



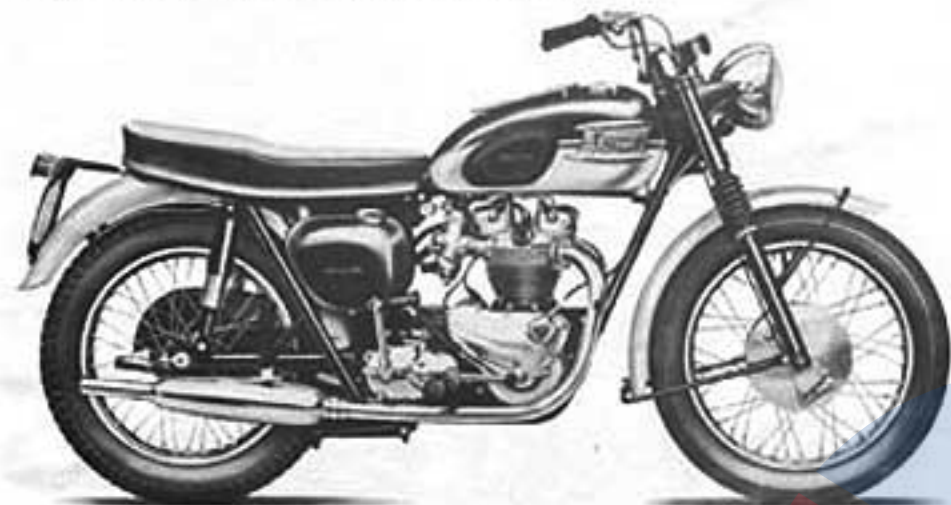
COLIMBUS MOTORCYCLE COMPANY
207 Lexington Road
Columbus, Georgia

TRIUMPH

1962

FULL POWERED 40 CU. IN. (650 c.c.) OHV VERTICAL TWINS WITH TWIN CARBURETORS

Triumph Twin Carburetor Bonneville Models offer, to the expert and highly experienced rider, the highest possible performance. The Bonneville range in fact represents the World's fastest standard production motorcycles, but should obviously be confined to those who have ability to handle the high speeds and to keep such machines in expert tune. Riders should carefully choose between the maximum performance of the Bonneville Twin Carburetor line and the greater reliability and smoother running at lower speeds in traffic that is afforded by our 40 cu. in. (650 c.c.) Single Carburetor Models that are set out further on in this catalog.



650 c.c. TRIUMPH BONNEVILLE 120 (T120R)

T120/R—BONNEVILLE ROAD SPORTS—Twin Carburetor—No rear enclosure.

GENERAL: The fastest standard motorcycle made in the World today* again with many new season's features and designed for the expert rider.

ENGINE: 40 cu. in. (650 c.c.) OHV Vertical Twin (same as the T120/E except with adjusted ports and twin complete Husho carburetors). Alloy cylinder head, 8.5:1 C/R. High performance pistons (CP117). Sports exhaust camshaft (E2225) and timing inlet camshaft (E2134). Racing valve springs (E2081/2). 217° engine sprocket. Fresh taper on all tank for continuous high performance operation. Interconnecting fuel pipe between carburetors arranged to provide for positive gasoline supply.

GEARBOX: Standard ratio (Wide ratio on close ratio gears obtainable as extras from Parts Department) and with folding kickstart. Heavy duty clutch springs (T1209). Dual gearbox adjusters. Needle valve bearings on gear box lay shaft to give reliability at high output. 18T gearbox sprocket. 47T rear wheel sprocket. High gear ratio 1.67 to 1.

ELECTRICS: Similar to T120/E incorporating new reduced output alternator (E1711) to allow for full power high speed work. No ammeter. Sports type chrome plated detachable headlamp. New enclosed lighting switch with appropriate new wiring harness and new plastic connector will give added weather and dirt protection and greatly improved service. Neoprene protected stoplight switch (E4781). New Type III horn is now equipped with modified horn bracket to suit. K12FC auto advance magnetron ignition.

FRAME: Similar to T120/E. Trophy design frame (no enclosure) with swinging arm rear suspension and wide adjustable hydraulic shock absorbers, provides fine handling. Trophy type telescopic hydraulic forks (with rubber fork covers) and standard fork springs. 2.25x19 Ebbel fork tire. 4.0x18 Universal rear tire. 5" full width bar front brake with polished side plates and 7" rear brake, both with new fully floating shoe giving an increase of 25% efficiency. 119 mph. speedometer and 16,000 r.p.m. illuminated tachometer. Sports type 3 gal. gas tank and redesigned stainless steel mounting strap. Triumph's unique chrome plated parcel grid is furnished at the top of the tank. New fuel taps have a non-jamming taper angle loaded by a light internal spring with the seal made by a fuel resistant "O" ring. Two level twin seat, folding pillion footrests, "Easy-lift" center stand, grip stand and anti-theft lock. 1/8" pillion handholders with ball end competition type adjustable levers. New heavy duty clutch and brake cables give better operation and greater reliability. New nylon mounted oil tank at all three filling points. Improved filler cap to prevent leakage. Battery and toolless combination. Total average weight 390 lb.

EXHAUST: Twin chrome plated downswep exhaust system with twin straight through silencers.

COLOR: New Flashover Flame and Silver Sheen with Black Frame.

Price: \$1,150.

* Holders of the A.M.A. approved World's Absolute Speed Record, Bonneville Flats, Utah, 214.47 M.P.H. (with streamlined shell) and the A.M.A. Class "AA" new (1/21/51) Record of 118.34 M.P.H. (at streamlined).



THE T120/C ECONOMY MODEL BONNEVILLE COMPETITION AND SCRAMBLER

T120/C ECONOMY MODEL BONNEVILLE COMPETITION AND SCRAMBLER—Twin Carburetors.

GENERAL: For the competition expert who wants top performance with twin carburetors. At a very attractive price. This model is a carry forward from 1961 production.

ENGINE, GEARBOX, ELECTRICS AND FRAME: Generally similar to T120/E but in competition form including Trials Unroad Time front and rear. 3.25x19 front and 4.0x18 rear. Standard gearbox ratio. 217° engine sprocket. High gear ratio 1.67 to 1. 119 mph. speedometer but no tachometer. Heavy duty fork springs. K12FC auto advance competition type magnetron. Crankcase oilproofed (oil plate).

EXHAUST: Twin chrome plated downswep exhaust with chrome plated leg guards and small straight through silencers. Total average weight 390 lb.

COLOR: Skyblue and Silver with Black Frame.

New Economy Price: \$900.
(A saving of \$100.)



TRIUMPH'S SERVICE IS THE BEST IN THE BUSINESS

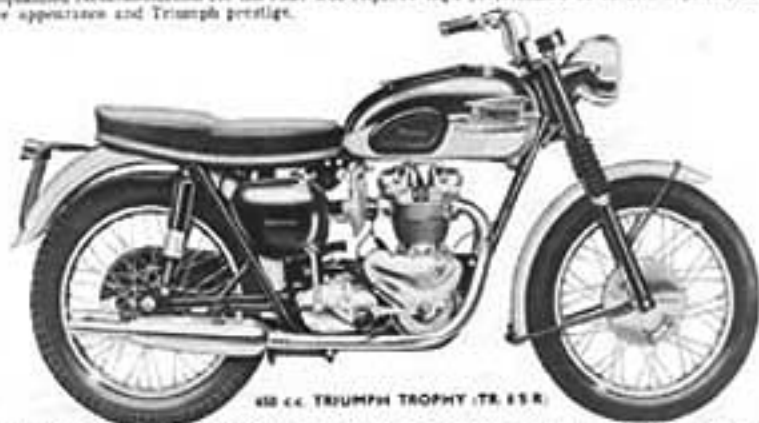
An important consideration in the purchase of a motorcycle is the organization that stands behind the product. Triumph is one of the oldest companies in the business and have earned, in over 50 years, a top World reputation as leaders of design, ever since the introduction by Triumph's famous chief, Mr. Edward Turner, of the Vertical Twin basic design which was pioneered by Triumph in 1926. Hundreds of thousands of Triumph motorcycles are giving good service throughout the world and service is the key note of Triumph's operations in U.S.A.

