITION MODELS



TIGER "90" 84 mm. x 89 mm. (500 c.c.) O.H.V. **£77 0 0**
 TIGER "80" 70 mm. x 89 mm. (350 c.c.) O.H.V. **£68 0 0**
 TIGER "70" 63 mm. x 80 mm. (250 c.c.) O.H.V. **£62 0 0**

INDIVIDUALLY built and tuned, these special Competition "Tiger" models are the direct outcome of the numerous Successes which Triumphs have secured in open Competition.

The combination of an excellent power/weight ratio, ideal weight distribution, suitably spaced gear ratios, and exact steering characteristics has been most carefully worked out and with their inherent stability these models can be depended upon to acquit themselves with credit under the most difficult conditions.

Available in 500 c.c., 350 c.c. and 250 c.c. capacities, all the features necessary for serious trials work are incorporated.

The Engines are tuned to give off high power at low r.p.m. and wide ratio gears (choice of ratios are fitted). Increased ground clearance and a substantial crankcase undershield are other features.

Generous mudguard clearances are provided and competition tyres are also specified. The headlamp is readily removable and plug and socket connection is used for the cable. Nail catchers are fitted and a specially stiff front fork spring.

Quickly detachable Rear Wheel is an inclusive feature.

GEAR RATIOS AVAILABLE:—

Engine Sprocket No. Teeth	Top	3rd	2nd	1st
17	6.46	9.36	14.83	19.82
18	6.1	8.84	14.00	18.7
19	5.8	8.40	13.30	17.8
20	5.5	7.96	12.62	16.88
21	5.24	7.60	12.02	16.08
22	5.00	7.25	11.48	15.35
23	4.78	6.93	11.00	14.7

A Smith illuminated Chronometric Trip Speedometer will be supplied with every machine unless otherwise ordered. Tiger "90" (120 m.p.h.) £2-15-0 extra.
 Tiger "80" & "70" (80 m.p.h.) £2-10-0 extra.

Some TRIUMPH Successes!

DIRECT FROM

DEALER to DONINGTON

3 BRAND NEW TRIUMPH TIGERS WERE DRIVEN AT SUSTAINED SPEED FOR

3 HOURS

AT MAXIMUM REVS. IN ALL GEARS IN DRIVING RAIN ON DONINGTON INNER CIRCUIT

AFTERWARDS BEING TRANSPORTED TO

BROOKLANDS

WHERE THE FOLLOWING FINE ACHIEVEMENTS WERE MADE

"TIGER 70" FLYING LAP 66.39 m.p.h.

"TIGER 80" FLYING LAP 74.68 m.p.h.

"TIGER 90" FLYING LAP 82.31 m.p.h.



AWARDED THE MAUDES TROPHY

FOR THE MOST MERITORIOUS PERFORMANCE OF THE YEAR UNDER A.C.U. OBSERVATION.

TESTS UNDER A.C.U. OBSERVATION

1936

Scottish Six Days
THE MANUFACTURERS' TEAM PRIZE

International Six Days
A MANUFACTURERS' TEAM PRIZE & 3 GOLD MEDALS

TRIUMPHS SECURED A MANUFACTURERS' TEAM PRIZE IN THREE SUCCESSIVE SIX DAYS TRIALS

1937

Scottish Six Days
Again The MANUFACTURERS' TEAM PRIZE

International Six Days
4 GOLD MEDALS
1 SILVER MEDAL

1937

Brooklands Mountain
Championship Day
A Brooklands GOLD STAR
M. D. Whitworth riding a standard Triumph
Speed 102.27 m.p.h.

