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TRIUMPH[®] 68



T120R Bonneville



T120R BONNEVILLE—48 CU. IN. (800 C.C.)—Twin Carburetors

"Top of the Triumph Line"—With its solid reputation as the fastest standard motorcycle made in the world today, Triumph Bonneville engines have continually proven their superior performance by setting and holding the World Speed Record of 141.667 m.p.h. at Bonneville Salt Flats, Utah. With its sports mod equipment and new features for 1969, the Triumph Bonneville is the choice of experienced riders who appreciate the best.

ENGINE: 48 Cu. In. (800 C.C.) OHV Vertical Twin with compact wet sump construction engine—designed for maximum strength and minimum weight. Splined port alloy cylinder head with new twin 38 mm diameter AMAL Concentric carburetors. New variable carburetor fuel chambers give consistent, reliable carburetion at all angles. Twin reflexive induction intake tube and new handbar mounted choke lever give easier starting and better control under all conditions. New separate air cleaners draw directly to carburetors, eliminating troublesome clamps. Removable air cleaner elements for easier servicing. High Performance 2:1 pistons with cooling mist and cooling exhaust manifolds. Racing "S" tappets with positive timed oil feed to exhaust tappet which reduces stem lobe wear. Also improved lubrication of OHV rocker arms. Large 1 1/2" inlet valves and 1 1/4" exhaust valves with improved valve springs for better performance at high r.p.m. Self-lubing roller-bearing cam. Crankcase has threaded access plug to the flywheel for quick location of top dead center. New contact breaker plate mounted with separate point adjustments for accurate ignition timing. New removable primary cover plate with provisions for drive light wiring. Rugged duplex primary chain drive with positive oil lubrication to both the chain and adjustable chain tensioner. Large capacity rubber mounted oil tank (2 gal.) with adjustable rear chain oiler at the tank.

EXHAUST: Twin down-swept chrome plated exhaust system with high performance sports mufflers.

CLUTCH: Cast iron clutch housing and sprocket. Rugged bonded rock base—Dural rubber clutch plate facings and clutch disk absorber unit with improved clutch release mechanism for smooth, positive operation under increased torque of the Bonneville engine.

GEARBOX: Unit construction with engine. Standard ratio gears (wide ratio or close ratio available as extras from Parts Department). Gearbox left-hand rim on roller chain bearings for greater reliability. Long kickstart lever with improved kickstart lever rubber cover for "easy" engine turnover and starting. New purple blue cap included in gearbox unit cover for easier oil filling. 11T gearbox sprocket and detachable 11T "kick-off" steel rear wheel sprocket for easier gear changing and sprocket replacement. High gear ratio is 4.34:1.

ELECTRICS: 12 volt battery ignition electrical system with improved single 12 volt battery housed in improved rubber mounted

carrier with new adjustable rubber mounting strap giving easy access to battery. Electrical output supplied from AC Alternator located on drive side and of crankshaft. Charging rate controlled by Zener Diode and new "Road" mode head light mounted under headlight for proper lighting and longer tube life. Improved electric wiring harness. Rubber covered ignition switch with cylinder type lock and key positioned in front headlight bracket for easier operation. "Lowbeam" and "High beam" warning lights now also incorporated in housing for better visibility. New "toggle-type" headlight switch. New polished aluminum rear tail light assembly with license plate bracket, approved type (DOT) tail lamp and safety side reflectors conforming to Motor Vehicle safety standards. All chrome detachable headlight with ammeter is mounted in casted brackets for adjustment of headlight beam. Horn is standard equipment.

FRAME: Highly proven single beam tube design and steering head angle for the best high speed handling characteristics. Rear spring suspension units are adjustable to suit rider weight.

FRONT FORKS: Triumph trophy type telescopic hydraulic forks with new internal "shuttle valve" damping design gives structural suspension under all conditions. New 1 1/2" in. anti-shaft fork lock and key—can be locked in one position only for safety.

TIRE AND REAR: New full-width 4" diameter front brake hub with twin leading brake shoe drums and Positive Displacement for greatly improved braking efficiency with new brake lever operating pressure. Redesigned front brake hub side plate with air pump. 17" diameter rear wheel. 3.22 x 19 Dunlop ribbed front tire and 4.00 x 18 Dunlop K79 rear tire.

