MOTOR CYCLE WORLD

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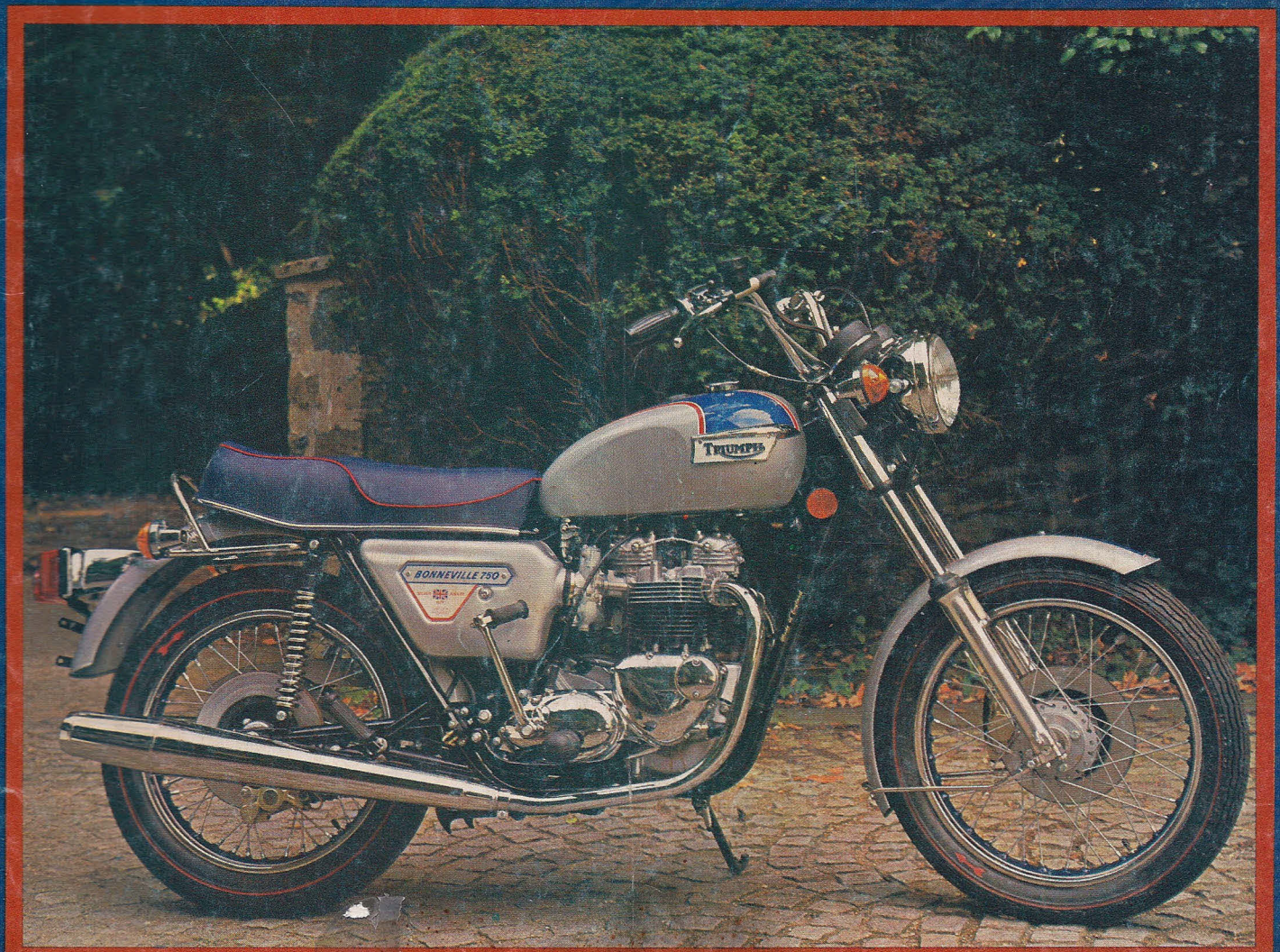
ALL TRIUMPH ISSUE

SILVER JUBILEE TIGER 750
FAMOUS SCOTTISH CUB ■ TR-6 TEN YEARS AFTER
THE HISTORY OF TRIUMPH



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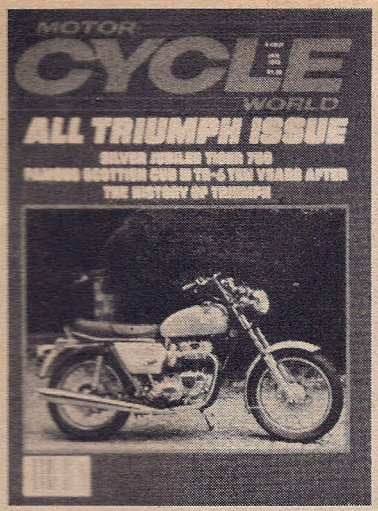

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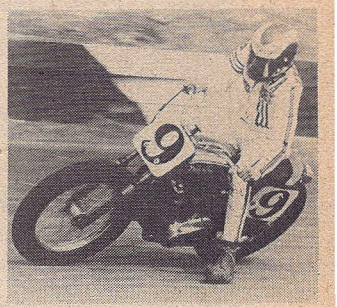

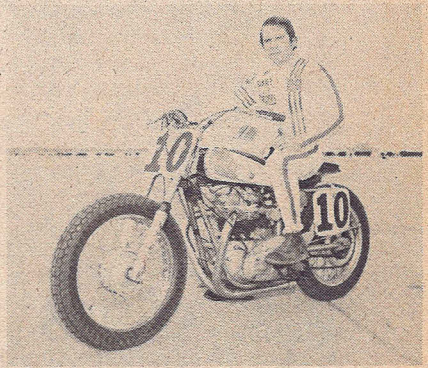

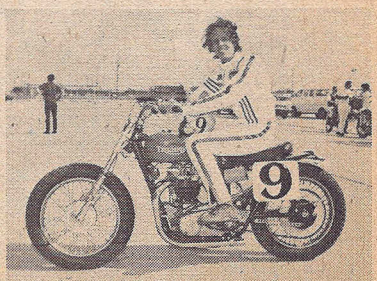

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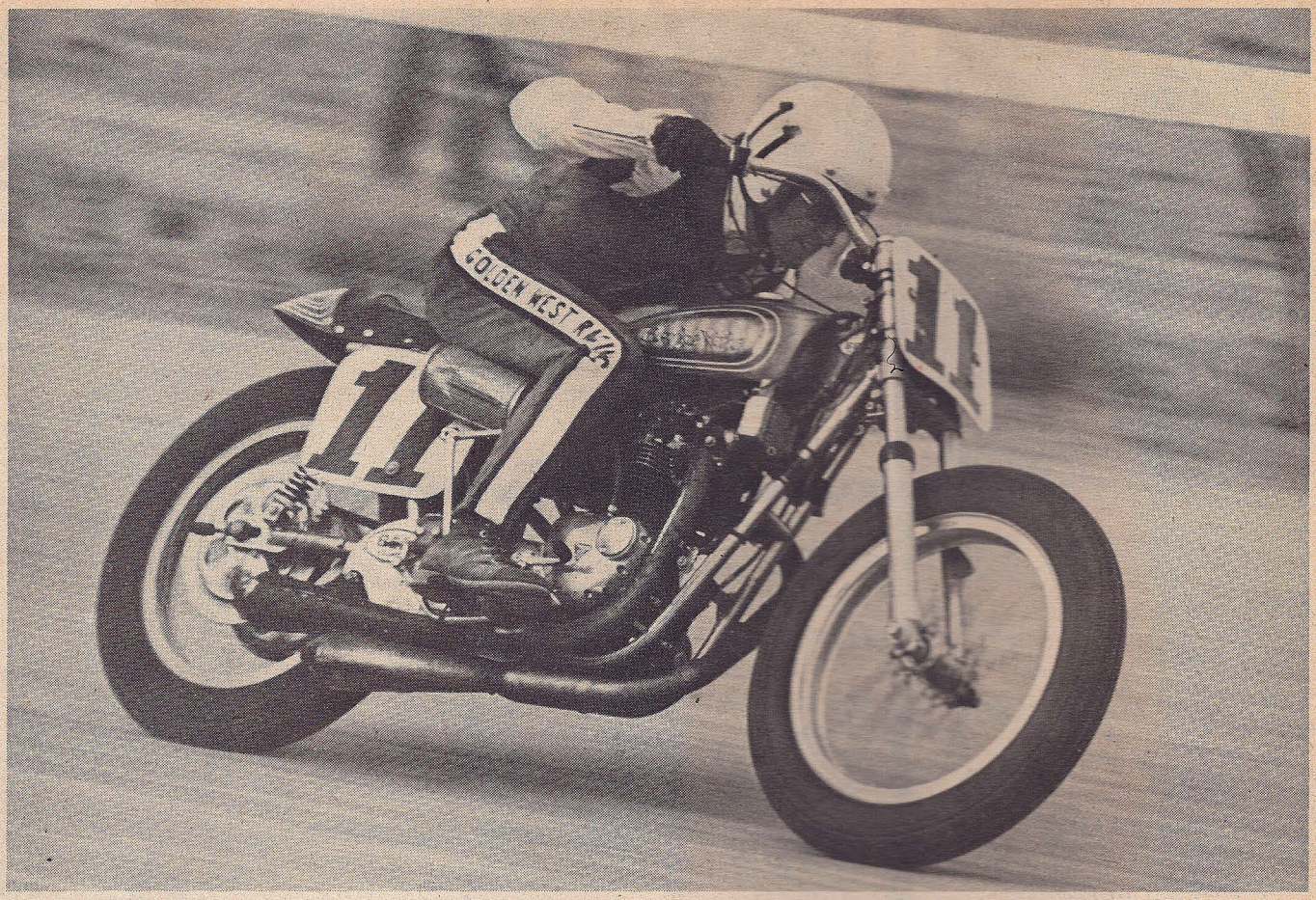
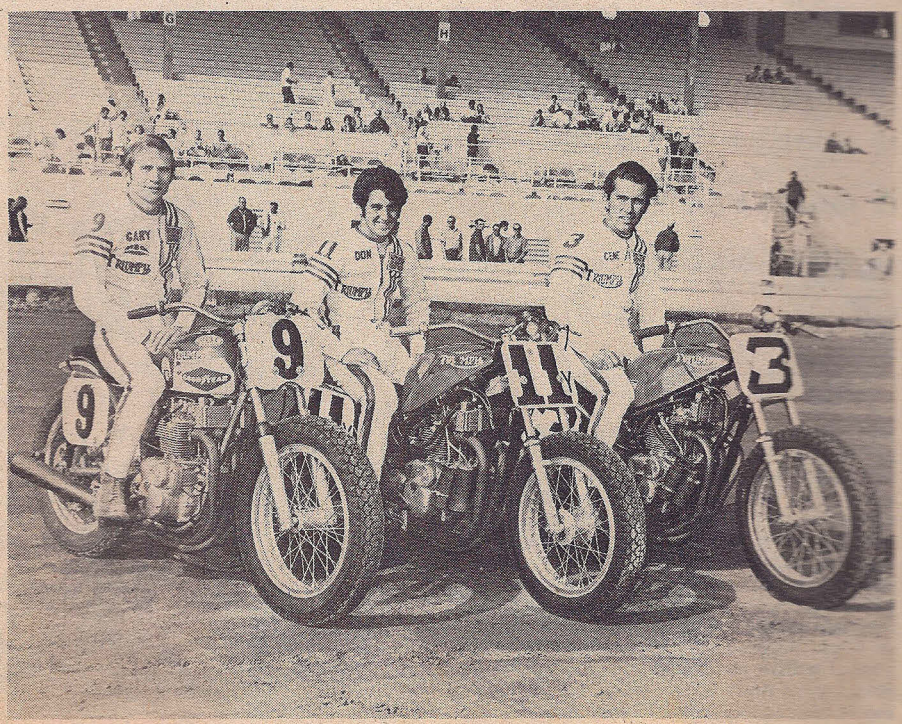


EDITORIAL

Triumph And Motorcycle World—A Bright Future

By The Editor



■ *MCW* has a new Editor with an extensive background in the motorcycle industry. Suffice it to say, after years into motorcycles, flattrack racing, scrambles, enduros and motocross, two years a District Manager for Yamaha, as a one-time Associate Editor for *Cycle Magazine*, and finally, as a contributor to *Cycle Illustrated* and *MCW* over a period of seven years—he's still "a little crazy after all..."