To insure the best of after sales service to Triumph owners in the Eastern half of the U.S., Triumph maintains the very finest, best equipped and modern headquarters facilities at Baltimore. From its own Factory branch its Dealers are carefully instructed, absolutely full and complete spare parts are maintained and overnight service is provided for the Eastern half of the country. A similar organization, Johnson Motors, Inc., does a similarly fine job for the Western half of the country centered in Pasadena, California.

There are Triumph Dealers throughout the length and breadth of the U.S.A. ready to courteously and efficiently serve Triumph riders, and their long experience and the unexcelled reputation of Triumph insure maximum motorcycle enjoyment.

40 CU. IN. (650 c.c.) FULL POWERED—SINGLE CARBURETOR RANGE

Providing very high performance with the simplicity, reliability and smooth performance of a "Sports" type Single Carburetor OHV Twin Engine. This is the Triumph group that has maximum appeal to most riders and which has our unqualified recommendation for the rider who requires high performance at moderate prices, coupled with distinctive appearance and Triumph prestige.



40 c.c. TRIUMPH TROPHY (TR 6S R)

TR 6S/R TROPHY ROAD SPORTS—40 cu. in. (650 c.c.)—No rear enclosure and with Single Carburetor.

GENERAL: An ideal full-powered Single Carburetor model featuring Trophy front forks and detachable headlamp. A high-performance Road Sports machine.

ENGINE: 40 cu. in. (650 c.c.) Single Carburetor, otherwise similar to Bonneville Road Sports T120/H machine. Efficient air cleaner. Alloy cylinder head, 8.5:1 C.R. High-performance pistons (CF117). Sports exhaust camshaft (K221) and timing inlet camshaft (K2134). Racing valve springs (K2001/2). 21T engine sprocket. Fresh tow on oil tank for continuous high-performance operation.

GEARBOX: Standard ratio gearbox and with folding kickstart. Dual gearbox adjusters. With needle roller bearings on gearbox layshaft to give complete reliability at high output. 18T gearbox sprocket. 43T rear wheel sprocket. High gear ratio 4.47 to 1.

ELECTRICS: Similar to T120/H incorporating new reduced output alternator (AT11) to allow for continuous high-speed work. No ammeter fitted. Sports type chrome plated detachable headlamp. New enclosed lighting switch with appropriate new wiring harness and new plug-in connector will give added weather and dirt protection and greatly improved service. No-spark protected stoplight switch (16381). New type 8H horn is now supplied with modified horn bracket to suit. K21C auto advance magnets ignition.

FRAME: Similar to T120/H. Trophy duplex frame (no enclosure) with swinging arm rear suspension and with adjustable hydraulic shock absorbers provides fine handling. Trophy type telescopic hydraulic forks (with rubber fork covers) and standard fork springs. 3.25x19 Ribbed front tire; 4.00x18 Universal rear tire. 8" full width hub front brake with polished side plates and 7" rear brake, both with new fully floating shoes, giving an increase of 20% to 25% efficiency. 100 m.p.h. speedometer and 1,000 r.p.m. illuminated tachometer. Sports type 2 gal. gas tank and redesigned stainless steel mounting strip. Triumph's unique chrome plated parcel grid is fastened at the top of the tank. New fuel taps have a non-jamming taper angle bonded by a light internal spring with the seal made by a fuel resistant "O" ring. Two-level twistout, folding pillion footrests. "Easy-Lift" center stand, prop stand and anti-theft lock. U.S. pattern handlebars with full and competition type adjustable levers. New heavy-duty clutch and brake cables give better operation and greater reliability. New rubber mounted oil tank at all three fixing points. Improved filler cap to prevent leakage. Total average weight 332 lb.

EXHAUST: Chrome plated twin down-swept pipes with chrome plated twin straight-through silencers.

COLOR: New Flameburst Baby Red and Silver Sheen with Black Frame.

Price: \$1,045.



THE TR 6C ECONOMY MODEL

TR 6C ECONOMY MODEL COMPETITION SCRAMBLER TROPHY—40 cu. in. (650 c.c.) Single Carburetor.

GENERAL: For the competition enthusiast who desires the most with high performance engine and single carburetor with built in air cleaner and at a most attractive price. Carried forward from 1961 production.

ENGINE, GEARBOX, ELECTRICS AND FRAME: Same as T120/C and TR 6S/H but in competition form and with wide ratio gears. 3.25x19 Trials Universal front tire; 4.00x18 rear tire. Speedometer but no tachometer heavy duty fork springs. 21T engine sprocket. High gear ratio 4.39 to 1. K27C auto advance competition type magnets. Crankcase undershield (skid plate). Total average weight 352 lb.

EXHAUST: Twin up-swept exhausts with chrome plated leg guards and small straight-through silencers.

COLOR: Bright Blue Red and Silver with Black Frame.

New Economy Price: 1945



450 c.c. TRIUMPH THUNDERBIRD (T)

AT NEW SUPER THUNDERBIRD—40 cu. in. (650 c.c.)—With no rear enclosure.

GENERAL: The basic standard Road model of Triumph's full powered 40 cu. in. (650 c.c.) OHV motorcycle offers new features for the coming season. High performance, great reliability, safety and comfort with sport appearance and all at an economical price.

ENGINE: 40 cu. in. (650 c.c.) OHV Vertical Twin—Single Carburetor with Air Cleaner. Alloy cylinder head with the higher 7.5:1 compression ratio pistons. New Sports silent ramp cams (K229). 21T engine sprocket.

GEARBOX: Standard ratio with Kick-Shift and folding kickstart. Dual gearbox adjusters. With needle roller bearings on gearbox layshaft, to give complete reliability at high output. 18T gearbox sprocket. 43T rear wheel sprocket. High gear ratio 4.47 to 1.

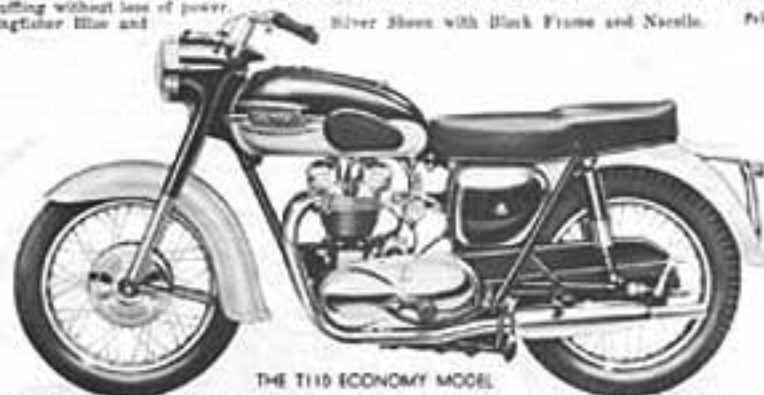
ELECTRICS: KM10 alternator. Handsome nacelle pattern instrument panel and headlamp and stoplight. Reliable coil ignition with auto advance.

FRAME: Duplex frame with swinging arm rear suspension and with adjustable hydraulic shock absorbers. No rear enclosure. Telescopic hydraulic forks and standard fork springs. 3.25x19 Ribbed front tire; 4.00x18 Universal rear tire. 8" full width hub front brake with polished side plates and 7" rear brake, both with new fully floating shoes giving an increase of 20% to 25% efficiency. Speedometer (no tachometer). Large 2 gal. gas tank.

New pattern fuel taps give reliable action. Triumph's unique chrome plated parcel grid is furnished at the top of the tank. Full valenced Touring type front and rear fenders. Folding pillion footrests. "Easy-Lift" center stand, prop stand and anti-theft lock. U.S. pattern handlebars. Total average weight 312 lb.

EXHAUST: New polished chrome plated down-swept exhaust system with new single "atomizer" silencer gives superb muffling without loss of power.

COLOR: Kingfisher Blue and Silver Sheen with Black Frame and Nacelle. Price: 915.



THE T110 ECONOMY MODEL

T110 ECONOMY MODEL ROAD CRUISER—with nacelle—40 cu. in. (650 c.c.)—No rear enclosure.