OTHER DETAILS: Instruments: Illuminated 10,000 r.p.m. tachometer and 120 m.p.h. speedometer with internal anti-vibration mountings. Right angle tachometer drive unit with improved oil seal at crankcase for longer tube life and greater reliability. New sports gas tank (2 1/2 gal. capacity) with chrome trim, modern Triumph tank emblem and new design tank knee pads. New gas tap with threaded bracket for accurate positioning of gas "cut off" valve. New front gas tank rubber mounting assembly with housing for lighter windmills and safety side reflectors. New removable rubber mounted side panel battery cover with built-in tool kit tray and locking knob fastener. Two-level sprung twin seat with new design seat hinges and rear lifting handle. All black "plated" seat cover with new polished aluminum seat cover trim. Folding pillion foot rest, "EasyLift" center stand, and new rugged side stand. U.S. Style rubber mounted 5" handbar with dual extra throttle twister grip and "exhausted", non-slip handbar grips. Ball and Competition type adjustable clutch and brake levers. Total average weight 344 lbs.

COLOR: New solid color Hi-Fi Rosette with center silver stripe. Black frame. Polished stainless steel finishes.

Suggested Retail Price: \$1,275.

TR6R Trophy Sports



TR6R TROPHY SPORTS—48 CU. IN. (800 C.C.) Single Carburetor

The fastest high performance Triumph Road Sports touring machine—equally at home in city traffic or cruising along effortlessly at top-speed speeds. The TR6R Trophy has all the basic Bonneville engine features and improvements plus the additional features of a single carburetor for smooth performance throughout the range, easy tuning adjustments, and larger sports gas tank for longer touring range.

ENGINE: 48 Cu. In. (800 C.C.) OHV Vertical Twin. Same wet sump construction engine as TR6R Bonneville including racing inlet and exhaust manifolds, large 1 1/2" inlet and 1 1/4" exhaust valves, 2:1 compression pistons. New single 38 mm diameter AMAL concentric carburetor and air cleaner. Handbar mounted carburetor choke lever. TR6R also has new engine timing facilities as TR6R with new contact breaker assembly and provision for steady light timing.

EXHAUST: Twin down-swept chrome plated exhaust system with high performance sports mufflers.

CLUTCH AND GEARBOX: Same details as TR6R with standard 11T gear box, heavy duty clutch, long kickstart lever, 11T gearbox sprocket, and detachable 11T (DOT) rear wheel sprocket. High gear ratio 4.34:1.

ELECTRICS: 12 Volt battery ignition electrical system with improved Zener Diode, "Road" mode shock control. Single 12 volt battery in improved rubber mounted carrier with new adjustable mounting strap. All chrome plated headlamp with "road" and "high beam" warning lights, ammeter, and new "toggle-type" headlight switch. New safety approved tail light

assembly with side reflectors, (DOT) tail lamp and license plate bracket.

FRAME AND FORKS: TR6R also has single down tube frame design with new modified anti-shaft fork lock and key. Triumph Trophy type telescopic hydraulic forks with new internal damping design. Adjustable rear Girling suspension units.

TIRE AND REAR: New full-width 4" diameter twin leading shoe front brake with modified brake hub side plates and air pump. 17" diameter rear wheel. 3.22 x 19 Dunlop ribbed front tire and 4.00 x 18 Dunlop K79 rear tire.

OTHER DETAILS: Instruments: Illuminated 10,000 r.p.m. Tachometer and 120 m.p.h. speedometer with internal anti-vibration mountings. Larger side sports gas tank (2 1/2 gal.) with chrome panel grid for longer touring range. Modern Triumph gas tank emblem and new design tank knee pads. New front gas tank mounting assembly with ignition condenser housing and safety side reflectors. New removable rubber mounted side panel battery cover with built-in tool kit tray and locking knob fastener. Two-level sprung twin seat with new design seat hinges and rear lifting handle. All black "plated" seat cover with new polished aluminum seat cover trim. Folding pillion foot rest, "EasyLift" center stand, and new rugged side stand. U.S. Style rubber mounted 5" handbar with "exhausted", non-slip handbar grips. Ball and Competition type adjustable clutch and brake levers. Total average weight 344 lbs.