Colmore Cup Trial, Feb. 6th.
BEST PERFORMANCE
250 to 350 c.c. class

Mitchell Trophy Trial, Feb. 27th.
NEWPORT CUP and
SPECIAL AWARD

Hampshire Grand Nationals, Mar. 21
BEST PERFORMANCE THROUGH-
OUT and 250 c.c. CUP

Traders' Cup Trial, April 3rd.
BEST PERFORMANCE, Solo class

Cotswold Scramble, June 26th.
WINNERS OF THE SENIOR AND
JUNIOR RACES

Reliance Trial, Sept. 4th.
BEST PERFORMANCE OF THE DAY

Southern Trial, Oct. 9th.
BEST SOLO PERFORMANCE

Lister Trophy Trial, Jan. 31st.
BEST PERFORMANCE, 350 c.c. class

Patland Cup Trial, Jan. 23rd.
BEST PERFORMANCE
THROUGHOUT

Kickham Trophy Trial, Feb. 13th.
BEST PERFORMANCE
THROUGHOUT

The Manufacturers' TEAM PRIZE &
"ANSTICE" & "BRISTOL" CUPS

North Hants Scramble, March 3rd.
BEST PERFORMANCE
250 and 350 c.c. classes

Bemrose Cup Trial, March 21st.
THE ONLY 350 c.c. TO LOSE NO
MARKS

Exmoor Scramble, May 16th.
BEST PERFORMANCE, Solo class

Clayton Trophy Trial, August 1st.
BEST PERFORMANCE
over 350 c.c. class
BEST PERFORMANCE, Solo class

SENSATIONAL NON-ENGINE-STOP TEST!

THE longest non-engine-stop run ever recorded. Carried out under Colonial conditions and officially observed by the Australian A.C.U. The machine chosen was a standard Model 6S Triumph and Sidecar.

9,261 Miles

were covered at an average speed of 29.7 m.p.h. including all wheel stops for refuelling. The object of the test was to demonstrate the high standard of Triumph reliability and the result is such that every thinking motor cyclist will draw his own conclusions.



The riders were
Messrs. S. Goodsell & R. Aldridge

THE TRIUMPH SPEED TWIN

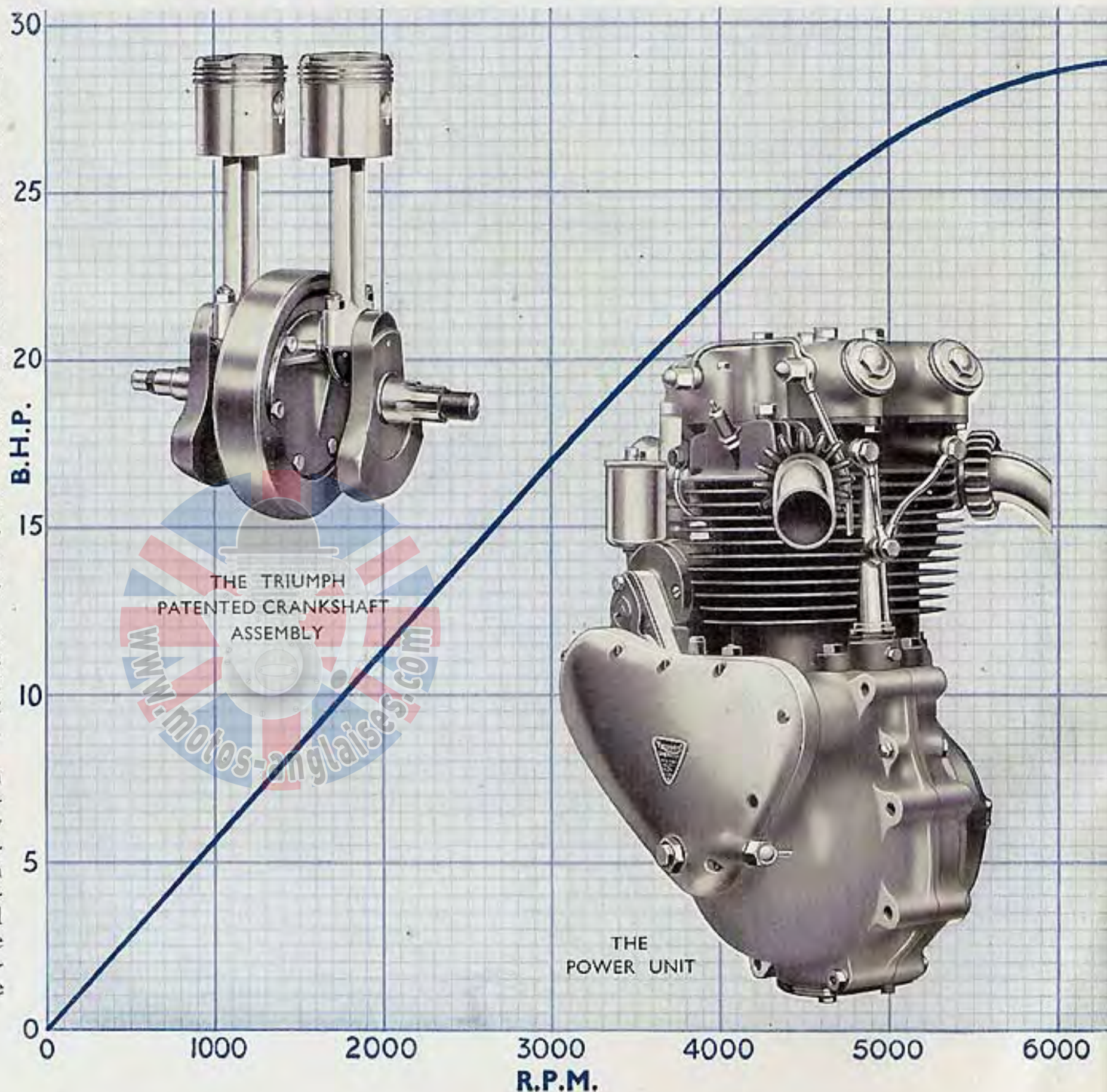
DESIGNED to combine a very high performance with the reliability which has always been associated with the name of Triumph the new 500 c.c. Speed Twin is a notable contribution to motor cycle development.