That's just what *MCW* needs—REAL motorcycle people as writers and photographers (it's O.K. if they're a little crazy, too). We've been in touch with some of the best in the business, and beginning with the January issue, *MCW* is presenting its new act. An act we hope motorcycle enthusiasts will appreciate. Let us know how you feel.

The first issue presents a picture of the motorcycle that has helped to sustain the aura and vitality of motorcycling worldwide, the Triumph. For most youngsters and a few oldsters who have recently (within the last ten years) become involved in motorcycling, it

may be difficult to fully appreciate the Triumph. Japanese saturation of the world motorcycle market has relegated Triumph to a very low mark on the market share totem pole.

This year may well prove to be the year Triumph makes giant forward strides on their journey back to prominence among its peers. Recently, our west coast editors contacted Tom Cates, Triumph's National Sales Manager, who gave us a more precise timetable for the revival.

Tom Cates raced professionally with Honda for four years, has been involved with motorcycles for the better part of 30 years, and has been with the Triumph organization for 13 years. While speaking with Cates about the Tiger TR-7 750, we started talking about the Triumph corporation, the problems of the past and the hopes for the future. After telling us that the Tiger makes up only about 15-20% of the Triumph production, we began asking just how production is going in general.

MCW: I think a lot of people are fuzzy as far as their attitude towards Triumph goes. What is going on at the factory, in terms of production and management? How do things look now for the company?

T.C: Meriden Motorcycles, Limited has acquired the worldwide motorcycle marketing rights for Triumph. They have established Triumph Motorcycles America as a direct subsidiary of the factory. We are not owned by the factory, but we are charged with making our own profits in this country. Meriden also has distributors in Canada, on the Continent and in Australia. We've only been into this current situation since May 2, 1977.

MCW: Is Meriden involved with Triumph exclusively?

T.C: Strictly Triumph. They were doing some outside labor work for the Puch factory, but that was a very small job. We have the support of the British government, and the support of British Leyland and a gentleman by the name of Lars Stokes, who is President of British Leyland. We have a big General Electric corporation in England which has offered assistance in the form of personnel and money. There is quite a bit of action. We're optimistic as hell about the future. We're building the 1978 product right now (this interview was conducted in August), and we just introduced the Jubilee. Quite honestly, we're getting 1000 of them and they are all sold to the dealers. The minute they come in they are on their way to a dealer. They are already spoken for. We've gone a little overboard in promoting one motorcycle, but we're really promoting Triumph.

MCW: How many dealers do you have in the States?

T.C: We have about 500, nationwide.

MCW: With this increased backing in England, will production be going up in the next few years?

T.C: Within reason, of course. We are not going to suddenly triple the production. We are going to take it in small stages, as we can handle it. We've had a parts problem which is being cured. We are getting parts in now. The factory shut down production of motorcycles during July to build nothing but spare parts, so we have spare parts on the way. We just delivered a big back order to our dealers, and in about January or February of '78 we'll have just about everything in house that we need for the coming year. So, it's a pretty good time to buy a Triumph. We have had a parts problem as the negotiations for the marketing were being conducted with the previous owner and Meriden, so now that that has happened and everyone had some direction, the parts are arriving.

MCW: Is there anything new coming out in 1978? What can we look forward to in the near future?

T.C: Basically, no, there won't be anything new coming out next year. Triumph has just been a production force for the past 2 years. There has been no management, no engineering or anything. They just hired John Nelson, who used to be with Triumph a few years ago, to be managing director of Meriden. John has also hired Brian Jones, who used to be our design and engineering person a few years back. He is coming back aboard to do a lot of work that we need, mainly environmental stuff...mufflers, pollution and things like that. That is the first step. Everybody wants an electric start on it. We don't really need one, but the customers like it so we'd like to have one. So those two approaches are first, to work on an electric starter and to get our pollution requirements compatible with the government's. As far as any new models, I wouldn't venture anything for the next three or four years.

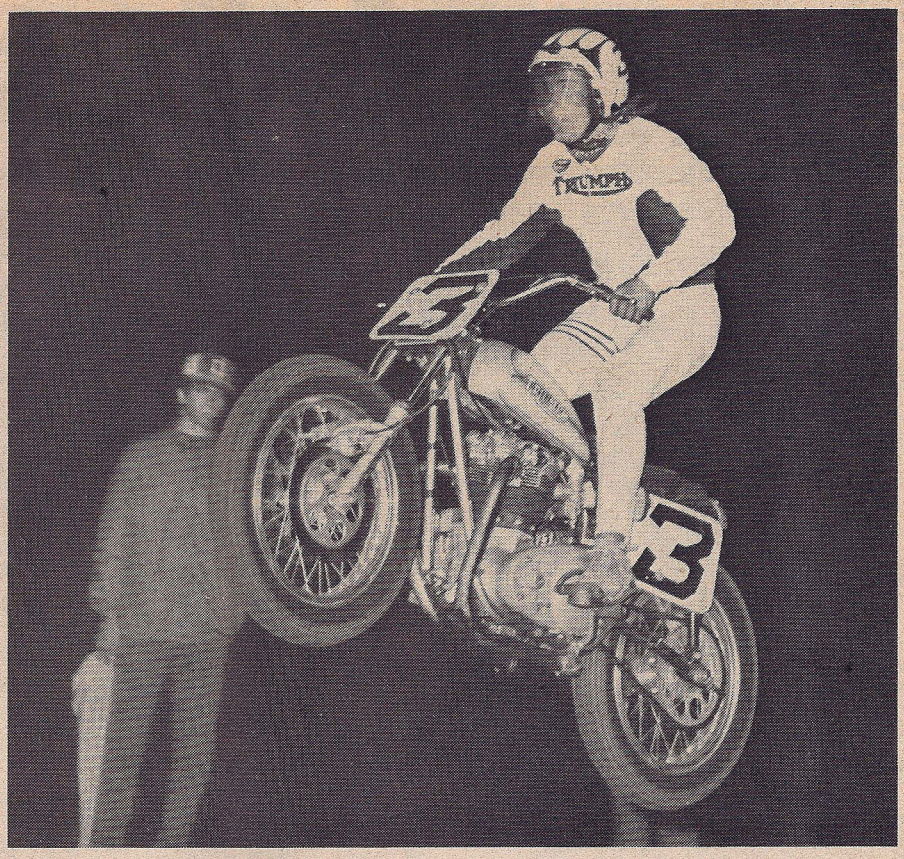
We have regional warehouses for motorcycles and parts in Baltimore, New Jersey, Chicago and one in Long Beach (California), so it makes it easier for a dealer to get a bike and parts.

Triumph is moving right along. We've had two little dealer sessions, we acquired a new ad agency, we've tripled our ad budget for next year. There have been hard times, but we're moving right along.

MCW: What about the triple; will that ever appear again?

T.C: It has to be updated quite a bit before it is released again. It has been discontinued. We still have the tooling and the marketing rights for it. It has to be, probably, a 1000 cc bike if they bring it back. Right now, they just don't have the money for it. It takes a lot of money and engineering to get it going, and right now we've got to sell some bikes. The Bonneville is desirable, we have to do our parts bit, we have to get a lot of new dealers and get rid of a lot of old parts.

It's almost like starting from scratch. ●



THE MELLING LINE

By Frank Melling English Editor

■The one event in the motorcycling calendar which everyone has considered permanent is the International Six Days' Trial. The first ISDT was in 1913 and, wars apart, this extended period of torture for man and machine has continued to grow from strength to strength ever since. Now it is threatened by its very success.

A good ISDT course should have a wide range of terrain which tests every aspect of the bike and rider. There will be flat out sections which require skills almost akin to road racing and terrain so rough and tight that it will be a challenge even to traverse it. All the time, the rider will be aware that he must maintain 24 mph, for this speed is required of him for every mile of the 2,000 which comprise an ISDT.

Having had experience with almost every form of motorcycle produced today, I am convinced in my own mind that the best in motorcycling is to be found in an ISDT bike, for no other form of two-wheeled transport will do so many things so well and with such impeccable reliability as one of these machines.

The same might be said of the riders who have to be expert motocrossers, exhibit all the daring of pavement artists and the delicacy of top-class trials riders as well as being sufficiently sensitive not to destroy their machine and good

(Continued on page 62)

Now YOU Can Be A MOTORCYCLE MECHANIC

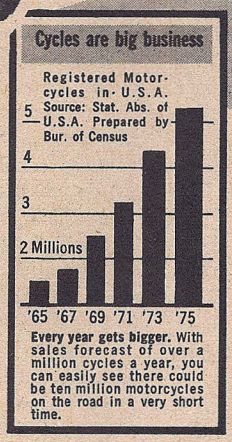
LEARN AT HOME IN SPARE TIME WITH NO PREVIOUS EXPERIENCE

Experts show you what to do, how to do it... guide you every step of the way to become a skilled motorcycle mechanic.

If you like to ride a bike for fun . . . learn how to fix it for profit! Can you imagine a better way to earn your living? And the pay is great — whether you choose to work in a cycle shop for somebody else or decide to start your own cycle repair business. Now, thanks to North American, there's a fast, easy way to get the training you need . . . at home in your spare time. No need to quit school or job. Experts show you step-by-step everything from minor tune-ups to major overhauls.

Millions of New Motorcycle Riders Year After Year

Motorcycle sales are going through the roof! The estimate of a million new motorcycles bought this year is probably low — and now with higher gasoline prices and possible shortages, you can just imagine how many people are going to be switching from automobiles to motorcycles for their regular transportation . . . not to mention the thousands of new dirt bike riders who are discovering the thrill of this action-packed sport.



Every year gets bigger. With sales forecast of over a million cycles a year, you can easily see there could be ten million motorcycles on the road in a very short time.