COLOR: New two-tone Hi-Fi Rosette Blue and Silver. Black frame. Polished steel finishes. Chrome disc and center silver stripe.

Suggested Retail Price: \$1,300.



Whichever motorcycle you want, the all-around versatility of the Triumph Trophy Sports motorcycle is always in the forefront. It is especially adaptable by power, performance and handling even to touring.

TR6C Trophy Special



TR6C TROPHY SPECIAL — 46 C.C. IN. (358 C.C.) Single Carburetor

The most powerful model in the famous line of Triumph "Trophy" or Competition machines. Now fitted with 12 volt battery and full lighting equipment for the enthusiast who likes the "Competition Look" for road riding as well as a rugged 450 r.p.m. machine for serious cross country, sprints, or endurance racing.

ENGINE AND GEARBOX: 46 C.C. IN. (358 C.C.) OCV Vertical Twin. Same engine specifications as TR6E with new single 28 mm diameter AMAL carburetor and air cleaner. Also incorporate all the design features and improvements in the 1963 45 C.C. IN. range of machines listed on Page 2 under TR6E. Incorporate bearings fitted with standard ratio gears (wide ratio obtainable as extras from Parts Department). 147 Gearbox sprocket. Detachable bottom (1672) rear wheel sprocket. High gear ratio 4.111. Constant unlubricated (slid plate) is standard equipment.

EXHAUST: Dual, left-hand, upward exhaust pipes with exhaust leg guards and twin spark mufflers.

ELECTRICS: Now fitted with 12 volt battery ignition electrical system, single 12 volt battery and improved Zener Diode voltage control to meet legal safety requirements (same as TR6E). All circuit detachable sports headlight and new safety approved

rear light assembly with side reflectors, (1677) tail lamp and license plate bracket.

TIRES AND BRAKES: New fall with 8" diameter twin leading shoe front brake with revised hub side plates and air screw. 17" diameter rear brake. 1.50 x 17 front and 1.75 x 18 rear tire sizes with optional Trials Universal or Sports "Knobby" tires. (Check performance when ordering.)

OTHER DETAILS: Trophy-type hydraulic front forks with new internal damping design. Adjustable rear Girling suspension unit. Illuminated 150 m.p.h. speedometer with new anti-vibration central mounting. (No tachometer is fitted but provision is made for tach drive which can be furnished from Parts Department if required). Small sports gas tank (17) full with new design tank knee pads. New front gas tank rubber mounting normally housing ignition components and safety side reflectors. Competition folding footrests, plunger footrests, new revised side stand—no center stand. High mounted "TY-RITE" 1 1/2" handlebar, full end competition adjustable clutch and brake levers, adjustable steering damper. Crankcase underside (slid plate). Slinged twin seat with all black pleated steel cover. Total average weight 214 lbs.

COLOUR: New 1963 color Hi-Fi Riviera blue with center silver stripe, Black Frame. Polished stainless steel fenders.

Suggested Retail Price: \$1,175.

ALL OUT — IN THE ROUGH!

Where desert sand, intense heat and rugged terrain all combine to cut the most of a motorcycle, you'll find the Triumph TR6C Trophy always in the winner's circle.



T100C Tiger Competition



T100C TIGER COMPETITION—39.5 CU. IN. (399 C.C.) Single Carburetor

For 1964, the most famous of all the Triumph "Trophy" models becomes a true dual purpose motorcycle. First, as always, a tough, rugged competitor with unmatched performance and handling qualities for the roughest cross country, enduro, and scramble events. Secondly, now fitted with full 12 volt battery electric lighting equipment, and optional Dunlop K79 Gold Seal road tires at Triale Universal tires—front and rear—The T100C is a sporty road machine, light in weight, easy to handle with the reliability features of a single carburetor... all at an outstanding low price for the many built in qualities of a Triumph Twin.