The cylinders are mounted vertically side by side, the crank assembly being such that even firing intervals are obtained. This form of construction results in an engine of extremely compact overall dimensions, and the whole layout with its massive crankcase and monobloc cylinder and head castings is particularly rigid and free from distortion. Ample air spaces are provided and the cooling arrangements are superior in every way to those obtainable with a single cylinder type of power unit.

Other advantages resulting from this compact layout are that excellent weight distribution is obtained and as a result of the modest overall height, both ground clearance and accessibility are highly satisfactory.

The use of hemispherical combustion chambers with short direct inlet ports is a feature of note, as is the special patented built-up construction of the crankshaft and the H-section connecting rods of R.R. 56 alloy with split type big-ends.

A high pressure dry-sump lubrication system making use of a pair of large capacity plunger pumps forces oil not only to all main bearings but also to the overhead valve gear, which attains a high standard of mechanical silence in operation. The bearing surfaces and general proportions throughout are such that the performance is maintained for long periods and the maintenance costs are therefore small.



SOME INTERESTING TRIUMPH FEATURES



THE INSTRUMENT PANEL. Of moulded construction, the new Triumph instrument panel, which rubber mounted fits flush into the top of the petrol tank and carries the oil gauge, lighting switch, ammeter and inspection lamp.

THE TWIST GRIP. All models are fitted with the new Triumph twist grip, incorporating a spring loaded plunger, operating on a finely milled drum. A positive click action is secured, without impairing the smoothness of movement, and all possibility of the throttle closing when not required to do so, is eliminated.



THE NAME PLATE. Even the best transfer is apt to deteriorate and for 1938 the name of Triumph appears on the tank in the form of an attractive all-metal permanent plate. This is highly finished and adds yet a further touch of distinction to the machines.