Work Out of Your Home

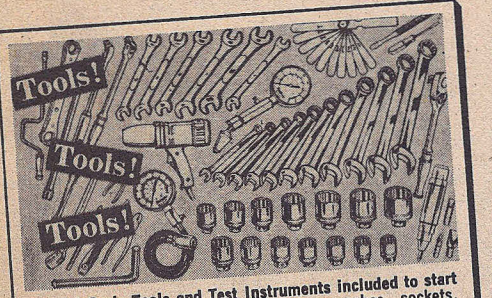
It's easy to start once you qualify — or if you'd rather, get a full-time job at a motorcycle shop or dealer.

You Get the Tools You Need for a Fast Start

We send you special cycle tools and precision test instruments . . . yours to use during your training . . . and yours to keep in your action-packed career. You learn by doing — with tools in your hands — getting the practice you need to become an expert motorcycle mechanic. Everything explained in easy-to-understand language, complete with drawings, diagrams, photographs. You learn engine design, carburetion, electrical systems . . . as well as frame repair, wheels, shocks, transmission, valves, everything from routine maintenance to a major overhaul.

Motorcycle Shops Need Qualified Mechanics

Has your bike ever been out of action waiting for needed repairs? It happens to almost everyone! It seems motorcycle shops just can't keep enough mechanics on hand to take care of everyone. Wherever you go all over this country, you'll find motorcycle shops looking for qualified mechanics . . . and they pay good money too!



Special Cycle Tools and Test Instruments included to start you fast! We teach you how to use wrenches, sockets, impact screwdrivers, timing lights, compression gauges, vacuum gauges, degree wheels, soldering irons, ignition wrench sets and much, much more! We even include a set of special cycle tools and instruments to get you started fast! These are yours to use during your training . . . and yours to keep in your action-packed career as a motorcycle mechanic.

More Girls — More Bikes Each Year

If you've been riding your bike for fun the past few years, you can see for yourself that more and more girls are taking up the sport. And this means more bikes every year . . . and bigger demand for motorcycle mechanics. So get in on the action . . . get in on the fun — start making good money as a motorcycle mechanic.

Your Future is in Your Own Hands

The big demand means you can decide for yourself whether you want to work for someone else or get into your own cycle repair business. Start in your spare time repairing cycles at home — or get a job with a motorcycle shop! After you've been a working mechanic, you can decide whether you want to start your own profitable repair business.

You'll Be the Center of Attraction in Your Circle of Friends

Enjoy the admiration of friends and neighbors as they flock around to watch you tear down and tune up all kinds of motorcycles. And just think of the satisfaction in knowing you've got the best performing bike in town. Plus, you can make extra dollars fixing motorcycles for friends and neighbors.

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HOOK-UP

Hook-up to the drag race world with Chris Carpenter. Each month in CYCLE ILLUSTRATED and MOTOR CYCLE WORLD. Let Chris tune you into the happenings on the National Circuit. Wife of former Pro/stock #1, Bob Carpenter, she's no stranger to the scene. If you dig drag racing, hook-up with Chris.

History & Challenge Of Pro Stock

By Chris Carpenter

■Prior to 1974 fans attending motorcycle drag race events went to see the nitro-burning top fuelers, single and double engine gasers, along with assorted sportsman bikes. The continually empty grandstands soon made it evident something was lacking. The AMDRA (The American Drag Racing Association) needed something crowd pleasing and a challenge for racers.

They experimented, designing a new professional class for stock appearing, gas burning, naturally aspirated motorcycles with unlimited engine displacement. Fans would see facsimiles of their own street bikes thundering down the quarter mile at speeds up to 130 MPH in elapsed time of 10 seconds. Excitement and enthusiasm rippled through the racing circuit and three seasons later machines print rubber under 9-½ seconds at speeds 140 MPH.

You've come of a long way baby! From a class dominated by a few, to a full blown Star War of bikes, riders, mechanics, and industries.

Fast parts manufacturers are ecstatic. From the drag race world came super high performance products: cams, pipes, carburetors, pistons, and tires to transform street motors into monsters at the strip.

In 1974, a National Minimum Record for Pro Stock was set up by AMDRA at 10.60 130 MPH, with purse monies the least of all Pro classes. Mike Bruso, who had taken the No. 1 plate for combined Pro Points for 1973, took his fast 900 Kawasaki street bike, lightened it, chassised it, and came out and ran a 10.36-131.57 and eventually knocked the record to 10.10-131.33 at the last race in California to deprive Bob Carpenter of his 10.18 best in New Jersey the meet before. Mike thus earned himself the first No. 1 Pro Stock Plate along with his National Record. No one has held both the No. 1 Plate and Record since.

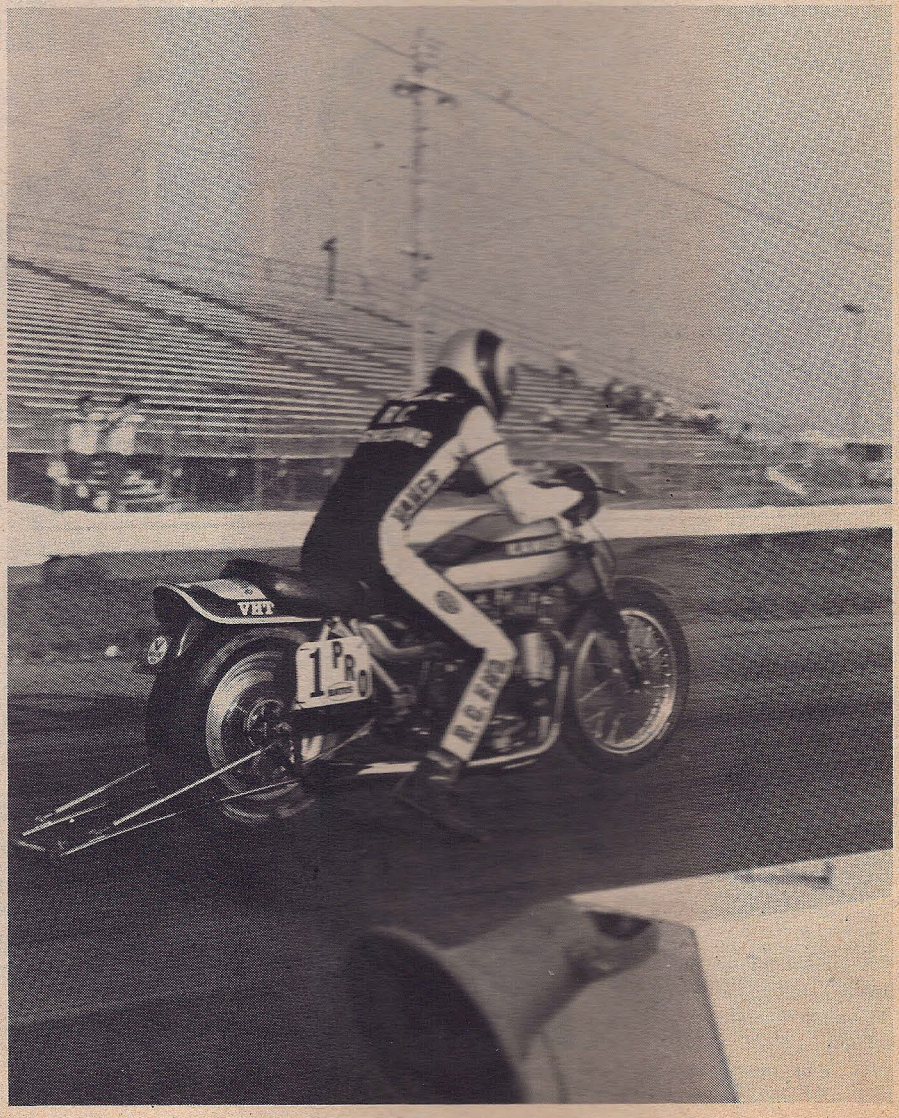
That challenge began to run in the veins of Pro Stock racers.

Challenge No. 1 was deciding on a machine that would combine cubic inches to weight ratios along with rider weight to get the greatest amount of horsepower to the ground. The weight breaks varied with engine types.

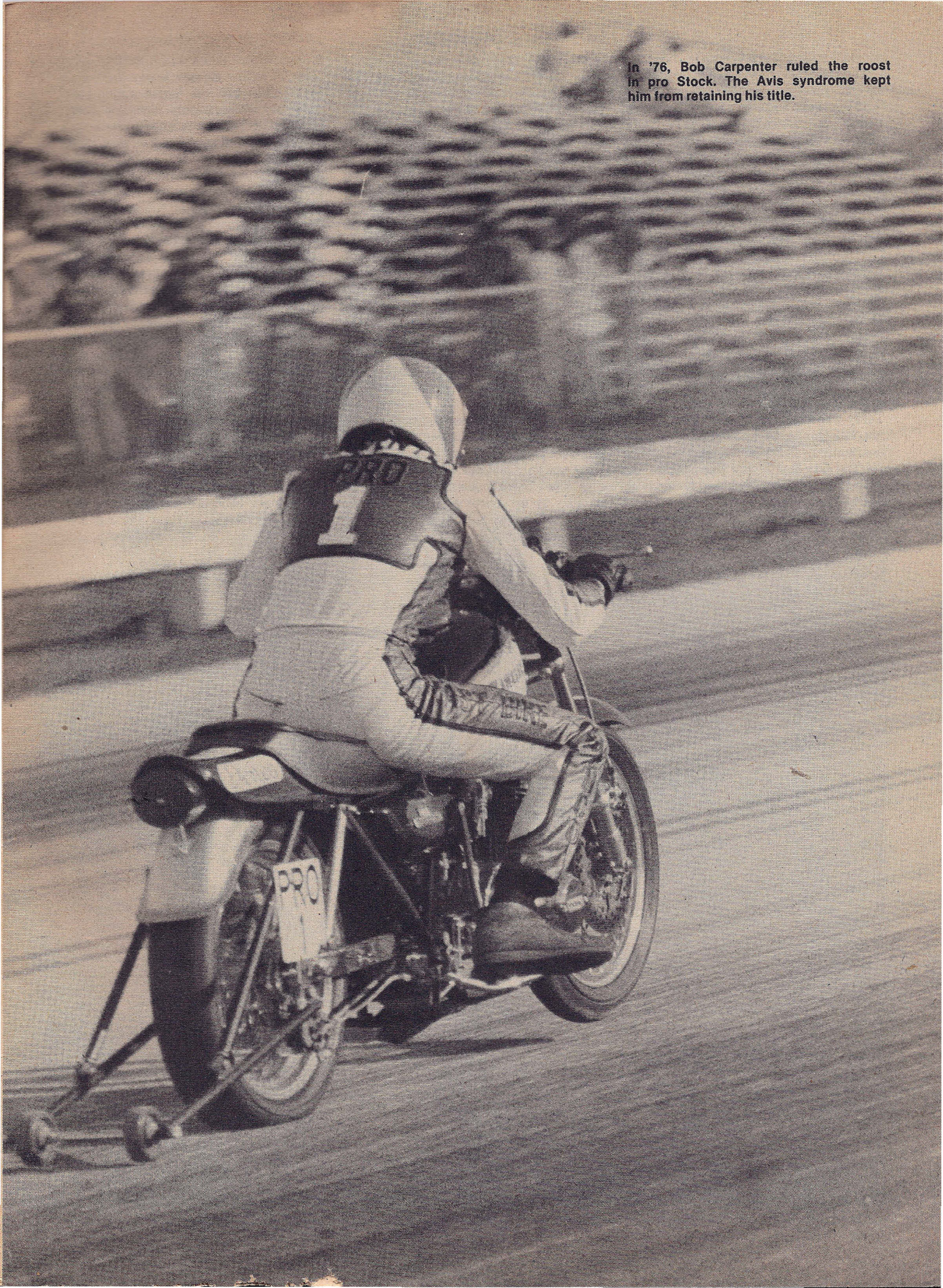
Challenge No. 2 was adjusting to a "pro start." Rather than a full Christmas tree of 5 vertical amber lights blinking at ½-second intervals counting down to the last green and go, they now staged and received one amber and .3 seconds later green and go. The lights became a test of reactions and the differences in ET's.