ENGINE AND GEARBOX: 39.5 cu. in. (399 C.C.) high performance "over-square" unit construction OHV vertical twin engine. Same engine specifications and improvements as T100B—V-1 compression pistons, timing chain and exhaust manifolds, and racing tappets. New single jet AMAL concentric carburetor and air cleaner. Gearbox fitted with wide ratio gears, HT gearbox sprocket and detachable HT belt on steel rear wheel sprocket. High gear ratio 27:1.

EXHAUST: Dual, left-hand concept exhaust pipes with exhaust leg guards and twin sports mufflers.

ELECTRIC: New fitted with 12 volt battery ignition electrical system, single 12 volt battery and improved Zenor Diode voltage control to meet legal requirements (same as T100B). All

chrome detachable sports headlamp and new safety approved tail light assembly with side reflectors, (2479) tail lamp and license plate bracket.

FRAME AND FORKS: Trophy type hydraulic front forks with new internal damping design. Top fork leg also fitted with modified anti-theft frame lock and key. Adjustable rear riding suspension units.

TIRES AND WHEELS: T100C Trophy retains full width 2" front brake for lightness and 2" rear brake. Available with 2.10 x 18 (front) and 2.00 x 18 rear Triale Universal or K79 Gold Seal road tires (state preference when ordering).

OTHER DETAILS: Illuminated 125 m.p.h. speedometer with new anti-vibration vertical mounting. (Tachometer and/or Special VDO Enduro Type Speedometer can be furnished as optional equipment from Parts Department). Small sports gas tank (1 1/2 gal.) with non-skid tank knee pads. New front gas tank rubber mounting assembly housing ignition condensers and safety side reflectors. Competition folding footrests, pillion footrests, side stand, rear center stand. Rigid mounted U.S. Style "X" handlebar, ball and compression adjustable clutch and brake levers, adjustable steering damper. Crosshatch under-seat (cold plate). Weighted twin seat with all slat pleated seat cover. Total dryweight 220 lbs.

COLORS: New solid color Hi-Fi Aquamarine with Center Ridge Stripes, Black Frame. Polished stainless steel fenders.

Suggested Retail Price \$1,695.

THE TOUGHER — THE BETTER!

Here Bill Baird—5-Time Grand National Enduro Champion—demonstrates rugged durability and super power in the rough on a T100C Tiger Competition Motorcycle. Baird also leads in the current Enduro Point Standings as we go to press!



68 TRIUMPH

Year after year, for over sixty years, Triumph's close attention to detailed improvements and functional design has established the leading world's position of Triumph Motorcycles. Again, in 1968, it is these detailed improvements which set Triumph apart from the ordinary motorcycle and make it a precision piece of riding equipment which our Dealers are proud to sell and riders are proud to own.

Carefully read the information on the following pages giving all the improved specifications for 1968: Triumph racing successes in all fields of competition; and a brand new lightweight Triumph Trophy 250 c.c. model introduced for the first time this year.

IMPORTANT! See your local Authorized Triumph Dealer as soon as possible to assure early delivery of the model of your choice. With Triumph sales continuing at an all time high, do not be disappointed by waiting. This is your year to own and enjoy the finest—

The World's Best Motorcycle — TRIUMPH.

BEST NEW 1968 FEATURES



New full width 8" Triple leading shoe, Front Brake Assembly with air sweep and adjustable operating linkage (on all 1968 40 cc. to 500 c.c. models).

New polished Aluminum Rear Tail Light Assembly with Safety approved (DOT) Lens and Safety side Reflector (on all 1968 models).



New rugged Side Stand for improved support on difficult angles and surfaces (on all 1968 40 cc. to 500 c.c. models).

New removable rubber mounted Side Panel Battery Cover with built-in Tool Kit Tray and locking knob fastener (on all 1968 40 c.c. to 500 c.c. Twins).



Headlight - Instrument Grouping with new "Toggle-Type" headlight switch, ignition switch (at left), Ammeter, "Ignition" and "High Beam" indicator lights (on 1968 T100R, T100L, T100E models).

New front Gas Tank Mounting Assembly with protective housing for ignition condensers and safety approved side Reflector (on all 1968 models).