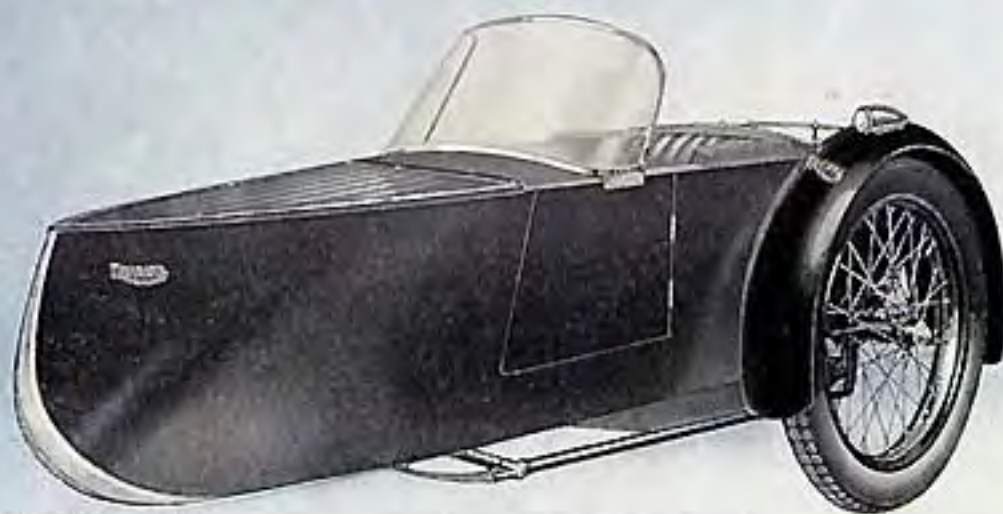
THE GEAR BOX. The Triumph gear box with its exclusive positive stop foot change has been so successful that it is continued without major alterations. Of nickel chrome steel the gears and shafts are finished to the highest possible standards of accuracy, and the whole assembly is one of the greatest strength and durability. The gear change is exceptionally light and positive in operation and neutral can at all times be located with certainty.

THE NUMBER PLATE. The new Triumph number plate (reg. design) is a break-away from the usual layout of this component. Of shapely streamline appearance, an important feature is the mounting of the rear lamp centrally above the number where it is adequately protected against the risk of damage.

THE OIL BATH. The handsome cast aluminium oil bath chain case which has been so prominent a feature of Triumphs is now further improved by the adoption of a modified stream line contour, and the use of a new alloy which takes an even higher final polish.

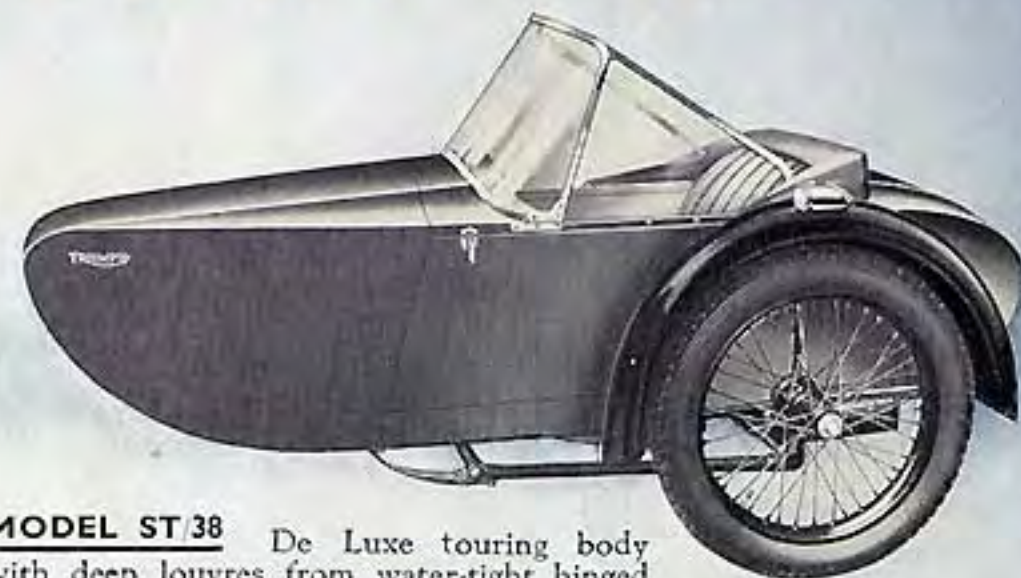


TRIUMPH SIDECARS



MODEL L/38 Distinctive Launch body, fitted new type metal framed windscreen, quick lift hood, Deck rails and locker space at rear Upholstered in best quality leather cloth. Colour schemes: Plum and Silver or Blue and Silver.
Price (complete with Lucas electric lamp)