GENERAL: This model is carried forward from 1961 production. It embodies the handsome nacelle instrument-headlamp panel, high performance engine with magnets ignition. No rear enclosure is employed but generous fenders provide good weather protection. A very handsome color scheme is employed with colored nacelle to match top half of tank. This is one of Triumph's most reliable, high performing and handsome big twins and at an extremely attractive price.

ENGINE: 40 cu. in. (650 c.c.) OHV Vertical Twin with 1-1/2" Single Monobloc carburetor and efficient air cleaner. Alloy cylinder head 8.5:1 C.R. high performance pistons (CF117). Sports inlet and exhaust camshafts (K221). 21T engine sprocket. Fresh tow on oil tank for continuous high-performance operation.

GEARBOX: Standard ratio with Kick-Shift and folding kickstart. Dual gearbox adjusters. With needle roller bearings on gearbox layshaft to give complete reliability at high output. 18T gearbox sprocket. 43T rear wheel sprocket. High gear ratio 4.47 to 1.

ELECTRICS: RM11/15 alternator. Stoplight switch and K27 auto advance magnets ignition. Nacelle instrument panel and headlamp.

FRAME: Duplex frame with swinging arm rear suspension and with adjustable hydraulic shock absorbers. Telescopic hydraulic forks and standard fork springs. 3.25x19 Ribbed front tire; 4.00x18 Universal rear tire. 8" full width hub front brake with polished side plates and 7" rear brake, both with fully floating shoes giving an increase of 20% to 25% efficiency. 120 m.p.h. speedometer (no tachometer). Large 2 gal. gas tank with twin fuel taps. Triumph's unique chrome plated parcel grid is featured at the top of the tank. Two level twin and folding pillion footrests. "Easy-Lift" center stand, prop stand and anti-theft lock. U.S. pattern handlebars. Full valenced Touring type fenders, front and rear. No rear enclosure. Battery and tool box combination. Total average weight 392 lb.

EXHAUST: 1 1/2" diameter chrome plated twin down-swept exhaust pipes with chrome plated straight through silencers.

COLOR: Kingfisher Transparent Blue and Silver and Black Frame.

New Economy Price: 1945

OUTSTANDING TRIUMPH RACING AND COMPETITION SUCCESSES

A special claim to international fame is enjoyed by Triumph Motorcycles as **THE WORLD'S FASTEST MOTORCYCLE**, based on World Record of 214.47 m.p.h. as outlined below in list of A.M.A. speed records held by Triumph:

NEW SPEED RECORD

Set August 25, 1961
Hazenville, Utah

A.M.A. Formula AA Record 626 c.c. Triumph (Standard Production—not streamlined)

Rider: Gary Richards, Tuner: Elch Richards
178.512 m.p.h. (Photo right)

Richards previously held Speed Record for the same class at 149.5125 m.p.h.



| Speed (MPH) | A.M.A. Class | Engine Size | Engine Type | Date of Record | Rider | Tuner |
|-------------|--------------|-------------|-------------|----------------|--------------|--------------|
| 214.47 | "AA" | 626 cc | GT | 8/28/58 | Jess Thomas | Jack Wilson |
| 212.28 | "AA" | 500 cc | T100 | 8/28/58 | Jess Thomas | Jack Wilson |
| 147.42 | "CC" | 450 cc | GT | 8/28/58 | Bill Johnson | Joe Dudge |
| 133.39 | "CC" | 500 cc | T100 | 8/28/58 | Bill Johnson | Bill Graves |
| 139.82 | "CC" | 200 cc | T20 | 8/6/59 | Bill Martin | Bill Martin |
| 120.80 | "CA" | 250 cc | 2T/A | 8/27/60 | Danny Marias | Danny Marias |
| 114.41 | "CC" | 200 cc | 2T/A | 8/21/60 | Danny Marias | Danny Marias |

Major Events won with Triumph Motorcycles during the past season are:

1. National Championship Jack Pine Enduro, Lansing, Mich., September 1961—Grand Champion, Lewis Atkinson, Triumph TR5A/C (Photo left below); Bantamweight Champion, Cliff Guld, Triumph Cub; 1st, Class A Bantamweight, Leroy Winters, Triumph Cub; 2nd, Class B Bantamweight, Mason Noss, Triumph Cub; 1st, Class A Middleweight, Norm Smith, TR5A/C; 1st, Senior Class, Joe Cox, TR5A/C; 1st, Powder Puff Class, Carol K. Noss, Triumph Cub.
2. National Barkhorn 125 Mile Enduro, Wausau, Wisconsin, July 1961 won by Bill Baird on a Triumph TR5A/C. Baird also raised trophy for Little Barr Championship by a single point. (Photo center below)
3. National Nandy Lane 125 Mile Enduro, Mt. Ephraim, N. J., Oct. 1961 won by Jack Wright on Triumph Cub. Triumph earned clean sweep all Classes.
4. Cross Country Championship, Mojave Desert, Calif., December 1960 won by J. D. Williams on Triumph TR6.
5. Little Barr Enduro, Columbus, Ohio, May 1961—Bantamweight Class Championship won by Leroy Winters on a Triumph Cub.
6. Daytona Beach, Fla., March 1961—Drug Events again dominated by Tommy Gracia, on Triumph Twin Dangler. Don Barnett and Don L. in Daytona 200 miles.
7. Southeastern Flat Track Championship at Hickory, N.C. late 1960 won by Richard Clark for 6th consecutive year on Triumph.
8. Short Track High Point Bonus for 1961—Ed Clifford 49 runs out of 18 starts, 4 thirds, 2 thirds. (Photo right below with Turner Gas Heating & Oil Co.).



Except for World Record Events, Triumph racing and competition successes are usually made on standard production machines, exactly the same as can be bought from any Triumph Dealer with special racing parts and technical assistance from local Triumph Dealers which is available on application to The Triumph Corporation at Baltimore.

When It Comes to Speed and Performance—There is No Argument

TRIUMPH IS THE WORLD'S BEST AND FASTEST MOTORCYCLE



100 c.c. TRIUMPH TIGER 100 (T. 100 S.R.)

T100S/R—TIGER ROAD SPORTS—30.5 cu. in. (500 c.c.)—No rear enclosure. (Supercedes TR5A/R)

GENERAL: This brilliant new model, first introduced with such great success in 1961, which carries forward the famous Trophy tradition, incorporates Triumph's latest new high performance 30.5 cu. in. (500 c.c.) unit construction gearbox and over-square engine.

ENGINE: 30.4 cu. in. (500 c.c.) high performance over-square engine with 3:1 C.R. pistons (C1179). Rating inlet camshaft (E4018) and sports exhaust camshaft (E1021). Large ASVAL 1" Monobloc carburetor with air cleaner fitted directly to carburetor, with improvements aimed at greater engine cleanliness.

GEARBOX: In unit construction with the engine. Standard ratio gears are incorporated with 18T gearbox sprocket and 41T rear wheel sprocket. High gear ratio 1.12 to 1. Clutch operating mechanism designed to permit rattle change without removing gearbox outer cover. Heavy duty clutch and brake cables. Folding kickstart, primary chain tensioner. Needle roller bearings on drive side of layshaft.

ELECTRICS: New alternator with coil ignition, rectifier and battery. Chrome plated detachable headlamps with completely new pattern rugged ammeter. Neoprene treated weather proof stoplight switch. New type 8H horn with improved mounting. Improved battery HL29E.

FRAME: Swinging arm rear suspension with adjustable hydraulic shock absorbers. Trophy type telescopic hydraulic front forks with rubber covers and standard springs. Trophy type front and rear fenders (no rear enclosure). 3.25x19 Ribbed front tire and 3.50x18 Universal rear tire. 5" full width hub front brake and 5" rear brake both with improved fully floating shoes giving an increase of 20% to 25% efficiency. Speedometer and tachometer. 3% gal. gas tank (F4122). Triumph's unique chrome plated panel grid is furnished for top of tank. Folding pillion footrests. "Easy-Lift" sweater stand and prep stand. U.S. pattern handlebars with ball end competition type adjustable levers. Total average weight 326#.

EXHAUST: Chrome plated twin down swept exhaust pipes and chrome plated twin silencers.

COLOR: Kingfisher Blue and Silver Blue with Black Frame.