Manufacturers started to sponsor riders with experimental parts. But it was still up to the rider to handle these lightweight power houses.

A plague of traction problems occurred and wheelie bars became a must. Especially after too many "reddened



Terry Vance, No. 1 in '77, dials-it-on at Freemont to take the E.T. and MPH record at the first race of the season.



In '76, Bob Carpenter ruled the roost in pro Stock. The Avis syndrome kept him from retaining his title.

cheeks" from horsepower wheelies.

Thus another new product to design, test, and market.

1975 proved to be the coming of age of Pro Stock. Riders were excited, manufacturers felt their products profit and crowds were supportive. Fans who were bored with top fuelers blowing up and elaborate double engines going slow cheered the cloudy burn-outs, the two-stroke ring dings beating the thunderous four-strokes. And all this done by stock

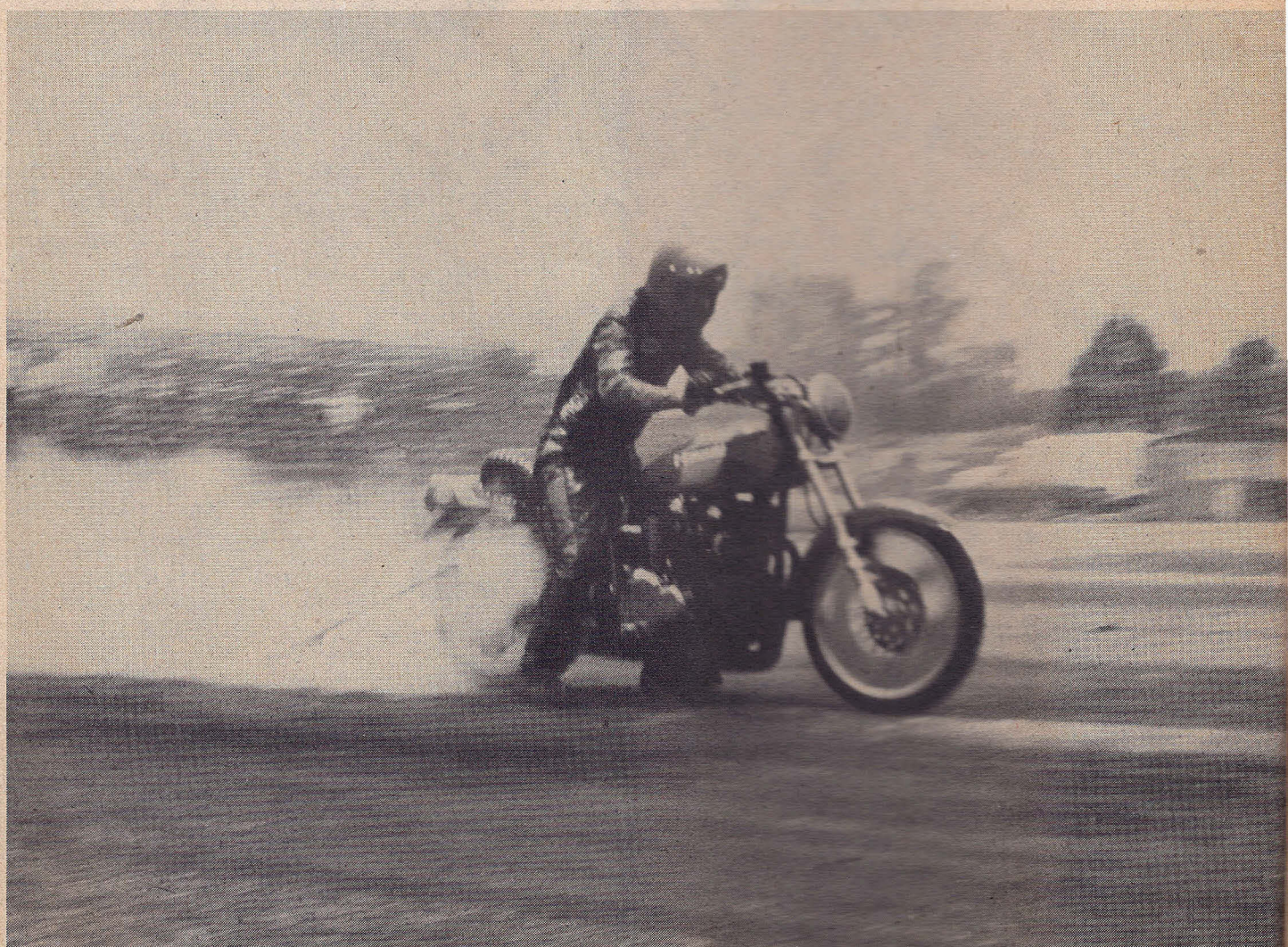
The prestigious race for No. 1 and the National Record showed fans who was the best, fastest, and quickest. By 1975, Mike Bruso and Bob Carpenter were the leaders due to their consistent one-two finishes. Mike's 900 Kawasaki and Bob's 750 Kaw had the crowds on their feet. The No. 1 position and the record exchanged hands so often that it took Terry Vance of R.C. Engineering aboard his 750 Honda to unbalance this class domination. Terry double-dutied riding his Top Gas Honda and Pro Stock along with Mike jumping back and forth to his B/Gas Kaw. Races were being won by .01's of seconds and the tensions built. The first nine second pass was accomplished by Mike Bruse. New products including CDI ignitions, magnetos, trick pistons, higher lift cams, and more air gulping carbs were being tested and sold. Terry entered the Pro Stock circuit late, but managed to win the three races he entered, and took the ET record at 9.74, while Bob held the MPH at 139.31 and also the No. 1 Plate.

1976 may have been the nation's birthday but there was no partying in Pro Stock. The year saw the big cc's versus the small, the two strokes showed their ponies while the four strokes continued to need better weight displacements. Riders stayed in one class because they found the competition too tight. Mike continued on his Kawi, Bob switched over to a 900 even though his 750 Kaw could still beat the big motors, and Terry jointed the Kawi club with his 900.

The elaborate burnouts turned the fans on and the .1 & .2 qualifying time differences drove them wild. Machines were not only fast but were getting face lifts. They were mean and clean. Fancy paints, shiny chrome, and specially designed seats were in abundance, along with the riders' leathers in designer contrasts. Pro Stock was indeed a "pace setter." Other classes began to watch these bikes tick off better times than some of their specially designed dragsters that were intended for max horsepower and speed. All eyes were on this class.

Information about cam lifts, porting, gearing, carburetor jetting, gases and tires were drawing attention and performance product companies' sales boomed. Everyone wanted to go fast, faster, fastest. Sponsor contingencies appeared. But the pressure mounted for the racers. Their test proven motor components were at a demand and riders began to compete with many of their own built products. But they loved it. "It would be a thrill to be beat by something you've built to prove there is nothing trick in your motor," stated Bob Carpenter after I watched him make a quick quarter mile pass on his record holding 750 Kawasaki and then load it up into someone else's truck! Manufacturers prided themselves for "racing what we sell and selling what we race."

The year caused discontentment with the folding of AMDRA and the cancellation of the final three races leaving the



Sid Pogue pounds on the door for the '78 crown. Vance, Carpenter, and Bruso spent the season trying to catch up to the points leader.

records and points to date as final, even though the records and points races of the past few years had been decided at the final race of the season. So the No. 1 Pro Stock plate went to Terry Vance while Bob Carpenter took the record at 9.51-139.131.

The winter of '76-'77 brewed many rumors. IDBA (International Drag Bike Association), which started its program in 1976, was to be the only drag race sanction available. But would the Top Three (Bruse, Carpenter, Vance) retire or change classes due to the new weight breaks and broader rules necessitating more new engine and chassis design? Was the challenge and pressure too much? Was the cost too much?

No, it seems that the cold Eastern and cool Western winter only gave them more time for R & D, thus pushing them to test their theories out. And as usual they came out packed with power. But many new names and machines also had time for their own research. The Pro Stock field grew in number and the race for No. 1 began again.

Racers such as Jim Cooper and Ed Ryan, who struggled when the Top Three dominated were now joined by Sid Pogue, Joe Yeager, and Butch Pace, showing their abilities to take over the leadership. The favorites were blending in, making for even more exciting competition.

The top 8-10 qualifiers are now running 9.40-9.80's with speeds from 136-141 MPH. The 900 Kawasakis continue to dominate but with engine sizes ranging from 1013-1170 cc's.

Terry Vance, who at present holds the IDBA National Record at 9.40-142 MPH, said that he feels Pro Stock "is the toughest class in drag racing." And he only lost one race in his first two years in competition!

