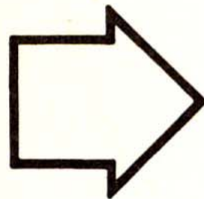


TRIUMPH[®]

*The Best Motorcycle
in the World*

**SEE
YOUR
NEAREST
TRIUMPH
DEALER**

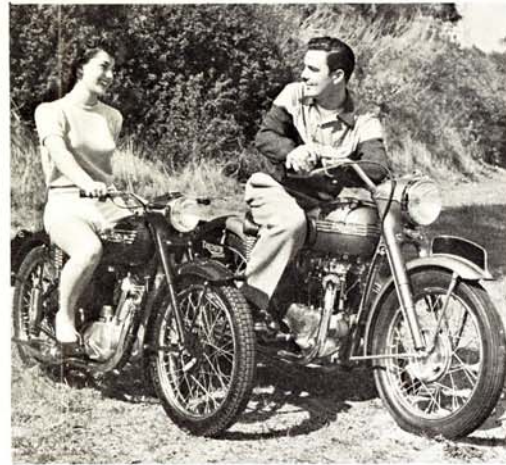


Ask for a Free Demonstration Ride

Johnson Motors, Inc. **DISTRIBUTORS**

Lightweight Models for Economical Performance

200cc TIGER CUB (T20)



BOTH the Terrier and the Tiger Cub have by their consistent performance established themselves at the very head of their respective classes. Appearing now in a "deluxe" form, the Tiger Cub will have an even wider appeal among those who are seeking in a lightweight all the qualities of the large motorcycle.

T15 and T20 GENERAL SPECIFICATION

ENGINES: T15, 150 c.c.; T20, 200 c.c.; Advanced O.H.V. design with die-cast alloy cylinder head, inclined large diameter valves and totally enclosed and lubricated valve gear. "H" section connecting rod with heavy duty plain big end. Dry sump lubrication with double plunger type oil pump. Highly polished timing cover. Chromium-plated exhaust pipe with efficient barrel type silencer. Air cleaner.

FOUR-SPEED GEARBOX: Robust design built in unit with the engine in a polished streamlined casing. Positive foot-operated gear-change. Multiplate clutch with rubber pad type shock absorber. Polished aluminium case for primary chain.

FUEL TANKS: All-steel welded tanks, large capacity. Quick release caps and accessible filters.

FRAME: Loop type tubular main frame of unique design, exceptionally strong but light in weight. Double plunger type rear suspension with enclosed spring units.

FORKS: Triumph telescopic type with long soft springs giving a comfortable ride and accurate steering.

BRAKES: Large diameter cast iron drums. Exceptionally powerful yet smooth and safe in use.

WHEELS: Special Triumph design with plated spokes and rims. Dunlop tyres. Efficient mudguards front and rear.

ELECTRICAL EQUIPMENT: A.C. Lighting - Ignition system with crankshaft mounted alternator and emergency start circuit.

Large diameter headlamp and powerful rear lamp. Separate reflex reflector.

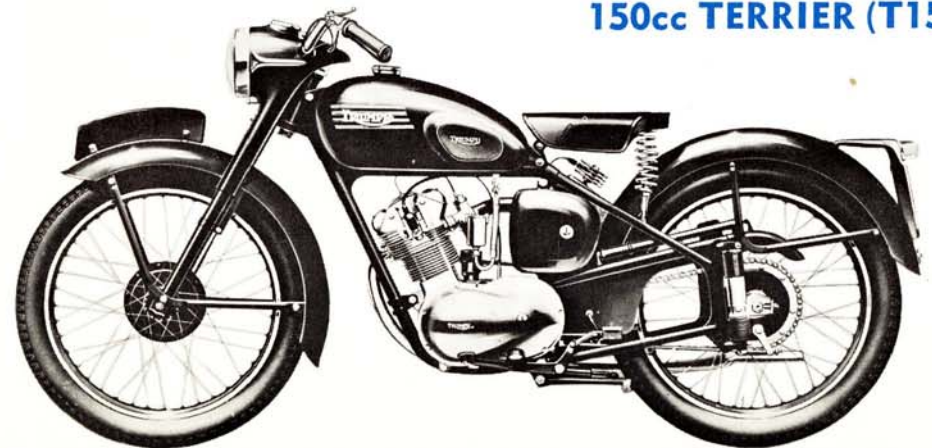
TOOLBOX: All-steel with secure fastener. Complete kit of good quality tools and tyre inflator.