Price: \$995.

NOTE: Special racing parts available for this model for converting to Class C Dirt Track or Road Racing.



Don Barnett—New England Champion
2nd Place 200 mile Road Race—Daytona, Fla. 1961

Buy Accessory Groups

Save 10%

Detail
CD 247
Seat Ball
Mounting



Detail
CD 248
Windshield
Fairing
Mounting

ACCESSORY GROUPS FOR ALL TRIUMPH UNSTREAMLINED VERTICAL TWINS INCLUDING T125/E, AT, T145/E, T110 ECONOMY & T145/E

| DELUXE GROUP DG-B | Retail Last Price |
|--|-------------------|
| CD144 Deluxe Saddlebags | \$ 41.00 |
| *CD172 Brackets | 8.61 |
| CD266 Deluxe Plexiglas Sports Windshield | 26.70 |
| AM103 Rear View Mirror | 3.80 |
| *CD216 Front Safety Bars | 17.94 |
| CD202 Bright Chrome Tubular Seat Ball | 8.25 |
| Total Price if purchased individually | \$110.30 |
| If ordered as Group DG-B Complete | \$100.00 B |

| ECONOMY GROUP EG-B | Retail Last Price |
|---|-------------------|
| CD144 Deluxe Saddlebags | \$41.00 |
| *CD172 Brackets | 8.61 |
| M206/1 Standard Windshield with plastic apron | 11.00 |
| AM103 Rear View Mirror | 3.80 |
| Total Price if purchased individually | \$71.21 |
| If ordered as Group EG-B Complete | \$64.00 B |

These groups fit all 1966 and later 49 c.c., unstreamlined models and are available in 1966.
*CD172/171 Brackets and CD216 Safety Bars are equipped with tubular ball mounts. Part 1100-3.

ACCESSORY GROUPS FOR ALL TRIUMPH STREAMLINERS INCLUDING ST/A

| DELUXE GROUP DG-C | Retail Last Price |
|--|-------------------|
| Same as Deluxe Group DG-B above except with CD211 Saddlebag Brackets to fit Streamliners | |
| CD211 Saddlebag Brackets to fit Streamliners | (Extra) \$ 3.44 |
| Total Price if purchased individually | \$113.74 |
| If ordered as Group DG-C Complete | \$100.00 B |

| ECONOMY GROUP EG-C | Retail Last Price |
|---|-------------------|
| Same as Economy Group EG-B above except with CD211 Saddlebag Brackets to fit Streamliners | |
| CD211 Saddlebag Brackets to fit Streamliners | (Extra) \$ 3.21 |
| Total Price if purchased individually | \$74.00 |
| If ordered as Group EG-C Complete | \$67.00 B |

These groups fit all 1966 and later 49 c.c., streamlined models and 1964-65 models.

ACCESSORY GROUPS FOR ALL TRIUMPH LIGHTS INCLUDING T25, T25E/E, T25/J

| DELUXE GROUP DG-A | Retail Last Price |
|---|-------------------|
| CD197 Saddlebags complete with Brackets | \$19.00 |
| M201/1/8 Deluxe Plexiglas Windshield | 19.25 |
| AM103 Rear View Mirror | 3.80 |
| CD220 Front Safety Bars | 11.85 |
| CD220 Deluxe Chrome Seat Ball | 8.90 |
| Total Price if purchased individually | \$72.80 |
| If ordered as Group DG-A Complete | \$67.00 B |

| ECONOMY GROUP EG-A | Retail Last Price |
|---|-------------------|
| CD197 Saddlebags complete with Brackets | \$19.00 |
| M206/1 Standard Windshield with plastic apron | 11.00 |
| AM103 Rear View Mirror | 3.80 |
| Total Price if purchased individually | \$33.80 |
| If ordered as Group EG-A Complete | \$30.00 B |

These groups fit all 1966 c.c. Triumphs, including other models for years later.

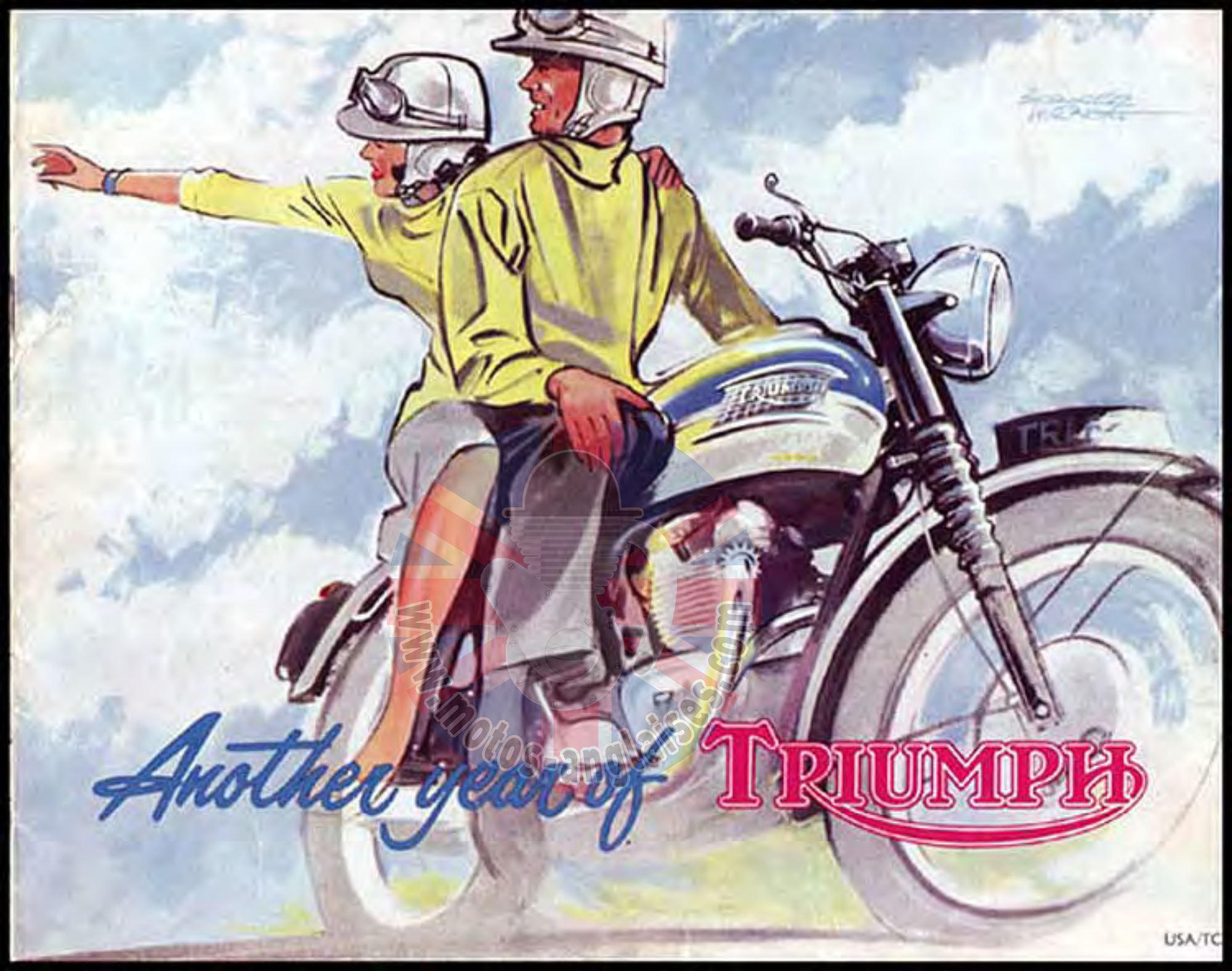
Accessory Groups can be purchased with new motorcycles, or separately—for models back to 1960 Triumph Twins and some other Lightweights. Bring your old bike up to date with a new Accessory Group today. If the Accessory Group above does not contain all the items you wish, simply have your Triumph Dealer add them to the Group of your choice.

- Mirrors
- Safety Helmets
- Windshields
- Luggage Carriers
- Luggage Straps
- Saddlebags & Brackets
- Gold Cases
- Safety Bars
- Seat Balls

Prices and Specifications subject to change without notice.