£19 15 0



MODEL ST/38 De Luxe touring body with deep louvres from water-tight hinged scuttle to nose. Specification includes chrome

metal framed windscreen and side-screens, large dickey seat and quick lift hood. Suitably upholstered in best quality leather cloth and well sprung. Colour schemes: Plum and Silver or Blue or Silver.

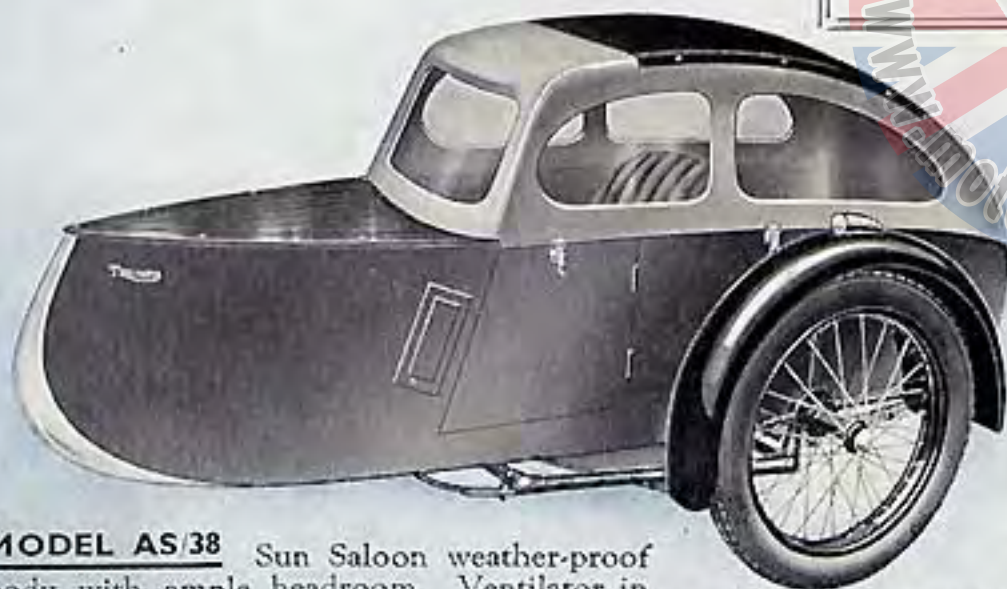
Price (complete with Lucas electric lamp)

£23 15 0

CHASSIS SPECIFICATION

Heavy gauge weldless tubular construction, all lugs securely brazed. Complete with special Triumph fittings and with self-aligning ball joints. Quarter elliptic springs.

4 point attachment 12/6 extra.



MODEL AS/38 Sun Saloon weather-proof body with ample headroom. Ventilator in body and locker at rear. Heavy gauge celluloid windows. Best quality upholstery, deeply sprung. Colour schemes: Plum and Silver or Blue and Silver.
Price (complete with Lucas electric lamp)

£22 15 0

Dickey Seat, £1 5 0 extra.



MODEL AT/38 All-weather touring body modern contour. Hinged scuttle with efficient windscreen. Best quality leather cloth upholstery, and deeply sprung seat. Quick lift hood. Colour schemes: Plum and Silver or Blue and Silver.