NACELLE: Triumph patented design, integral with top of the forks. This neat streamlined shell encloses the headlamp, instruments and switchgear and also includes a gear position indicator.

SPEEDOMETER: Smith's Speedometer mounted in nacelle, internally illuminated.

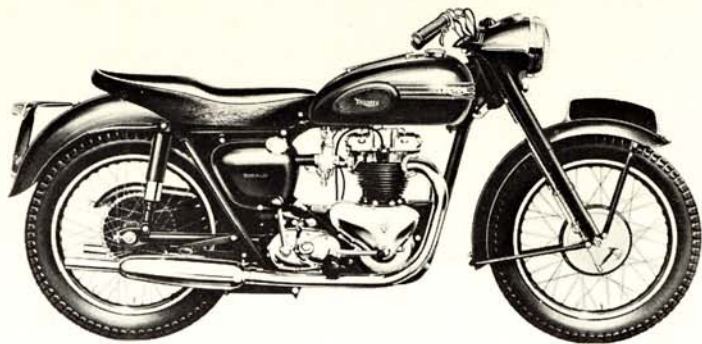
OTHER DETAILS: Finish: T15, amaranth red; T20, shell-blue sheen and black. Quick action twist grip, rubber knee grips. Upswept exhaust pipe optional.

150cc TERRIER (T15)



For Exciting Performance, Fine Finish, Lasting Service

TRIUMPH



500cc SPEED TWIN (5T)

Although the pioneer of all recent vertical twins, the Speed Twin of today embodies the best of modern motorcycle design: swinging arm suspension, Lucas AC Lighting-Ignition system with its own Emergency starting circuit, and its renowned powerful, smooth and reliable engine—the choice of more than 80 Police forces the world over.



650cc THUNDERBIRD (6T)

For those who feel the need for that extra reserve of power, the Thunderbird has a real attraction. Splendid as a long distance solo tourer, this machine appeals equally to the sidecar enthusiast. Here is comfort and speed—and truly remarkable economy.

**5T AND 6T
GENERAL
SPECIFICATION**

ENGINES: 5T, 500 c.c.; 6T, 650 c.c.; Vertical twin cylinder, O.H.V., with two gear-driven camshafts. Central flywheel. "H" section RR56 alloy connecting rods with patented plain big-ends. Dry sump lubrication, high capacity plunger type pump, pressure-fed big ends and valve gear. Oil pressure indicator. Patent air cleaner. Efficient silencers.

FOUR-SPEED GEAR-BOX: Positive stop foot-change. Large diameter multi-plate clutch with Neolangite linings, rubber pad type shock absorber.

FRAME: Brazed cradle type frame with swinging arm rear suspension with hydraulic damping and Triumph telescopic forks, hydraulic damping.

BRAKES: Large diameter cast-iron drums. Finger adjustment.

WHEELS: Triumph design, with plated spokes and rims.

ELECTRICAL EQUIPMENT: Triumph pioneered A.C. Lighting-Ignition system with emergency start circuit. Wide angle rear/stop light. Powerful Lucas 7 in. built-in headlamp with combined reflector/front lens assembly, "pre-focus" bulb and adjustable rim.

TOOLBOX: Combined with the oil tank, air cleaner and battery container in a "one piece" unit.

NACELLE (Patented): Neat streamline shell integral with top of forks, enclosing headlamp, rubber mounted instruments and switchgear.

OTHER DETAILS: Smith's 120 m.p.h. Speedometer, Triumph "Two-Level" Twinseat. Finish: 5T: Amaranth Red; 6T: Polychromatic "Crystal Grey."

**500cc TIGER 100 (T100)
650cc TIGER 110 (T110)**



For breathtaking performance the two Tiger models exceed the highest hopes of the sporting rider. These elegant machines, noted for their acceleration and tireless high cruising speed, possess an equal measure of comfort, stability and safety — ensured by the Triumph hydraulically damped suspension and powerful brakes front and rear.