Printed in U.S.A.—1024

COLLECTOR'S EDITION OF THE TRIUMPH BOOK
 WITH Luggage Book
 Columbus, Georgia



Francis
H. ...

Another year of **TRIUMPH**

www.motos-anglaises.com



"It is a far cry from my original Triumph 'Speed Twin' of twenty years ago to the sleek twins and sporting lightweights described in this latest catalogue, but having been more than intimately connected with every Triumph development in the ensuing period, I know that this fine new range will further enhance the reputation enjoyed by Triumph throughout the world."

Edward Turner, M.I.Mech.E.,
 Managing Director of Triumph and the
 Automotive Group of The Birmingham
 Small Arms Co. Ltd.

"Another year of Triumph" is the title of this catalogue and we present our latest range of models with confidence. Tested, tried, proved, every one of them, from the lively little Cub to the supreme performer of all, the 'Bonneville 120'.

Each one has benefited from a further twelve months' constant search for improvement in details large and small. Improved materials, ultra modern techniques of manufacture, harsher testing, all enhance the quality which the Triumph name signifies to the motorcyclist of real experience, some of whom we have invited to comment on the models described in this catalogue.

Whatsoever your need on two wheels, Triumph can meet it, with the right performance, at the right price and with the assurance of lasting satisfaction.

TRIUMPH

*the best motorcycle
 in the world*



More than 250 police and government organisations throughout the world use Triumph motorcycles, and cities like London and Paris have large fleets in daily use. Here President Kennedy of the United States has a Triumph escort during a visit to London.

P R E S S O P I N I O N S

| | | |
|-----------------------|------------------------|--|
| TIGER CUB | "Motor Cycling" | "Impresses even a seasoned tester with its outstandingly good all-round performance and value." |
| SPORTS CUB | "Motorcycle Mechanics" | "Can be snicked round corners faster than almost anything I have ridden." |
| TWENTY-ONE | "Motorcycle News" | "Good to look at and good to ride. It has that 'just right' appearance." |
| SPEED TWIN | "Cycle" (U.S.A.) | "Lived up to Triumph's traditional reputation for easy starting and ultra-smooth performance." |
| TIGER 100 | "Motor Cycling" | "Can be used for everyday work without losing either its tune or its looks." |
| THUNDERBIRD | "The Motor Cycle" | "Silky power and plenty of it, the brakes are excellent and the model certainly has eye-appeal." |
| TROPHY | "The Motor Cycle" | "Combines tractability and unobtrusiveness with sheer zip and stamina." |
| BONNEVILLE 120 | "Sunderland Echo" | "No question at all about who produces the world's best in really high performance, large capacity twins." |



"An ideal fast light sports 500"

says **JOHN GILES**



This sleek new "Tiger 100" offers high performance with light weight and great ease of handling. Ultra modern unit construction engine/gearbox with alloy head, special camshafts and high compression pistons. A model designed for the sportsman.

—famous Triumph trials and scrambles star, winner of the 1961 Experts Grand National and countless events in U.K. and on the Continent. Gold Medal winner in 1961 International Six Days Trial riding a Tiger 100S. Member of British Trophy Team.



TIGER 100

500 c.c.

T100S/S

Patent Nos. 475860, 723073, 684685

This model can be supplied without the small rear enclosure panels if required.

Full technical specification inside back pages

"High performance roadsters as modern as the hour"

says **JIM ALVES**



The most coveted "350" on the road today, the Triumph "Twenty-one" provides a crisp performance with the highest possible degree of silence and refinement. Unit construction engine-gearbox and very adequate mudguarding front and rear make this an easy-to-clean and a clean-to-ride machine.

—for ten years one of our best known competition riders. Always Triumph mounted, he rode for Britain on numerous occasions and was manager of the British Trophy Team in the 1961 I.S.D.T. He is also a Triumph Dealer.



Twenty one

350 c.c. 3TA

Full technical specification inside back pages.

**SPEED
TWIN**

500 c.c.

5TA

The famous "Speed Twin" in its rich ruby red finish is similar in most details to the "Twenty-one" but enjoys the enhanced power output of a 500 c.c. engine. A smooth running model with many attractive features which will appeal to the discriminating and experienced rider.



"We had a wonderful ride on the 120
to win the Thruxton 500 mile race"

say JOHN HOLDER and TONY GODFREY



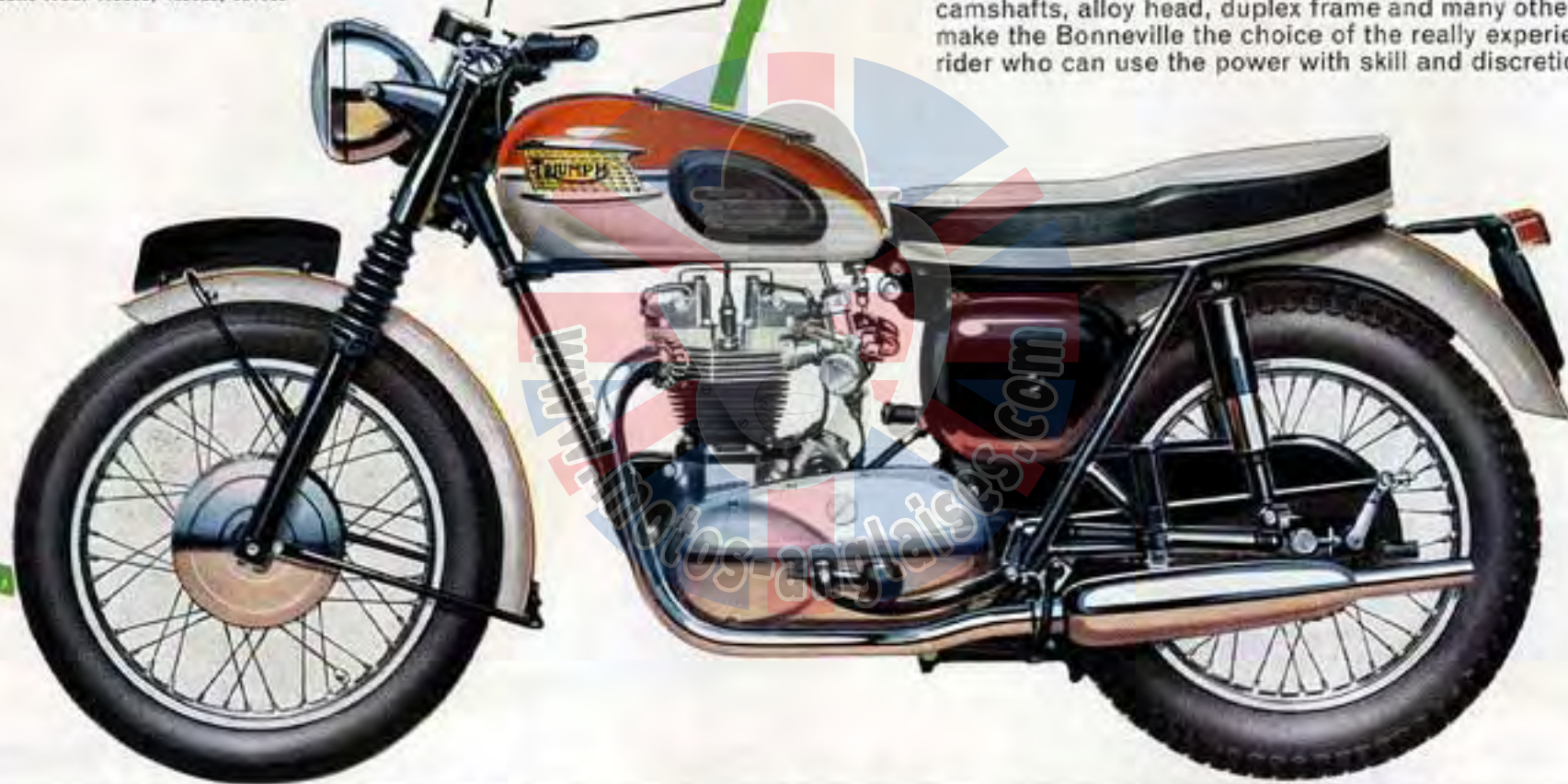
Bonneville 120

Patent Nos. 475860, 469635, 684635

650 C.C.

T120

For sheer performance the Triumph "Bonneville 120" is without equal as a standard production fully equipped road going motorcycle. This is proved by the spectacular results of the Thruxton International 500 Mile Race where this model swept the board. Two carburetters, special camshafts, alloy head, duplex frame and many other features make the Bonneville the choice of the really experienced rider who can use the power with skill and discretion.