New removable Primary Cover Inspection Plate with access to rotor and provision for strobe light (on all 1968 400 c.c. and 500 c.c. Twins).

New redesigned Electrical Diode and heat sink voltage control... with headlight for proper cooling and longer Diode life (on all 1968 models now equipped with full 12 volt battery electrical).



T100R Daytona Super Sports

*Again in 1967, the outstanding winner of the Daytona 200 and LeMons 250 mile National Road Races.



T100R DAYTONA SUPER SPORTS

—34.3 CU. IN. (569 cc.) Twin Carburetors

Try a "Race Bird" Road Sports Triumph with lock-in-lock "eyes" in both the 1968 and the 1967 Daytona 200-mile race plus the 250-mile at LeMons, N. H. — The toughest National Road Racing Events in the country. Experienced motorcyclists especially appreciate the T100R's combination of outstanding handling and performance with the Triumph "Overcycle" unit construction 500 c.c. engine.

ENGINE: 34.3 cu. in. (569 cc.) "overcycle" unit construction OHV Vertical Twin. New twin complete 36 mm AMAL Concorde Carburetors with new separate air chests drawing directly from the intake. New handoperated carburetor choke lever for maintaining steady air conditions. High performance 211 compression pistons. Boring 100% and exhaust camshaft. Large 1 1/2" inlet valves and 1 1/4" exhaust valves. Exotic tappets. Large capacity rubber mounted oil tank (3 qts.) with new chain drive and adjustable oil feed at the tank. New contact breaker plate assembly with separate point adjustments for desirable ignition timing. Rugged duplex primary chain drive and engine crankcase over chain protector.

EXHAUST: Twin downswep chrome plated exhaust system with 50% performance Sports mufflers.

GEARBOX AND CLUTCH: Smooth, positive gears fitted with standard roller gears. 147 gearless sprocket and detachable ball-on-axle rear wheel sprocket (147). High gear ratio 4.70:1 Heavy duty clutch plate bearings. Quick change fitting at gearbox chain may slash valve replacement.

ELECTRIC: 12 Volt battery ignition electrical system with improved single 12 volt battery housed in improved rubber mounted carrier with new adjustable rubber mounting strap giving easy access to battery. Electrical output supplied from AC Alternator located on drive side end of crankcase. Charging rate controlled by Zener Diode and new "Burst" Diode heat sink mounted under headlight for proper cooling and longer side life. Improved electrical wiring harness. Rubber covered ignition switch with cylinder type lock and key repositioned in front headlight bracket for easier operation. "Ignition" and "High beam" warning lights now also repositioned in headlamp for better visibility. New "Toggle-Type" headlight switch. New polished aluminum rear tail light assembly with license plate

bracket, approved type (DOT) tail lamp and safety side reflectors conforming to Motor Vehicle safety standards. All chrome detachable headlamps with ammeter is mounted in slotted brackets for adjustment of headlight beam. Shuts in standard equipment.

FRAME AND FORKS: The 500 c.c. frame also has the highly proven single, down-tube design and steering head angle for the best high speed handling characteristics. Fitted with Triumph trophy type telescopic hydraulic front forks and new internal "whistle valve" damping design for excellent suspension under all conditions. Anti-Dive Frame lock built into top fork leg—can be locked in non position only for safety. Adjustable rear Spring suspension units.

TIRES AND BRAKES: Large full-width 8" diameter front brake (as previously fitted to 1967 450 c.c. machines). 7" diameter rear brake. 12.1 is a 12 ribbed front tire and 120x18 K13 Gold Seal rear tire.

OTHER DETAILS: Instruments: Dominated 16,000 r.p.m. Tachometer and 120 m.p.h. Speedometer with internal anti-vibration mounting. Right angle tachometer drive unit with improved oil seal at crankcase for longer cable life and greater reliability. Also sports gas tank (2 1/2 gal. capacity) with chrome trim, modern Triumph gas tank cushions and new design tank knee pads. New gas taps with threaded locknut for accurate positioning of gas "shut off" valves. New front gas tank rubber mounting assembly with locking tie ignition rollers and safety side reflectors. New removable rubber mounted side panel and battery cover with built-in tool kit tray and locking knob fastener. Two-level hinged twin seat with new design and hinges and rear lifting handle. All black "plated" seat cover with new polished aluminum seat cover trim. Folding pillion foot rests. "Easyfit" center stand, and side stand. U.S. Style "A" handlebars with dual rubber throttle telescopic and "non-slip" handgrip, handgrip grips. Ball and Competition type adjustable clutch and brake levers. Total average weight 444 lbs.