T100 and T110 GENERAL SPECIFICATION

ENGINE: T100, 500 c.c.; O.H.V. twin, high compression pistons, die cast head and barrel with close pitched fins. T110: 650 c.c. O.H.V. twin, high compression pistons, new light alloy cylinder head, cast iron barrel, special camshafts and large bore carburetter.

Dry sump lubrication with pressure fed big ends. Twin carburetters (as optional extra) and racing conversion parts available for T100.

FOUR-SPEED GEAR-BOX: Triumph design and manufacture. Heavy duty gears and shafts of finest quality nickel and nickel-chrome steel. Positive stop footchange. Multi-plate clutch with Neolangite linings and built-in rubber pad type shock absorber.

FUEL TANKS: All-steel welded tanks with quick release caps and accessible filters. Oil tank in a streamlined "one piece" unit with air cleaner, battery and tool containers.

FRAME: Brazed cradle type frame with swinging arm rear suspension with hydraulic damping instantly adjustable for varying loads, and the famous Triumph telescopic, hydraulically damped front forks.

WHEELS & BRAKES: Triumph design with chromium plated spokes and wheel rims. Dunlop tyres. Fully valanced rear mud-guard with side lifting handles. Large diameter front brakes with ventilating scoop and highly polished anchor plate.

NACELLE: Triumph Patent design. Imposing streamlined shell integral with top of forks, encloses headlamp, instruments and switch-gear. All instruments rubber-mounted and internally illuminated.

OTHER DETAILS: Lucas electrical equipment including powerful "pre-focus" headlamp and gear driven magneto. Smith's 120 m.p.h. Speedometer. Triumph Two Level Twinseat, tank top parce grid, shell-blue sheen and black finish



Twins of 500cc. and 650cc. Capacity

WORLD AND AMERICAN SPEED RECORDS HELD BY TRIUMPH

World's Speed Record (1 Kilometer Straightaway)

Johnny Allen Triumph Thunderbird 193.72 MPH

American Speed Record (1 Mile Straightaway)

Johnny Allen Triumph Thunderbird 192.30 MPH

Class "C" Intermediate Records (10 Mile Circle Course)

Blackie Bullock	Triumph Thunderbird (10 Mi.)	116.09 MPH
Blackie Bullock	Triumph Thunderbird (20 Mi.)	117.30 MPH
Blackie Bullock	Triumph Thunderbird (30 Mi.)	117.93 MPH
Blackie Bullock	Triumph Thunderbird (40 Mi.)	117.96 MPH
Blackie Bullock	Triumph Thunderbird (50 Mi.)	117.96 MPH

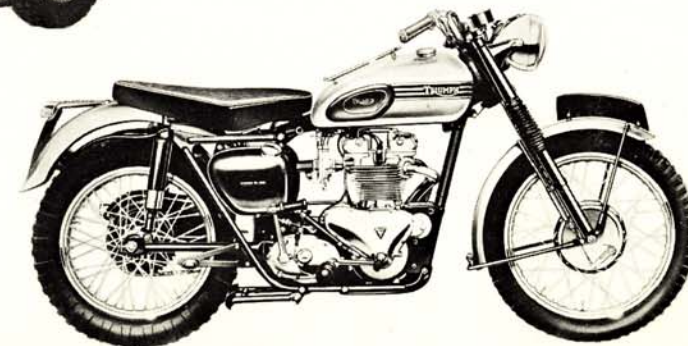
Class "C" Straightaway Records (1 Mile)

Johnny Allen	Triumph Tiger 100	123.95 MPH
Blackie Bullock	Triumph Thunderbird	132.16 MPH

Class "A" Straightaway Records (1 Mile)

Mike Ward	Triumph 15 Cu. In.	104.68 MPH
Mike Ward	Triumph Tiger 100	136.47 MPH
Johnny Allen	Triumph Thunderbird	192.30 MPH

*All Speed Records confirmed by the American Motorcycle Assn. All Speed Records were established at Bonneville Salt Flats.