"Unequaled for smooth effortless power"

says

JESS THOMAS

—Skilled American ace who holds the "fastest ever" A.M.A. certified record speed of 214.47 m.p.h. with a 650 c.c. streamlined Triumph.



The Triumph "Thunderbird" is an ideal fast solo mount and excels where a heavy sidecar is used. 34 B.H.P. alloy head engine, 4 gallon tank and generous mud-guarding make this the first choice of the man who rides fast and far and demands performance with the minimum of attention.



This model is available without the rear enclosure, if required, in which case the top tank panel is finished in Kingfisher Blue.


Thunderbird 650 c.c. 6T

Full technical specification inside back pages

Patent Nos. 475860, 469635, 684685

ENGINEERING

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3

Techniques of manufacture are constantly changing and to maintain the high standard of quality and accuracy which has been synonymous with the Triumph name for more than sixty years, the Triumph engineering staff conducts a ceaseless campaign to improve and perfect its methods. Illustrated here are some familiar components in course of manufacture on machines which work to incredibly close limits to ensure the superb quality and high finish which is a Triumph tradition.

1. Cylinder barrels of the twin cylinder engines have a controlled surface finish after this final machining process.

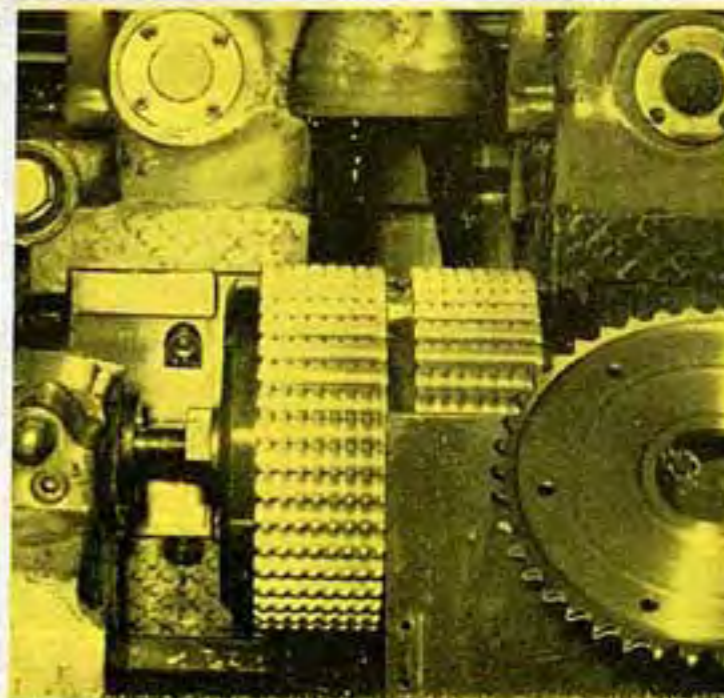
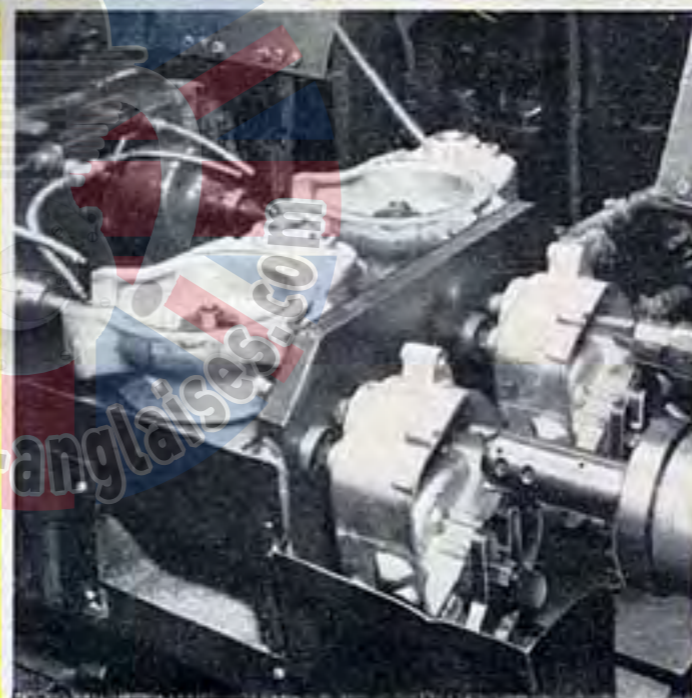
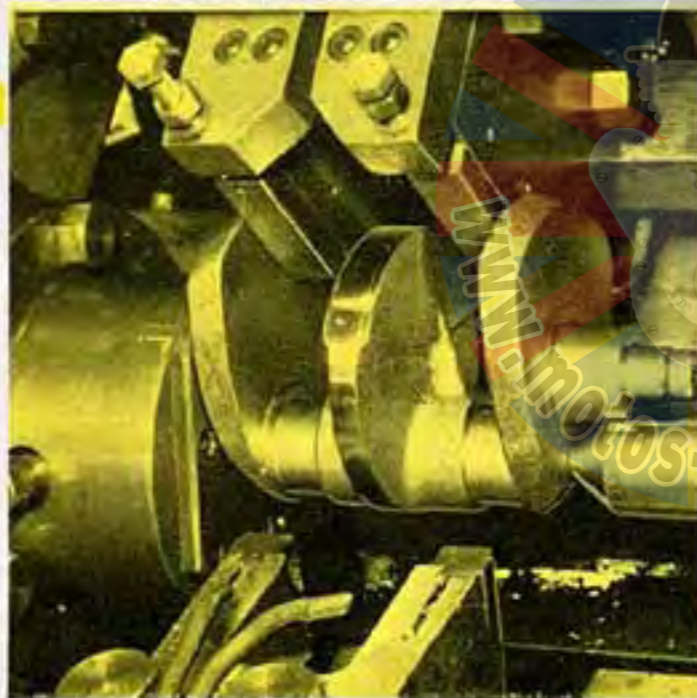
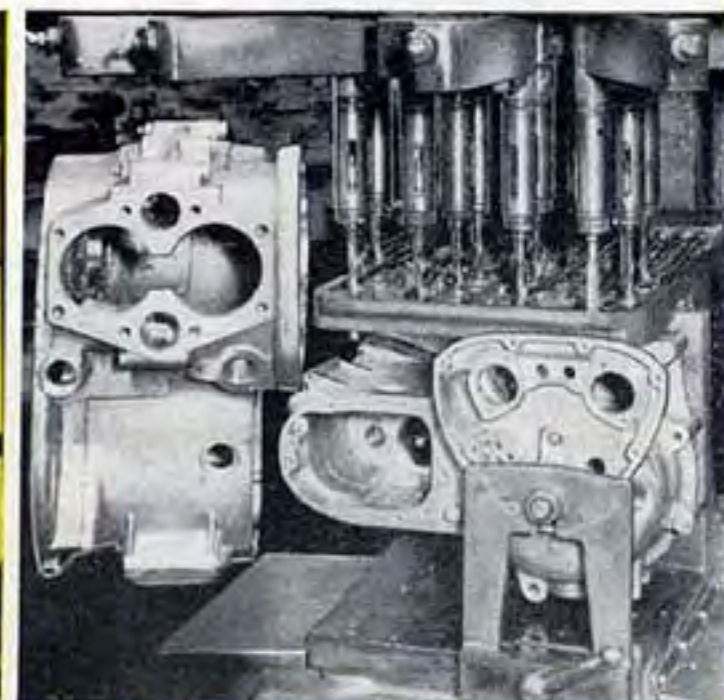
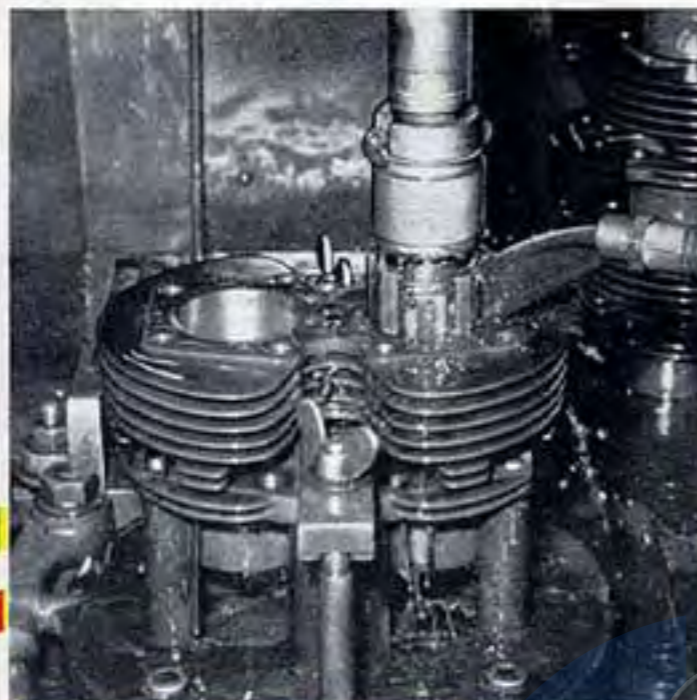
2. It takes exactly seven seconds by electronic means to harden the surface of the crankshaft bearing journal. A new technique developed exclusively by Triumph.