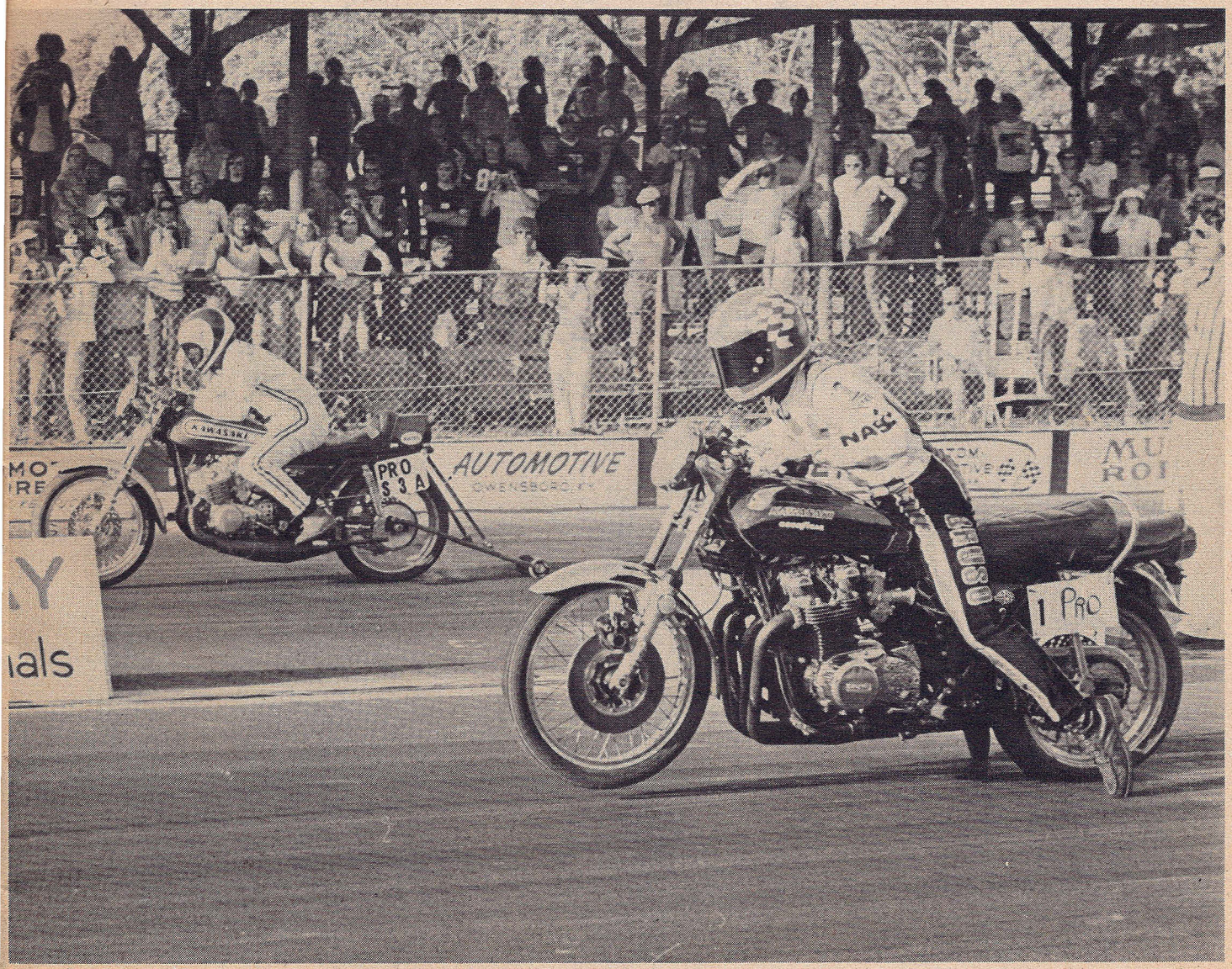
Sid Pogue, who leads in the No. 1 points race stated, "it made me feel good to win mainly because I did it on my own, without any factory help. No one but me does my wrenching. Pro Stock also gives the guy on the street something to identify with. I think it is the most refined and advanced class.

Bob Carpenter who has been the most consistent No. 2 runner-up believes "it is the most competitive and toughest class along with being the most colorful in racing and THE class for proving machine and rider ability."

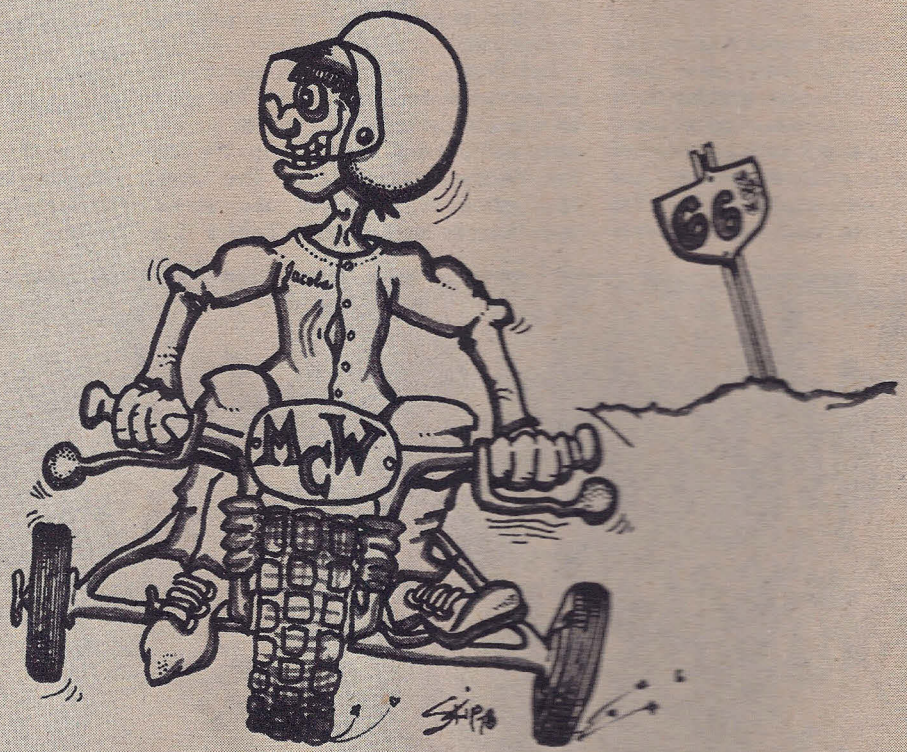
Mike Bruso, having been with the class since its start: "Pro Stock has become a money battle, a fight of the factories."

The climb to No. 1 takes not only knowledge, skilled riding abilities, consistent machine, meticulous mechanics, and sponsorships but also the guts and desire to go fast. The Top Three riders (Bruso, Carpenter, Vance) have all held the No. 1 Plate and have exchanged the records amongst themselves. But are they willing to give it up to someone else? Or do they desire to hold the total dominance of Plate and Record?

One thing for sure; whenever your favorite racer loses, don't give up, he'll be back, more than likely faster than before!! ●



Bruso and Carpenter, the first leaders of Pro Stock, challenged each other weekly on strips across the country.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Riders And Racers

Riding Triumph coast to coast

By Peter W. Jacobs

■ My '66 Triumph TR-6 and I traveled coast-to-coast-to-coast, in the sunshine of my life. By design the TR-6 'C' model was best suited to woods riding and competition. Its milieu was definitely not long distance touring. I fitted a 20-tooth countershaft sprocket which made the difference. At 4,000 rpm the bike danced to a 75 mph tune.

On my ride I met a 2,200 mile stretch of thunder road that's almost silent now. Once it was the Main Street of America for the generations of travelers who used her. Queen of automotive dreams, moving east and west across pasture and prairie land. Through cities and towns, past turnip patches and teepees, she ribboned across Illinois, Missouri, Oklahoma, Texas, Arizona and California.

During her reign she beckoned adventurers to put the pedal to the metal on her speed limitless leg west of the Mississippi River, following amber waves of grain westward to the majestic slope of the Rockies.

Route 66 is her name, this Grand Dame, now underemployed and fading all too soon into just another memory. She's being replaced. Forgotten. A system of interstate freeways are fast striking the fatal blow.

From the days of lean cheeked and flabby jowled Okies and Arkies, from cow paths and pock-marked rural berms in the twenties, grew the longest, busiest, proudest highway in our land. From center city Chicago to Santa Monica Boulevard her songs drew the multitudes.

The abiding image of America is its small towns, where birth flows into death amid the steady rejuvenation of generation passing into generation. Towns along Route 66 were everything, all our virtues, all our memories—the backbone of America. In better days vacationers came with their dollars and could spend a month just seeing the sights along the way. Her side roads took you to magic places; to Jesse James' hideout past the Grand Canyon to the Meteor Crater and the Petrified Forest. And then there's her badman black tarmac, which crosses the great Colorado River.

To people living along her now weathered path, there's not another like 'er. She's flavored with antiquity. The corner cafes (romanesque in structure), cinderblock cheap motels with canned air, and the plaintive country melodies in the heat of the desert night)—all of it unique and distinctively American, are choking amidst the provisions of capitalism's bracing competition.

America's stage for the spirit of adventure was portrayed on TV during the '50s and '60s. Millions sat poised in front of their televisions intrigued by the yesterdays of legend and romance, and the rhythm-imagery of western adventure stories. By today's standards, the home entertainment industry was in its infancy, long before man first set foot on the moon. A Friday night TV program might carry us along with two characters in a Corvette, who sought the stuff of adventure, heading westward along Route 66 toward the California sun.

Meeting 66 at the "Gateway to the West," St. Louis, where the fabled route starts it westward curve, I rode hard for a period of three days, 18 hours a day, past towns like Joplin, Missouri; Oklahoma City, Oklahoma; Amarillo, Texas; Tucumcari, New Mexico; Flagstaff, Arizona and the desert hot-spot Needles, California.

My journey was peppered with unique, never-to-be-forgotten experiences. Sitting in the back room of a laundromat east of Cincinnati in my underwear, listening to the ladies cackle while my thought-they-were-waterproof leathers tumble dried. I'll have the rest of my life to remember my face shield (when goggles were the rule of the road). By drilling your helmet for snaps, you could be one of the first to wear a full face shield. My shield gave up at 75 mph, if I didn't tweek my head in a weird way against the wind to hold it in place. Otherwise I'd receive a sobering slap in the face. While cruising through the Oklahoma oil fields with my head bent out of shape all those yesterdays in front of the TV went sour. Particularly when I later learned of the excessive wear to my spine.

My ride was not without excitement. Waking up from a sound sleep at 70 miles per hour!

After a "last gas for miles" stop in the desert, the jockey at the pump wanted to know where I was headed. "I don't know buddy, I just ride" was my patty-cake reply.

"Well, you better figger on layin' over, there's a storm acomin'."

"Yeh right. O.K." Off I went into the eye of a heavy sandstorm, the kind that peels paint. And me riding without gloves.

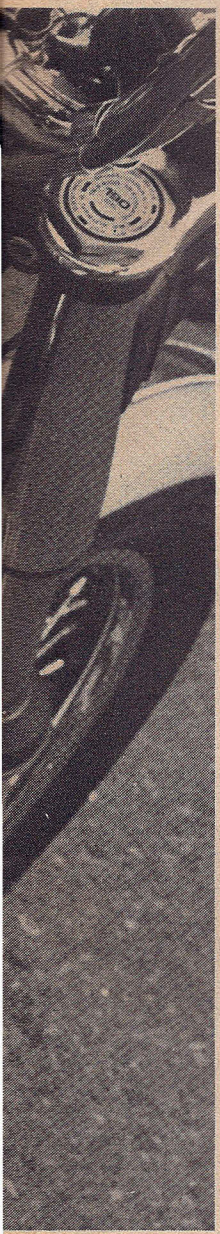
Out west tractor-trailers sometimes run tandem or piggyback: one tractor, two trailers. Don't ever try to pass one in a blinding, zero visibility sandstorm. Sandy Star here tried and made it—but never again. A cross-wind swept my Triumph under the last trailer. . . .only seventeen thousand instant Hail Marys saved me. I parked 'er. Then gave serious consideration to changing my religion.