TROPHY TR5 and TR6

Many competition riders rely implicitly on their Trophy models—and their record of successes in the toughest events is sure proof that this machine is "just right." Now for the first time it is also available with a 650 c.c. engine (TR6) to give that extra surging power demanded by the roughest going.

ENGINE: TR5, 500 c.c.; TR6, 650 c.c.; O.H.V. high compression vertical twin with two gear-driven camshafts. Dry sump lubrication, pressure-fed big ends and valve gear. TR5, die-cast alloy head and barrel. TR6, entirely new alloy cylinder head, cast iron barrel. Air cleaner. Upswept two-in-one exhaust pipe with silencer.

FOUR-SPEED GEAR-BOX: Positive foot-change, large diameter multi-plate clutch with Neolangite linings and rubber pad type shock absorber. **FRAME:** Brazed cradle type frame with swinging arm rear suspension with hydraulic damping adjustable for varying loads, and the famous Triumph telescopic forks with hydraulic damping.

FUEL TANKS: New design petro tank of reduced width. Ample capacity oil tank. Quick-release caps and accessible filters. **BRAKES:** Large diameter cast iron drums, polished front anchor plate, finger adjustment. **ELECTRICAL EQUIPMENT:** Powerful chromium-plated headlamp with

quickly detachable harness. Lucas 6 volt 60 watt dynamo, automatic voltage control. Lucas gear-driven "Wader" type magneto. **OTHER DETAILS:** 120 m.p.h. (or 180 km.p.h.) Smith's Speedometer; competition type Twinseat; shell-blue sheen and black finish. Safe type ball-ended clutch and brake levers. Dunlop Sports tyres optional extra.

BILL POSTEL
1956 A.M.A.
National Champion
Winner
"Big Bear Run"
On His
Triumph TR6

TECHNICAL DATA

MODEL	Terrier (T15)	Tiger Cub (T20)	Speed Twin (5T)	Thunder- bird (6T)	Tiger 100 (T100)	Tiger 110 (T110)	Trophy (TR5)	Trophy (TR6)
Engine : Type	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
No. of Cylinders	1	1	2	2	2	2	2	2
Bore/Stroke, mm.	57 × 58.5	63 × 64	63 × 80	71 × 82	63 × 80	71 × 82	63 × 80	71 × 82
„ „ ins.	2.24 × 2.3	2.48 × 2.52	2.48 × 3.15	2.79 × 3.23	2.48 × 3.15	2.79 × 3.23	2.48 × 3.15	2.79 × 3.23
Cyl. capacity, c.c.m.	149	199	498	649	498	649	498	649
„ „ cu. ins.	9	12	30.5	40	30.5	40	30.5	40
Compression Ratio	7 : 1	7 : 1	7 : 1	7 : 1	8 : 1	8.5 : 1	8 : 1	8.5 : 1
B.H.P. & R.P.M.	8 at 6000	10 at 6000	27 at 6300	34 at 6300	32 at 6500	42 at 6500	33 at 6500	42 at 6500
R.P.M., 10 m.p.h.: Top Gear ...	1000	940	Solo 650 S/c. 755	Solo 594 S/c. 680	Solo 650 S/c. 755	Solo 594 S/c. 680	680	594
Gear Ratios : Top	7.1	6.35	5.00 5.80	4.57 5.24	5.00 5.80	4.57 5.24	5.24	4.57
Third	9.4	8.35	5.95 6.90	5.45 6.24	5.95 6.90	5.45 6.24	6.24	5.45
Second	14.8	13.08	8.45 9.80	7.75 8.85	8.45 9.80	7.75 8.85	8.85	7.75
First	21.4	18.95	12.20 14.15	11.20 12.80	12.20 14.15	11.20 12.80	12.80	11.20
Carburetter	Amal. 332/2	Amal. 332/3	Amal. 376/25	SU. 590	Amal. 376/35	Amal. 376/40	Amal. 376/35	Amal. 376/40
Tyres : Front, ins.	2.75 × 19	3.25 × 16	3.25 × 19	3.25 × 19	3.25 × 19	3.25 × 19	3.00 × 20	3.00 × 20
Rear, ins.	2.75 × 19	3.25 × 16	3.50 × 19	3.50 × 19	3.50 × 19	3.50 × 19	4.00 × 18	4.00 × 18
Brake—Dia. : ins. (cm.)	5½ (13.97)	5½ (13.97)	7 (17.78)	7 (17.78)	8 (20.32) Front 7 (17.78) Rear		7 (17.78)	7 (17.78)
Finish	Red	Blue/Blk.	Red	Poly/Grey	Blue/Blk.	Blue/Blk.	Blue/Blk.	Blue/Blk.
Seat height, ins. (cm.)	28½ (71.8)	29½ (74.5)	30½ (77.5)	30½ (77.5)	30½ (77.5)	30½ (77.5)	30½ (77.5)	30½ (77.5)
Wheelbase, ins. (cm.)	49 (124.5)	49 (124.5)	55¾ (141.6)	55¾ (141.6)	55¾ (141.6)	55¾ (141.6)	55¾ (141.6)	55¾ (141.6)
Length, ins. (cm.)	77 (195.5)	77 (195.5)	85½ (217)	85½ (217)	85½ (217)	85½ (217)	85½ (217)	85½ (217)
Width, ins. (cm.)	25 (63.5)	25 (63.5)	28½ (72)	28½ (72)	28½ (72)	28½ (72)	28½ (72)	28½ (72)
Clearance, ins. (cm.)	5 (12.7)	4 (10.2)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)	5 (12.7)
Weight, lbs. (kilos)	185 (84)	205 (94.1)	380 (173)	385 (175)	375 (170)	395 (179)	365 (166)	370 (168)
Petrol, galls. (litres)	2¾ (11.9)	3 (13.5)	4 (18)	4 (18)	4 (18)	4 (18)	3 (13.5)	3 (13.5)
Oil, pints (litres)	2¾ (1.55)	2¾ (1.55)	6 (3.4)	6 (3.4)	6 (3.4)	6 (3.4)	6 (3.4)	6 (3.4)