Price (complete with Lucas electric lamp) **£20 0 0**

TECHNICAL INFORMATION

MODEL	Speed Twin	T90	T80	T70	6S	5H	3S & 3SC	3H	2H & 2HC
Bore and Stroke m.m.	63 x 80	84 x 89	70 x 89	63 x 80	84 x 108	84 x 89	70 x 89	70 x 89	63 x 80
Cylinder Capacity c.c.	498	497	349	249	597	497	349	349	249
Compression ratio	7 : 1	7.08 : 1	7.5 : 1	7.7 : 1	5.6 : 1	6 : 1	5.3 : 1	6.7 : 1	6.92 : 1
B.H.P. @ R.P.M.	28.5 @ 6,000	28.29 @ 5,800	20 @ 5,700	16 @ 5,800	18 @ 4,800	23 @ 5,000	12 @ 4,800	17 @ 5,200	13 @ 5,200
Engine revs.: Top gear @ 10 m.p.h. Solo	647	618	676	750	618	618	788	711	788
Carburettor Main Jet	140	200	150	110	170	200	120	150	110
Engine Sprocket No of teeth Solo	22	23	20	19	23	23	18	20	18
Clutch diameter	6"	6"	6"	6"	6"	6"	6"	6"	6"
Plates : Number	4 Driving 5 Driven	4 Driving 5 Driven	3 Driving 4 Driven	3 Driving 4 Driven	4 Driving 5 Driven	4 Driving 5 Driven	3 Driving 4 Driven	3 Driving 4 Driven	3 Driving 4 Driven
Friction Material	Cork	Cork	Cork	Cork	Cork	Cork	Cork	Cork	Cork
Clutch Sprocket No. of teeth	43	43	43	43	43	43	43	43	43
Gearbox Sprocket " "	18	18	18	18	18	18	18	18	18
Gear ratios: Top Solo "	5.0	4.78	5.23	5.8	4.78	4.78	6.1	5.5	6.1
" " Third "	6.0	5.75	6.28	6.95	5.75	5.75	7.3	6.6	7.3
" " Second "	8.65	8.26	9.05	10.0	8.26	8.26	10.5	9.5	10.5
" " Low "	12.70	12.1	13.3	14.7	12.1	12.1	15.5	14.0	15.5
" " Top Sidecar	5.8	5.23	—	—	5.23	5.23	—	—	—
" " Third "	6.95	6.28	—	—	6.28	6.28	—	—	—
" " Second "	10.03	9.05	—	—	9.05	9.05	—	—	—
" " Low "	14.73	13.3	—	—	13.3	13.3	—	—	—
Rear Wheel Sprocket No of teeth	46	46	46	46	46	46	46	46	46
Rear Chain " " No. of pitches	$\frac{1}{2}$ " x .375" 92	$\frac{1}{2}$ " x .375" 92	$\frac{1}{2}$ " x .375" 90	$\frac{1}{2}$ " x .375" 90	$\frac{1}{2}$ " x .375" 92	$\frac{1}{2}$ " x .375" 92	$\frac{1}{2}$ " x .375" 90	$\frac{1}{2}$ " x .375" 90	$\frac{1}{2}$ " x .375" 90
Front Chain " " No. of pitches Solo	$\frac{1}{2}$ " x .305" 78	$\frac{1}{2}$ " x .305" 78	$\frac{1}{2}$ " x .305" 75	$\frac{1}{2}$ " x .305" 75	$\frac{1}{2}$ " x .305" 78	$\frac{1}{2}$ " x .305" 78	$\frac{1}{2}$ " x .305" 74	$\frac{1}{2}$ " x .305" 75	$\frac{1}{2}$ " x .305" 74
" " " " Sidecar	77	77	—	—	77	77	—	—	—
Brake Drums: diameter and width	7" x 1 $\frac{1}{2}$ " F 7" x 1 $\frac{1}{2}$ " R	7" x 1 $\frac{1}{2}$ " F 7" x 1 $\frac{1}{2}$ " R	7" x 1" F 7" x 1 $\frac{1}{2}$ " R	7" x 1" F 7" x 1 $\frac{1}{2}$ " R	7" x 1 $\frac{1}{2}$ " F 7" x 1 $\frac{1}{2}$ " R	7" x 1 $\frac{1}{2}$ " F 7" x 1 $\frac{1}{2}$ " R	7" x 1" F 7" x 1 $\frac{1}{2}$ " R	7" x 1" F 7" x 1 $\frac{1}{2}$ " R	7" x 1" F 7" x 1 $\frac{1}{2}$ " R
Tyres Dunlop Universal	26" x 3.00" F	26" x 3" F	26" x 3" F	26" x 3" F	26" x 3.25" F	26" x 3.25" F	26" x 3.25" F	26" x 3.25" F	26" x 3" F
Dunlop Ribbed to "Tiger" and 5T front wheels	26" x 3.5" R	26" x 3.5" R	26" x 3.25" R	26" x 3.25" R	26" x 3.25" R	26" x 3.25" R	26" x 3.25" R	26" x 3.25" R	26" x 3.25" R
Saddle Height	27 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "	27	27	27 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "	27	27	27
Wheelbase	54"	54"	52 $\frac{1}{2}$ "	52 $\frac{1}{2}$ "	54"	54"	52 $\frac{1}{2}$ "	52 $\frac{1}{2}$ "	52 $\frac{1}{2}$ "
Overall length	84"	84"	82"	82"	84"	84"	82"	82"	82"
Overall width	30"	30"	30"	30"	30"	30"	30"	30"	30"
Ground Clearance	5"	5"	5 $\frac{1}{2}$ "	5 $\frac{1}{2}$ "	5"	5"	5 $\frac{1}{2}$ "	5 $\frac{1}{2}$ "	5 $\frac{1}{2}$ "
Weight, fully equipped lbs.	365	365	320	310	360	365	315	320	310