COLOR: New two-tone Hi-Fi Appearance and 32iver. Black Frame. Painted metal fenders — 60ver and Appearance center stripe.

Suggested Retail Price: \$1,110.

National TRIUMPH Leadership in Motorcycle Sports...



National Number 1!

Throughout the 1967 racing season, Triumph Motorcycles, fully ridden by versatile Gary Nixon, led in A.M.A. National Point Standings. Among his great National Championship victories are:

- Nationally famous 250cc 200 Mile Road Race, London, Lanark, N.R.
- 200 Mile Road Race, Santa Fe Formula C Track Race, Portland, Oregon 250 Mile Dirt Track Race, Carlsbad, California 15 Mile Road Race

In addition to the above, Nixon took second place in the TT National Championship, Pacific, 250 cc, and in the National Championship, Dirt Track, California, 250 cc, operating the Triumph racing machine on both land and dirt track.



ROAD RACES: Starting lineup and take-off assembly of the famous Daytona 200 National Championship Road Race, March 18, 1967—Daytona, Fla. This race is one of the sport's major events, and has no challenger as America's top motorcycle racer, Gary Nixon, on a Triumph Tiger 1500 set up a most successful Triumph racing season by taking first with Buddy Kline's #15—second, seven out of the first twelve places were Triumphs—a smashing victory, indeed.

FLAME! (as we go to press) Gary Nixon climbed the National #1 title on Oct. 1 at Oklahoma City in the 2 mile National Championship Dirt Track Race.



AMA Speed Record Holder



DIRT TRACK: Gary Nixon, winner of 200 Mile National Championship Dirt Track, Portland, Ore., July 1967 on a Triumph Tiger.



TOP SPEED: Bob Lippert (left) in Gyronut X-1 set record of 243.667 MPH (average 2-way speed) at Bostwick Salt Flats, Utah, August 25, 1966 (which is still unbroken). This is the ultimate in straightaway drag racing accomplished in hundreds of feet and is but really important wins on small drag tracks throughout the U. S.

MILECUMER: Joe Ewan—winner of Formula A 500cc National Championship, Jefferson, Pa., August 1967 (also National 500cc Champion who also won in 1965, 1966 and 1964.)



TT SUCCESS: Gary Nixon—winner of 250 cc TT National Championship, Carlsbad, Calif., 1967 on a Triumph Bonneville TT.

There is a Quality
Standard in every
field...for Motorcycles,
It's

TRIUMPH



ENDORS: For the last five years, Triumph Champion Dirt Rider has led the U. S. Enduro Riders in point standings as shown above in the 175 Mile National Championship Enduro Race, Silverdale, Ind., May 1967, on a Triumph Tiger T100C... and in Sept. 1967 the 250 Mile Championship Enduro was added to win victories.

TRIUMPH Staying Power, Handling Ease.. Acceleration and All-around High Performance is Race Bred into your Road Triumph TRIUMPH

Ride Safely - Legally - Carefree . . . with

DELUXE ACCESSORY KITS

Fun on the Road

Plus Convenience and Comfort

TRI-COR

Bell Helmet—A must for every SAFE Road Rider. Not included in Accessory Kits, see Bell Helmet Catalog.

3. Comb. Seat Rail Luggage Rack, & Saddlebag Mounts
\$32.63

5. Deluxe Plastic Sports Windshield
\$24.75

4. Deluxe Chrome Plated Handlebar Mirror
\$3.82

2. Deluxe Saddlebags
\$50.07

1. Chrome Safety Bars
\$17.94

IMPORTANT: Always specify **MODEL AND YEAR** when ordering the Deluxe Accessory Kit at this Special Price.

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