3. Multi-drilling bolt holes on a "C" range crankcase. Initial boring and counterboring of the eight bolt holes are carried out independently.

4. A crank turning lathe for roughing and finishing bob weight journals. The two operations are carried out automatically, enabling one operator to control a number of machines.

5. Four boring operations are done simultaneously on four "Tiger Cub" crankcases. This involves initial roughing out and final boring of the main gearbox bearing and distributor housings to close tolerances.

6. The teeth of clutch chain wheels are formed by this gear cutter. Sixteen blanks are placed in position and the teeth are automatically shaped by a high speed cutting tool.



4

5

6

EXCELLENCE

"A fast and rugged machine"

says **BUD EKINS**



—Famous American cross-country star who has scored most of his innumerable successes in major U.S. events on Triumph Trophy models.



Full technical specification inside back pages.

TROPHY 650 c.c. TR6S/S

Patent Nos. 475860, 469635, 684685

This fine sporting motorcycle is a firm favourite throughout the world and its specification includes every refinement demanded by the enthusiast. 40 B.H.P. engine, 2 into 1 exhaust, heavy duty competition type forks, duplex frame, rubber mounted fuel tanks and many other items which ensure success under the most arduous conditions.

"The Tiger Cub is a winner
all the way"

says **ROGER VANDERBECKEN**

Trials and Scramble Champion of Belgium,
a great Triumph rider and enthusiast who
competes in all the leading events on the
Continent.



**TIGER
CUB**

200 c.c. T20

Easily the most popular 200 c.c. lightweight today. For value, economy and safe, easy handling, there is nothing to equal the four-stroke O.H.V. "Tiger Cub." First choice of the rider who wants "real motorcycling" at lowest cost.

**SPORTS
CUB**

200 c.c. T20S/S

Patent Nos. 723073, 684635

Exhilarating to ride on the road and readily adapted to most forms of competition, the "Sports Cub" has earned an enviable reputation for speed, reliability and superb handling in tough events like the Belgian Lamborelle Trial and the Scottish Six Days. This is the model for the man who wants to get to the top quickly.

Flat sports type handlebar available if required.



S P E C I F I C A T I O N S

"A" RANGE MODELS

200 cc

ENGINE. High-performance single cylinder o.h.v. with die-cast alloy cylinder head. Inclined valves. "H" section connecting rod with plain big-end. Dry sump lubrication. Efficient barrel type silencer. Air cleaner.

FOUR SPEED GEARBOX. In unit with engine. Multiplate clutch with cork sheet linings and rubber torsion shock absorber. Positive stop footchange. Duplex primary chain.

FORKS. Triumph telescopic type giving comfortable ride and accurate steering. Heavy duty competition type on T20S/S.

FRAME. Strong loop type frame. Swinging fork rear suspension with hydraulic damping. Provision for anti-theft lock.

BRAKES. Very efficient smooth-acting brakes with large diameter drums and finger adjustment.

WHEELS. Triumph design with plated spokes and rims. Efficient mudguards front and rear. Stylish rear enclosure panels. (T20 only.)

FUEL TANKS. All-steel welded petrol tank, chrome motif. Ample capacity oil tank. Quick release caps and accessible filters.

ELECTRICAL EQUIPMENT. A.C./D.C. lighting-ignition system with crankshaft-mounted alternator and emergency start circuit. Powerful head and rear lamps.

TOOLBOX. All steel with kit of good quality tools and inflator.

NACELLE T20 only (Patent No. 647670). Neat streamlined shell encloses headlamp, instruments and switch-gear and includes a gear position indicator.

SPEEDOMETER. Smiths 80 m.p.h. (140 Km.p.h.) speedometer.

OTHER DETAILS. Finish: T20 Silver grey/flare. T20S/S Silver grey/burgundy. Smooth action twistgrip, rubber knee grips. "Vynide" covered cushioned twinseat.

EXTRAS. Pillion footrests. Prop stand. Steering lock.

"C" RANGE MODELS

350/500 cc

ENGINE. Advanced design vertical twin cylinder o.h.v. with two camshafts driven by gears. Pushrod operated overhead valves in a light alloy cylinder head. High duty iron cylinder block. Dry sump lubrication with plunger type pump. Steel connecting rods with plain bearing big-ends. A.C./D.C. lighting-ignition system with crankshaft mounted alternator and emergency start circuit. Oil pressure indicator. Silent Duplex primary chain in polished aluminium oil-bath with tensioner. Efficient air cleaner.

GEARBOX. Four speed with positive stop foot operation and gear position indicator, built in unit with engine. Heavy duty shafts and gears of hardened nickel-chrome steel, multiplate clutch with cork sheet linings and rubber torsion shock absorber.

FUEL TANKS. All steel welded petrol tank with parcel grid and chrome motif. Oil tank under twinseat. Quick release filler caps. Provision for reserve.

FRAME. Heavy duty brazed cradle type frame with swinging fork rear suspension, hydraulically damped. "Easylift" centre stand.

NACELLE (3TA, 5TA only) Integral with top of forks enclosing headlamp unit, 120 m.p.h. (180 Km.p.h.) speedometer, ammeter and switchgear.

BRAKES. Full width front hub heavily finned, incorporating powerful 7 in. brake. Fully floating shoes, finger adjustment front and rear.

WHEELS AND MUDGUARDS. Triumph design wheels with plated rims and spokes. Stylish rear enclosure on 3TA and 5TA which incorporates provision for mounting panniers.

LIGHTING EQUIPMENT. Powerful 7 in. headlamp has a combined reflector/front lens assembly, "pre-focus" bulb and adjustable rim. Wide angle rear/stop light with integral reflex reflector.

TWINSEAT ASSEMBLY. Cushioned seat, covered in waterproof black and grey "Vynide". Seat is hinged and when lifted reveals the air cleaner, 12 a.h. battery, coil, rectifier, oil tank and filter, and tools.

HANDLEBAR. Chrome-plated bar with smooth action twistgrip adjustable for friction. Integral dipswitch/horn button. Adjustable plated levers with built-in cable adjusters.

FINISH. 3TA: Shell blue sheen with black frame. 5TA: Ruby red. T100S/S Kingfisher blue and silver.

EXTRAS. Pillion footrests. Prop stand. Quickly detachable rear wheel.