MOTOR CYCLE EXTRAS

Rear stop light - - - - -	6 0	Pillion Footrests - - - - -	7 6	Dunlop Competition Tyre 27in. x 4in. (rear) extra (except on Competition Models) - - - - -	18 0	Pillion Seat - - - - -	12 6
Smith Chronometric Speedometer 80 m.p.h. Trip Type - - - - -	2 10 0	Rear Carrier - - - - -	7 6	Crankcase Shield - - - - -	10 0	Quickly detachable rear wheel - - - - -	2 0 0
Smith Chronometric Speedometer 120 m.p.h. Trip Type - - - - -	2 15 0	26 x 3.5 Dunlop Tyres over 26in. x 3.25in. extra	11 0	Prop Stand - - - - -	10 0	Valanced Guards to 6S and 5H Models — per pair extra - - - - -	12 6
As above 5 in. dial - - - - -	5 5 0	Dunlop Competition Tyre 27in. x 3 in. (front) extra (except on Competition Models) - - - - -	9 6			"Straight through" exhaust pipe extra - - - - -	7 6

COPY OF GUARANTEE GIVEN TO TRIUMPH DEALERS

WE do not appoint agents for the sale of our motor cycles or other goods. We assign to Motor Cycle Dealers who carry on business on their own account, areas in which they have the exclusive or other right to sell goods purchased by them from us. A Dealer purchasing from us or a Sub-dealer purchasing from him may assign to his purchaser the benefit of the guarantee printed below. Any such dealer is not authorised to advertise, incur any debts, or transact any business whatsoever on our account; nor is he authorised, so as to bind us, to give any warranty or make any representation or make or agree to any condition on our behalf.

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in place of any conditions, warranties or liabilities whatsoever, implied by law, implied at the place of manufacture and/or at the place of sale, all such implied conditions, warranties, and liabilities being in all cases excluded. Any statement, description, condition or representation contained in our catalogue, or in any advertisement, leaflet or other publications shall not be construed as enlarging, varying, or overriding this guarantee. In the case of machines which have been used for "hiring out" purposes, or any motor cycle and/or sidecar used for any dirt track, cinder or grass track, racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition), or from which our trade mark or manufacturing number has been removed, no warranty or condition of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of delivery and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination or sidecar which may have proved defective. We do not undertake to replace or refix or bear the cost of replacing or refixing, such new part in the motor cycle, motor cycle combination or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motor cycles and motor cycle combinations are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include amongst others the following acts.