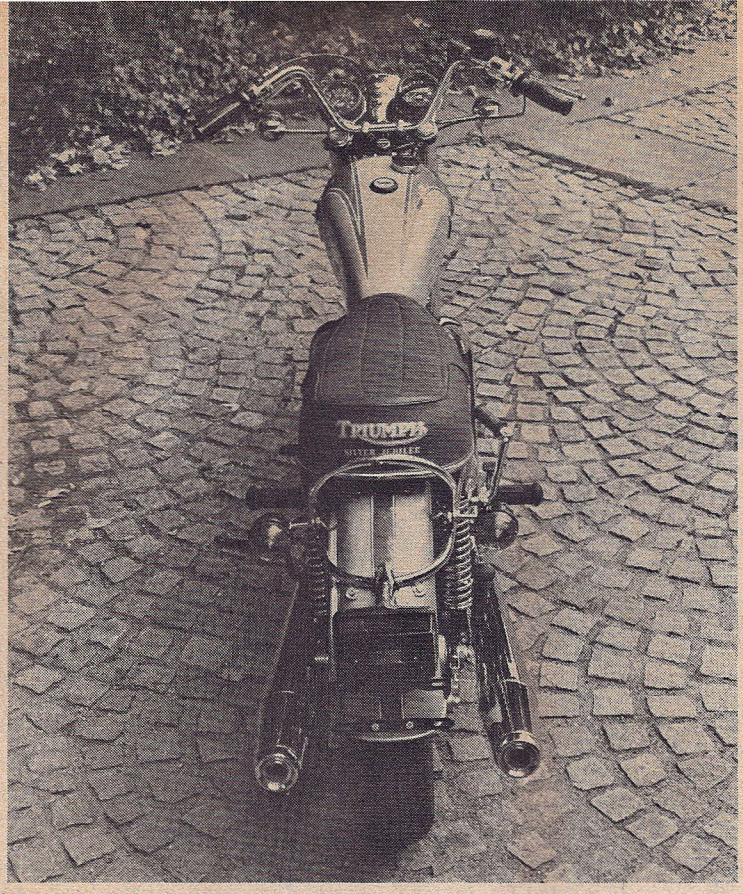
I'll remember all of it. . . the farms, ranches, the cowboys with their Stetsons, oil wells in downtown Oklahoma City, the thousand of attacking gnats that covered me and my Triumph at dusk as I struggled to commit to memory every detail of an outrageous Western sunset. Rip-off joints and desert cactus, winds and coyotes. Nailing the "road runner" upside Tucumcari which had made me crazy watching on TV for years. The tumble weed that just missed me in Albuquerque and those California surfers standing in the desert with their boards and thumbs pointed east.

All this along Route 66, every detail to be relived by me always. There in '66 on Route 66 riding a 66 and truly loving it. Now the year is '78. In twelve years we've had a war; many men my age lived and died and never were able to see the country as I did. And to hear Route 66 is leaving us makes me sad. There will never be another ride like my ride of 66. ●

TRIUMPH

SILVER JUBILEE





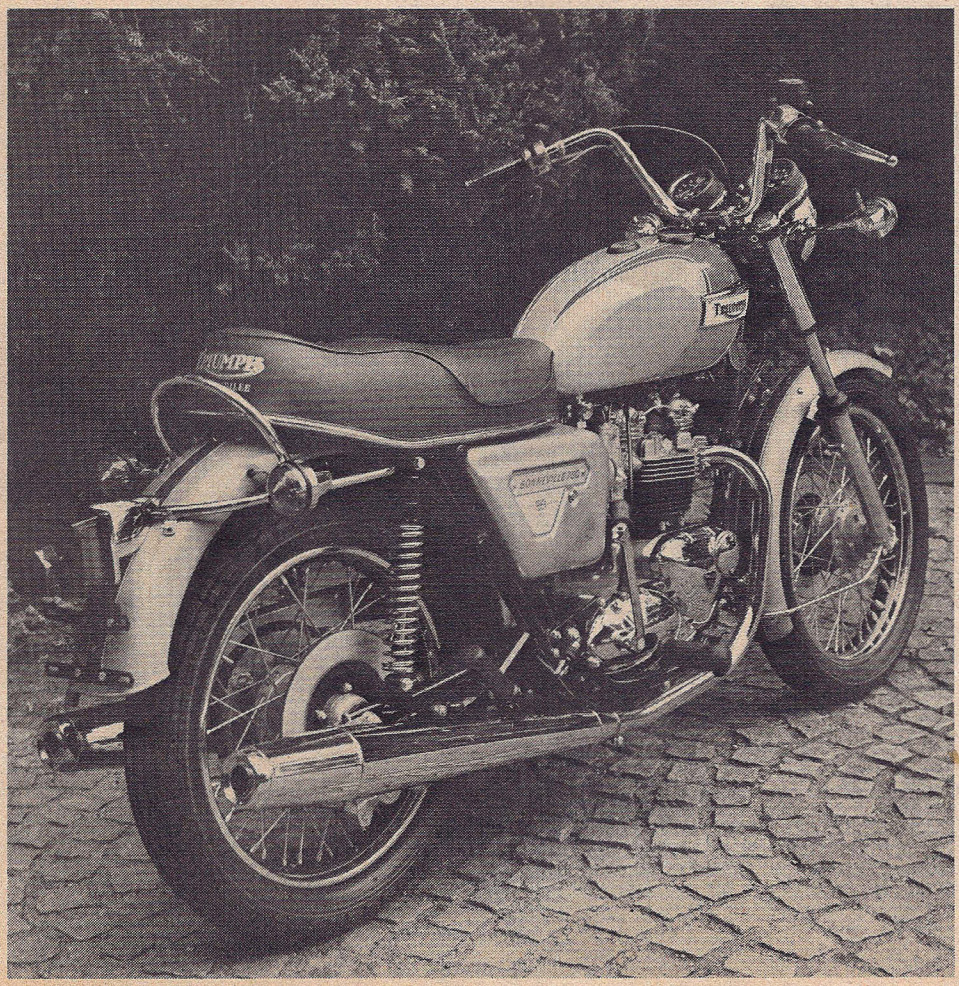
Triumph craftsmen meld a subtle, refined symmetry in the seat and tank structure. The aesthetic variation of paint scheme and the use of CHROME are the only differences from a standard Bonneville 750.

Photography by Tom Crane

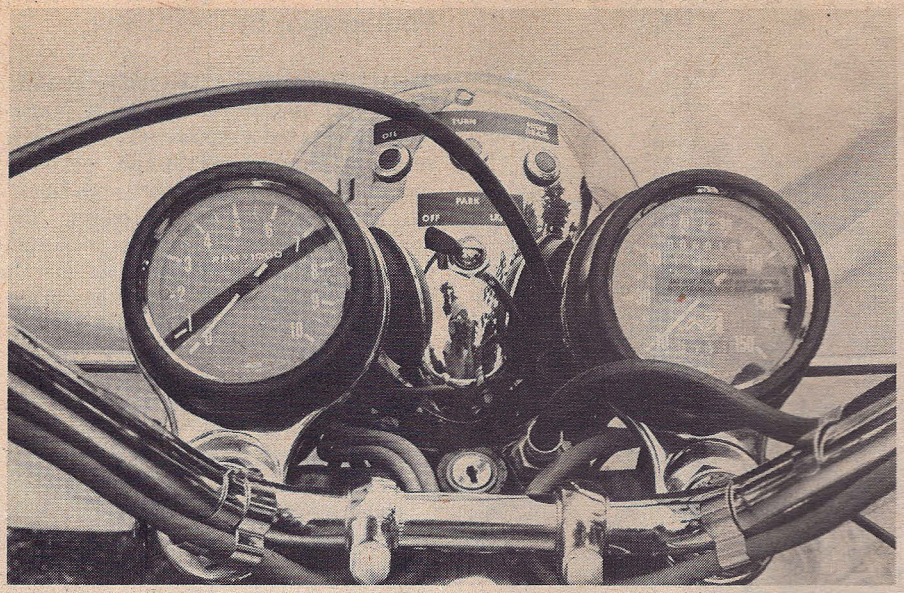
■ Never before in the long, prolific history of motorcycling had a manufacturer created a motorcycle to honor a reigning monarch. Triumph workers' cooperative, Meriden Motorcycles Limited, polished their top-of-the-line 750 cc Bonneville to give it a cosmetic, covergirl flair. In honor of Elizabeth II, Queen of England, and to commemorate her twenty-fifth year on the throne, Triumph tagged it the Silver Jubilee. Commemorative medallions on the motorcycle side panels proclaim the Jubilee Bonneville as "One of a thousand." This is truly a collector's dream—a limited edition, Silver Jubilee.

The color scheme is striking. Dramatic. A royal touch of class. Finished in silver and blue, it gives a certain ethereal quality to the Jubilee. Triumph craftsmen meld a subtle, refined symmetry in seat and tank structure, highlighted by pinstriping and seat bead trim, integrated with their time-moulded handlebar and instrumentation fashion that synchronize in function. Quite exotic fruit for those who hold a special affection, pride or passion for this lusty twin-cylinder motorcycle.

Last August *MCW* contacted Tom Cates, National Sales Manager for Triumph/America, and asked for a Silver Jubilee.



The limited edition Silver Jubilee has a classic cosmetic flair only the Triumph true can appreciate. Finished in silver and blue, it gives a certain ethereal quality to the Jubilee.



The Jubilee acquired some pieces from its bigger brother, Trident—the 150 mph speedometer with its NVT logo.

"You must work directly with a dealer Only one thousand are coming and they're already spoken for by the dealer network."

We dealt with three dealers. The first, K & W Triumph, Hatboro, Pa., actually had their first Jubilee buyer accompany them to Triumph's Baltimore, Md. warehouse to pick it up; then he supervised the bike's set-up. (The dealer charged him double for set-up, of course.) At the second, Link's Cycle Sales, Coopersburg, Pa., *MCW's* editor, taken by its beauty, negotiated the purchase of one in the next shipment. A dollar down deal. On our third visit to a Triumph dealer, West Chester Cycle Center, West Chester, Pa., proprietor Hugh McLennen was delighted to help. Hugh remarked that although his dealership moves more Kawasakis and Suzukis a year than Triumphs, he's proud to be counted among purveyors of the marquee.

To fully appreciate aesthetic variations, your blood must run Triumph. The latest model 750 cc vertical twin grew from the 650 cc Bonneville introduced in 1958, which had evolved from the Tiger 110 and Thunderbird. All were vestiges of Edward Turner's memorable 498 cc Speed Twin, the machine said to have redesigned half of motorcycledom, in 1938.

Since '58 the Bonneville has been methodically improved in practically every way. In 1972, an important departure was the introduction of the oil-carrying frame. The duplex forward-down tubes met at the steeringhead a larger diameter backbone member that sloped back to an increased saddle tube. Engine dimensions were 76 mm x 82 mm, 744 cc.

The cylinder block is cast iron and the one-piece head is light alloy. Overhead valves operate in the long-established Triumph manner by pushrods from dual cams lying across the front and rear of the crankcase. The crankshaft is carried on ball and roller bearings, and the light alloy connecting rods have plain shell-type bearings on the big end. Twin Amal concentric 30 mm carburetors are fitted, the compression ratio is 7.9 : 1, the horsepower output is not available but max horsepower is developed at 7,000 rpm. A triplex primary chain drives a five-speed gearbox having ratios of 12,25, 8.63, 6.58, 5.59 and 4.70.