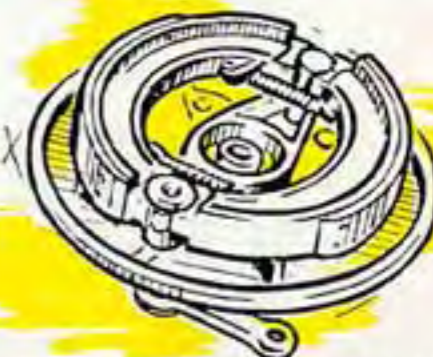
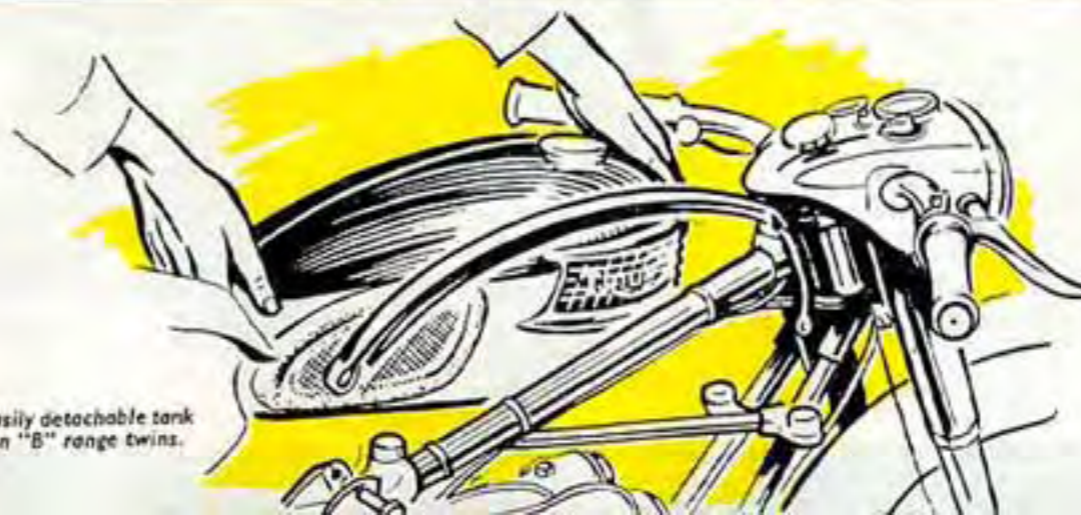


O.H.V. "Tiger Cub" engine with alloy head and unit four speed gearbox.

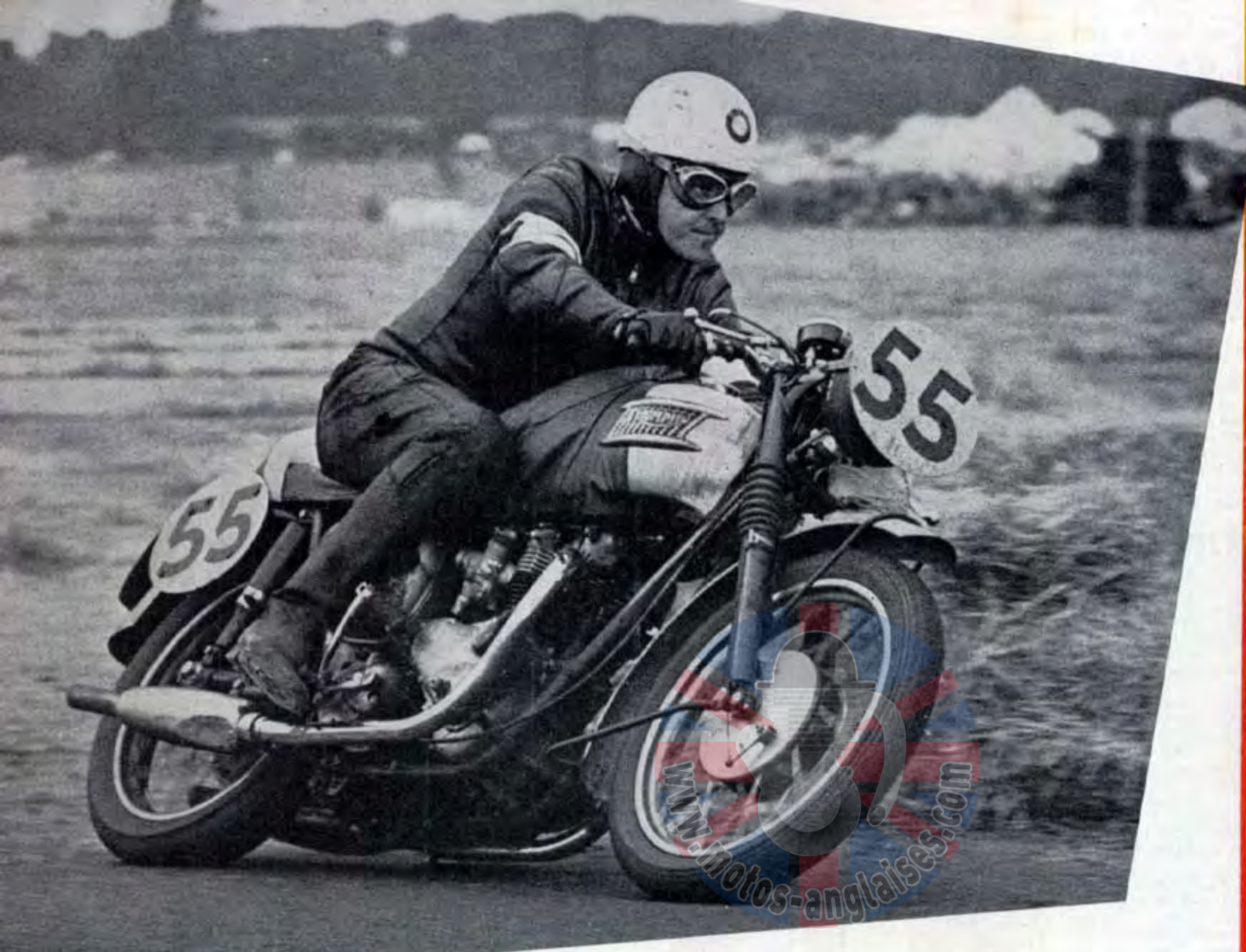
Hinged twinseat on twin cylinder models.



Easily detachable tank on "B" range twins.



Fully floating brake shoe assembly for maximum braking power.



THRUXTON 500 MILE RACE

Outright winner of this arduous International Race for standard production motorcycles was a Triumph "Bonneville" ridden by Tony Godfrey and John Holder. Above is a fine view of Holder at speed on the winning machine. Other "Bonnevilles" filled 2nd, 4th, 5th and 6th places in the multicylinder class.

TRIUMPH

TRIUMPH ENGINEERING COMPANY LIMITED • MERIDEN WORKS • ALLESLEY • COVENTRY • ENGLAND

Telegrams "Trusty Coventry"

Telephone Coventry 20221

GUARANTEE

In this Guarantee the word "machine" refers to the motor cycle, scooter, motor-cycle combination or sidecar, as the case may be, purchased by the Purchaser.

We will supply, free of charge, a new part in exchange for, or, if we consider repair sufficient, will repair free of charge any part proved within six months of the date of purchase of any new machine (three months overseas), or within three months of its renewal or repair in the case of a part already renewed or repaired, to be defective by reason of our faulty workmanship or materials. We do not undertake to bear the cost of fitting such new or repaired part or accessory. Any part considered to be defective must be sent to our Works, carriage paid, accompanied by the following information:—

- (a) Name of purchaser and his address.
- (b) Date of purchase of machine.
- (c) Name of dealer from whom the purchase was made.
- (d) Engine number and model.

This Guarantee shall not extend to defects or damage appearing after misuse, neglect, abnormal stress or strain, or the incorporation or affixing of unsuitable attachments or parts and in particular:—

- (a) Hiring out.
- (b) Racing and Competitions.
- (c) Adaptation or alteration of any part or parts after leaving our Works.
- (d) The attaching of a sidecar in a manner not approved by us or to an unsuitable motorcycle.

This Guarantee shall not extend to machines whose trade mark, name or manufacturing number has been altered or removed, or in which has been used any part not supplied or approved by us, or to tyres, saddles, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification.

Our liability and that of our dealer who sells the machine, shall be limited to that set out in this Guarantee, and no other claims including claims for consequential damage or injury to person or property, shall be admissible.

All other conditions and warranties statutory or otherwise and whether express or implied are hereby excluded and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.

We reserve the right to modify or deviate from the Published Specification without notice.