1. The attaching of a sidecar to a motor cycle in a manner calculated to cause damage or to render the latter unsafe when ridden.

2. The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.

3. The attaching of a sidecar to a motor cycle by any form of attachment not provided or supplied or approved by the manufacturers, or to a motor cycle which is not designed for such use.

4. The attaching of a sidecar by any means to a motor cycle not recommended by the manufacturers for such a purpose.

5. The alteration to the silencing system as supplied by the manufacturer, and/or the partial or complete removal of any part or parts of the silencing system.

Any motor cycle or motor cycle combination or sidecar sent to us to be plated, enamelled, or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months, only from the time such work shall have been executed or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute, warranty, or condition and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

CONDITIONS OF GUARANTEE

If a defective part should be found in our motor cycles, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the sender that he desires to have it repaired or exchanged free of charge under our guarantee; and he must also furnish us at the same time with the number of the machine, the name of the Dealer from whom he purchased, and the date of purchase, or the date when the alleged defective part was exchanged as the case may be.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here AT THE RISK OF THE SENDERS.

We guarantee only those machines which are bought either direct from us or from a Dealer, who has purchased direct from us, or from a Sub-dealer who has purchased from him, and under no other condition.

We do not guarantee the specialities of other firms such as tyres, saddles, chains, lamps, etc., nor do we guarantee any component parts supplied to the order of the purchaser differing from our standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

TERMS OF BUSINESS

PAYMENT. In all cases where we have no ledger account, an invoice will be submitted to intending purchasers on payment of which goods will be forwarded, or approved references must be given.

INSURANCE. Motor Cycles and Sidecars, when forwarded per Passenger Train to any part of Great Britain or Northern Ireland, are consigned, unless otherwise instructed by the purchaser, at lowest rates, i.e., consignee's risk, but in order that the consignee shall be relieved of all troublesome negotiations should breakage or damage occur, all new complete machines forwarded by us in the above manner are covered by insurance against damage in transit, theft and pilferage up to 75 per cent. of the total loss, customers should, therefore, notify the Company immediately in respect of any damage or loss. It is understood that the Company only act as agents between the purchaser and the Insurance Company, and no responsibility attaches to the Company in case of non-compliance of the Insurance Company with the claim of the purchaser.

Motor Cycles and Sidecars, when forwarded per Goods Train, are consigned at Railway Company's risk, and in case of damage, all claims should be addressed to the Carriers. The above arrangement does not apply to repairs or spare parts.

We reserve the right to modify or deviate from specifications in minor details.

All goods are sold by us subject to the limited warranty fully set out above.

Packing Crates are charged for, but are returnable.

SPARE PARTS AND REPLACEMENTS

WHEN ORDERING SPARE PARTS OR REPLACEMENTS, please specify catalogue number or code word quoted in Spare Parts Catalogue. If a Spare Parts Catalogue is not available it is advisable, if possible, to send pattern, so as to ensure the order being executed correctly. If this cannot be done, let us have the number of the machine, also the number of the engine. Catalogue of Spare Parts on application, price 1/6 (post free).

REPAIRS. Repairs are charged at net cash price in all cases. Machines or parts for repair must be forwarded carriage paid to the Works, with the sender's name attached. The despatch should be promptly advised by SEPARATE POST, and full instructions for repair enclosed, otherwise unnecessary delay and annoyance are often caused.

Customers having no account with us should not fail to send remittance with order: remittance must cover postage if goods ordered are under £1 in value.

When making enquiries respecting any part or repair, PLEASE QUOTE OUR ORDER NUMBERS IN EVERY CASE, otherwise it is difficult to trace the matter.

When sending machines to our Works for repair, it is advisable to remove all spares and accessories, as we cannot be responsible if any of these are missing when the machine is returned.