Featured on the Jubilee are the Triumph/Lockheed disc brakes, fore and aft, of hard chrome finish 10" discs, hydraulic cable operated with the front master cylinder on the R/H handlebar, and rear, mounted under the seat. In many ways disc brakes are superior to the shoe brake used in the past. The action and feel is sensitive and positive, and there is no fade evident even under hard usage.

The 4.10 x 19 and 4.10 x 18, K91 Dunlop Red Arrow tires ($100 a pair) add their own degree of stability and quality to the motorcycle. They wear well and offer outstanding traction in dry and wet conditions. There are no better.

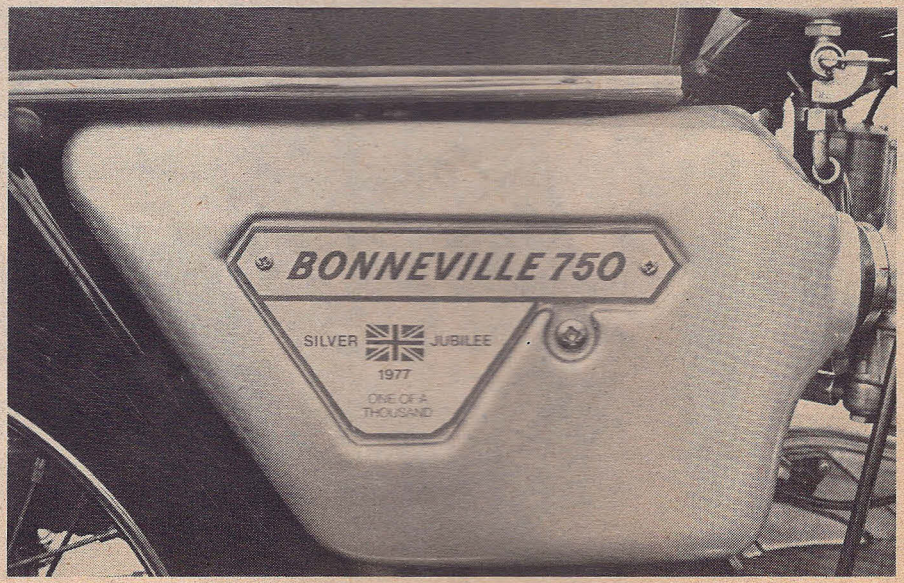
On the subject of handling, it must be mentioned that the low center of gravity of the bike gives it excellent stability at high speed in a straight line or healed over in a turn. Triumph is the first to incorporate the gas-charged Girling shocks on a street/production motorcycle. The Girlings offer an inspiring over-the-road performance.

The custom finish of the seat, its contour and taper surpasses every Triumph seat ever. After many, many miles touring few if any would complain. The seat is firm but comfortable; its compact tapered width of 4" where it meets the tank is almost sensual, yet distinctively Triumph. (Where are the rubber knee pads?) Ground-to-saddle distance is 32 inches. Both feet support the motorcycle planted firmly on the ground.

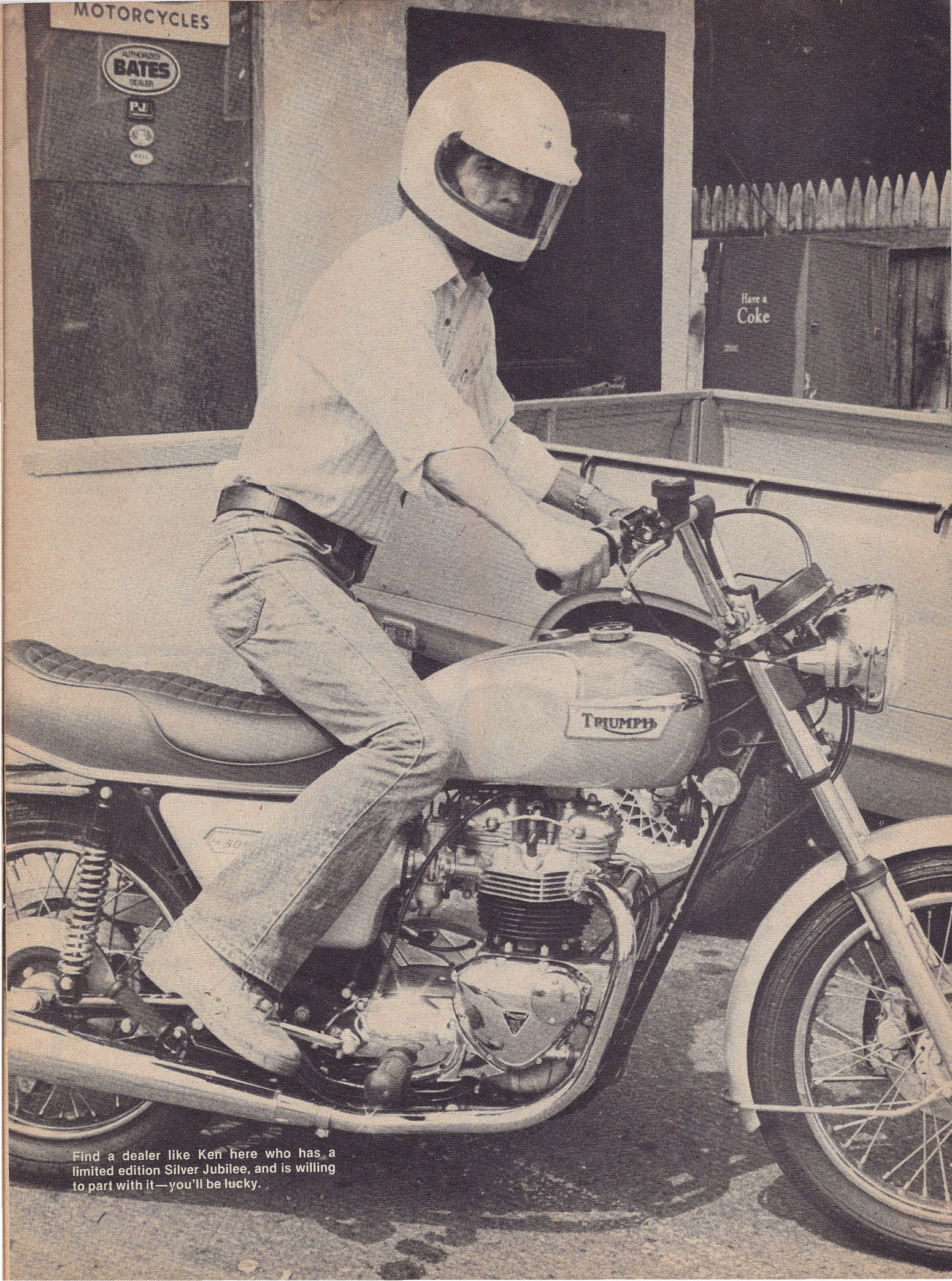
Meriden workers exercised modesty in detail of the Jubilee/America. Overchrome could possibly destroy a work of art. This the cooperative did not allow. Instead, rather tastefully, the engine cases, headlight nacelle and taillight and exhausts were chrome-treated. A very few will recognize that the 10 gauge spoke, 40 spoke rear wheel has been strengthened to 8 gauge.

There is no doubt Jubilee/Britain varies considerably in terms of finish. Britons presume that the greater majority of their former colonists prefer high-rise handlebars, which is not the case. The U.S. version has 30" handlebars with the now familar 8" rise. In Britain, short flat bars are the trend.

Tank sizes in both countries also vary. In Britain the preference is more of a utilitarian nature; they opt for the

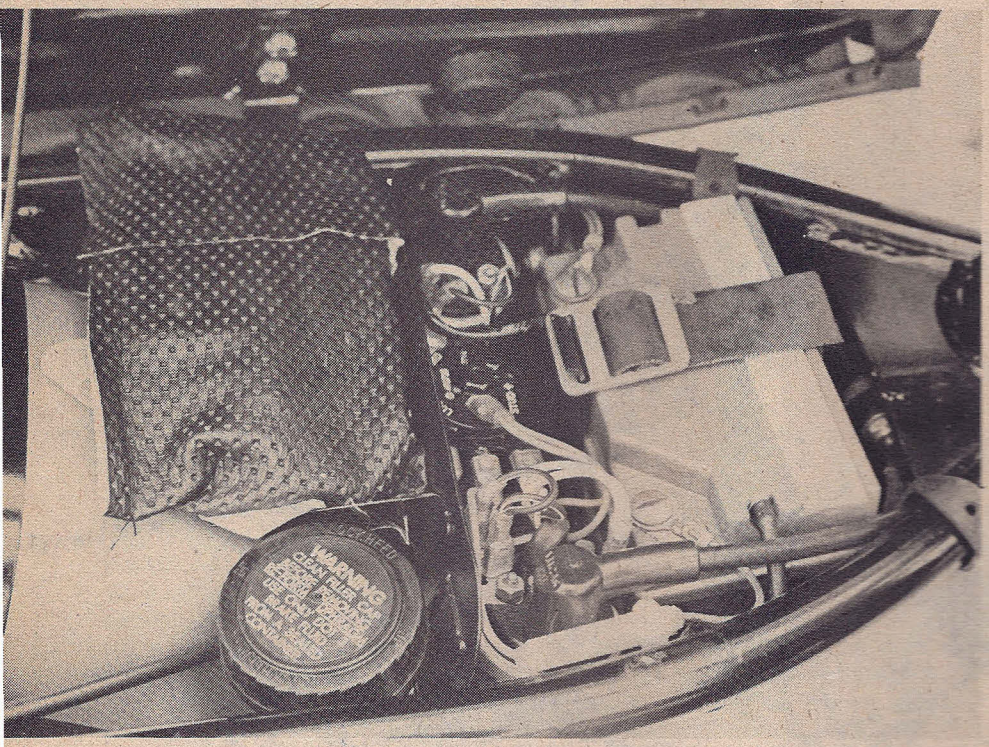


A collector's dream, a millenarian.

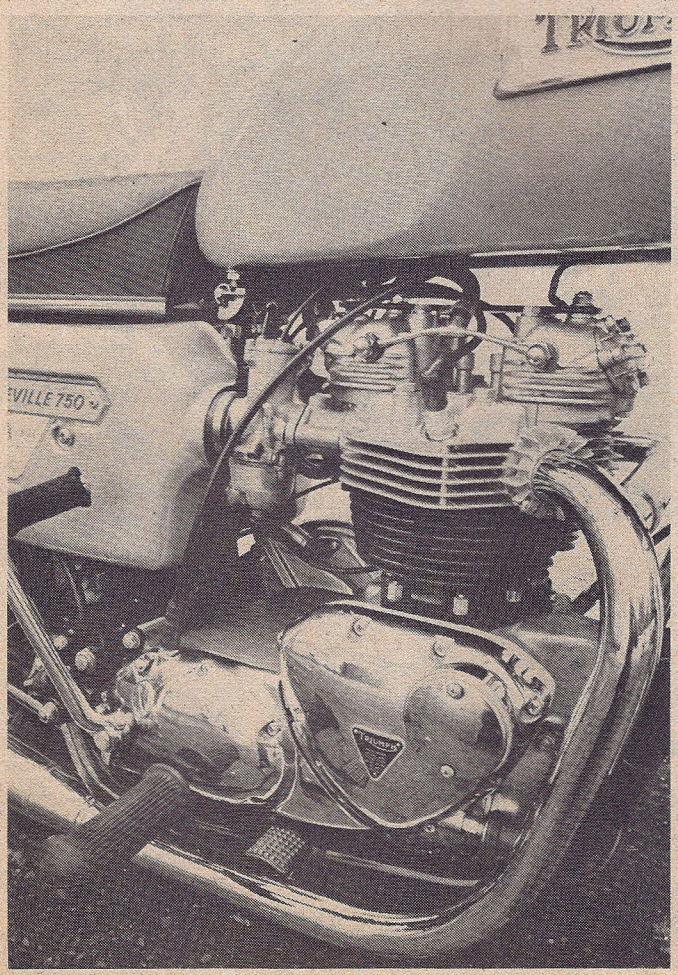


Find a dealer like Ken here who has a limited edition Silver Jubilee, and is willing to part with it—you'll be lucky.