TRIUMPH "THE WORLD'S FASTEST MOTORCYCLE"

TELEPHONE
RYAN 1-6794.

Johnson Motors, Inc.

267 W. COLORADO ST.
PASADENA, CALIF.

1956 **TRIUMPH** RETAIL PRICES

Effective January 15, 1956

Terrier-T15 Single Cylinder O.H. V. 150 cc. -Spring Frame	\$467.00
Cub-T20 Single Cylinder O.H. V. 200 cc. -Spring Frame	511.00
Speed Twin-5T Vertical Twin O.H. V. 500 cc. 30 cu.in. -Swinging Arm Frame	840.00
Tiger-T100 Vertical Twin O.H. V. 500 cc. 30 cu.in. -Swinging Arm Frame	905.00
Trophy-TR5 Vertical Twin O.H. V. 500 cc. 30 cu.in. -Swinging Arm Frame	918.00
Trophy-TR6 Vertical Twin O.H. V. 650 cc. 40 cu.in. -Swinging Arm Frame	954.00
Thunderbird-6T Vertical Twin O.H. V. 650 cc. 40 cu.in. -Swinging Arm Frame	870.00
Super Sports Tiger 110 Vertical Twin O.H. V. 650 cc. 40 cu.in. -Swinging Arm Frame	936.00

American style high bars, twin seat, footrests, folding kickstarter, prop stand and automatic advance spark control are standard equipment on all models except the Terrier. The T100, T110, TR5 and TR6 models have the new narrow 3-1/4 gallon gasoline tank. The TR5 and TR6 models will be equipped with Dunlop Sports Tire on the rear, and Dunlop Universal Trials Tire 19" on the front.

Terriers and Cubs are packed two to a crate. Single cases will be available from Los Angeles only, at an extra charge to the dealer of \$7.50. Cubs will come with one upswept exhaust pipe and one downswept exhaust pipe in each case.

Suggested setup charge by dealer - \$17.50 on all models except Terrier and Cub.

Above prices are F.O.B. Pasadena, California; Houston, Texas; and Seattle, Washington; and do not include local or state taxes, and are subject to change without notice.