Jubilee battery, tool satchel, wiring and disc brake resevoir are accessible under the seat.

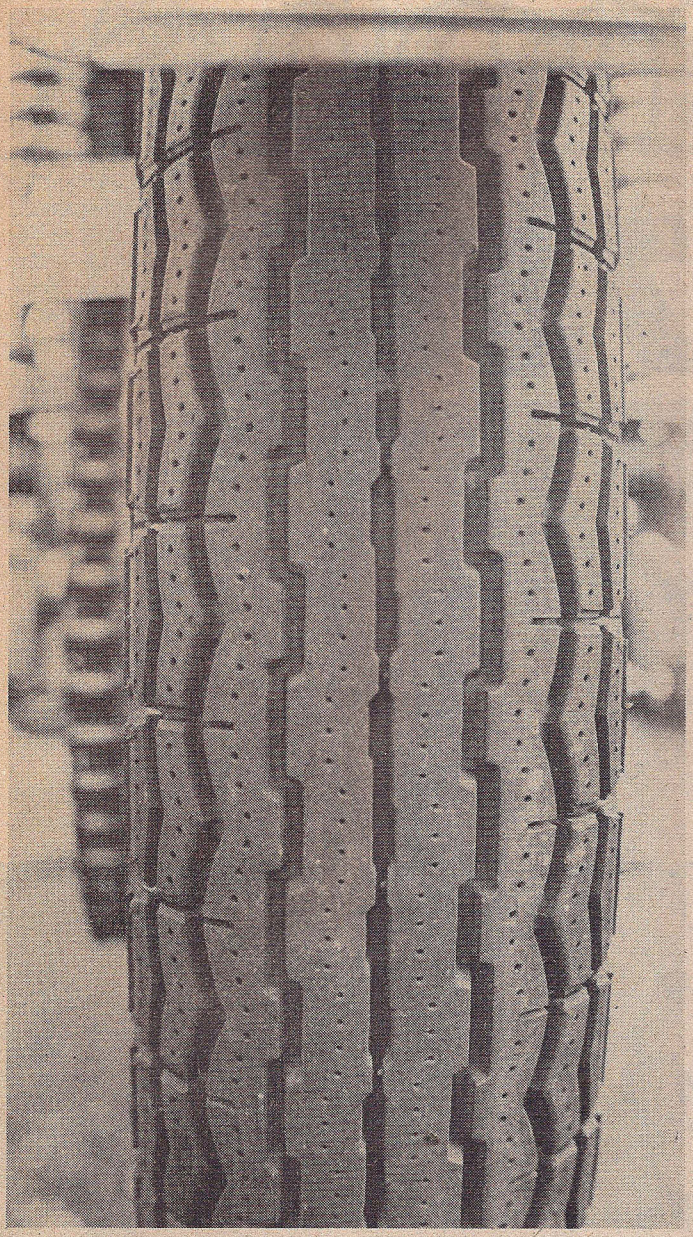


Basic tools are adequate for touring short distances.



TRIUMPH SILVER JUBILEE ONE OF A THOUSAND	
Price	$2,195.00
Warranty	6 mos. or 6,000 miles
ENGINE	
Type	4-stroke vertical twin
Displacement	744 cc (45 cu. in.)
Bore & Stroke	76mm x 82mm
BHP @ rpm	N/A
Advertised c.r.	7.9:1
Carburetion	2,30mm Amal
Overall gear ratios:	
First	12.25
Second	8.63
Third	6.58
Fourth	5.59
Fifth	4.70
RUNNING GEAR	
Frame	double downtube cradle
Rake & trail	N/A
Suspension	rt. Telehydraulic, rear—Girling gas shocks
Tires	DUNLOP RED ARROW
front	4.10 x 19 K91 ribbed
rear	4.10 x 18 K91
Brakes	
front	Triumph/Lockheed disc
rear	Triumph/Lockheed disc
Electrics	Lucas 115 W RM 21 Alternator
	Ignition: battery, coil
GROSS MEASUREMENTS	
Weight	390 (dry)
Wheelbase	56"
Seat Height	32"
Ground Clearance	7"
Handlebar Width	30" with 8" rise
Fuel Capacity	2.5 U.S. gallons

Rear tread Dunlop 4.10 x 18 Red Arrow is perforated for added bite in the wet.



Up front, Dunlop 4.10 x 19 Red Arrow tread design and profile is the best available.

larger touring tanks with 3 to 4 gallon capacity, whereas the 2.5 gallon size comes to America.

Granted Triumphs still employ kickstart; if you can't handle the traditional means by which generations of motorcyclists have started their motorcycles give serious consideration to another activity. Motorcycling requires more than a cursory relationship.

The Jubilee is Model T 140 with the distinguishing letter J stamped on the steeringhead and crankcase after the serial number. Priced at $2,195, the equipment includes a Lucas 120 watt, 12 volt alternator with full wave rectifier, Zener diode capacitor, battery and coil ignition, tungsten filament bulbs for added candle power, 150 mph speedometer, a tachometer, flashers, a dual exhaust with balance pipe, fulcrum centerstand which rocks to the weighted position, standard Reynolds #530, 106 link chain is employed, and standard plugs are the Champion N-3.

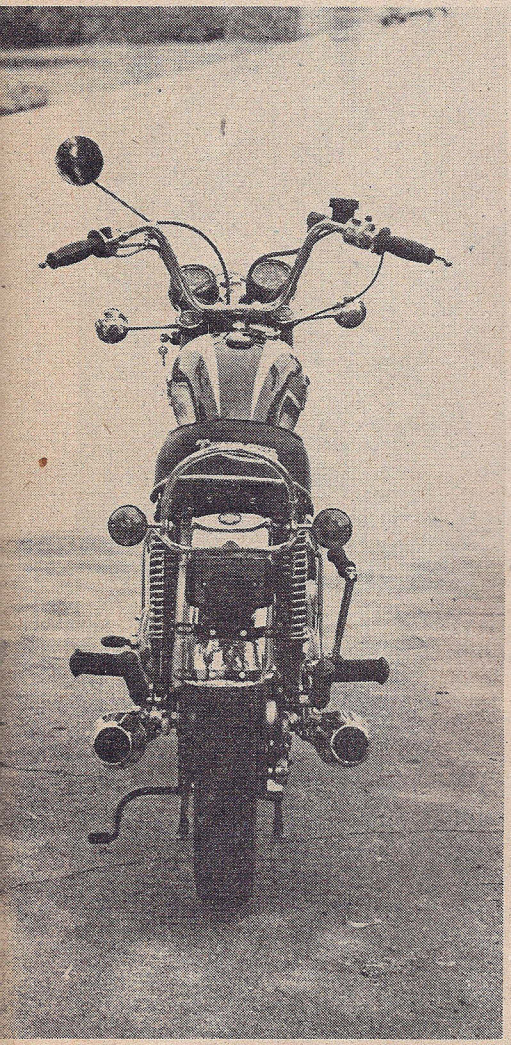
The Jubilee has acquired some pieces from its bigger brother, Trident. The R/H handlebar is now fitted with the Trident switch housing. Since the Bonneville has as yet not acquired electric starting, the upper and lower buttons on the housing do nothing. The L/H handlebar accoutrements include the hi-lo beam, horn, and turn signals, while the R/H (working) switch is the kill button.

Starting is not complicated for the seasoned rider. The key position seems awkward and somewhat vulnerable hanging out of the left fork ear. Switch-on, choke, tickle the concentric Amals, grab the clutch-kick through once or twice to free the clutch plates; cam timing modifications make it easier to kick start.

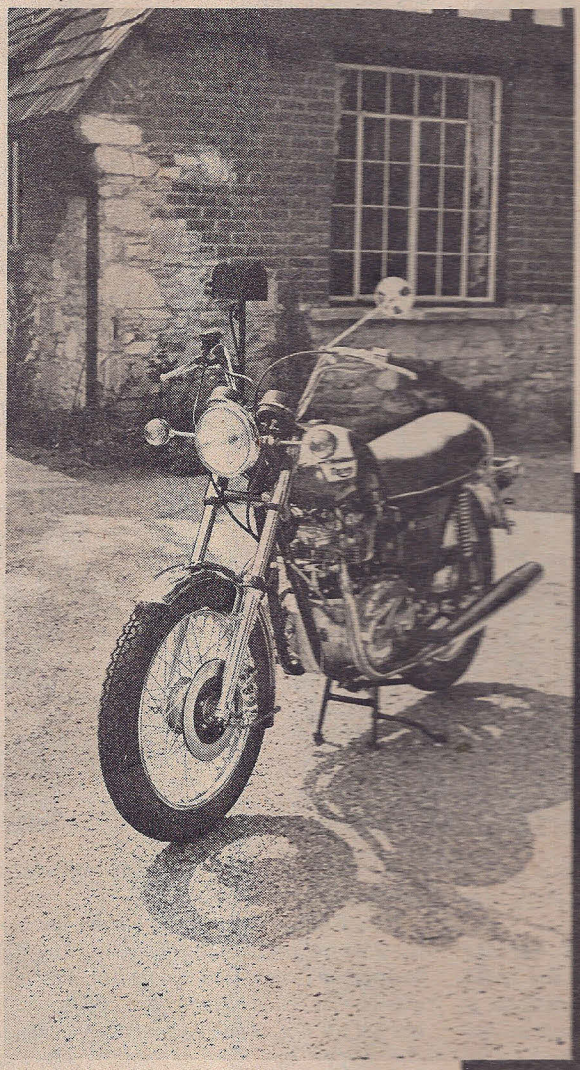
Triumph's great record in the racing world is supported by its out-of-the-crate performance ability. No matter how hard the Jubilee is flicked into a corner, or back and forth, there is not a hint of frame flex. A Triumph is smooth and steady—confidence inspiring on even the most rugged road surfaces. If there were an area *MCW* feels is somewhat neglected it is ground clearance. Without too much effort, either footpeg can scrub in a turn, or the centerstand turning left. And our only prescription would be folding footpegs. Enough.

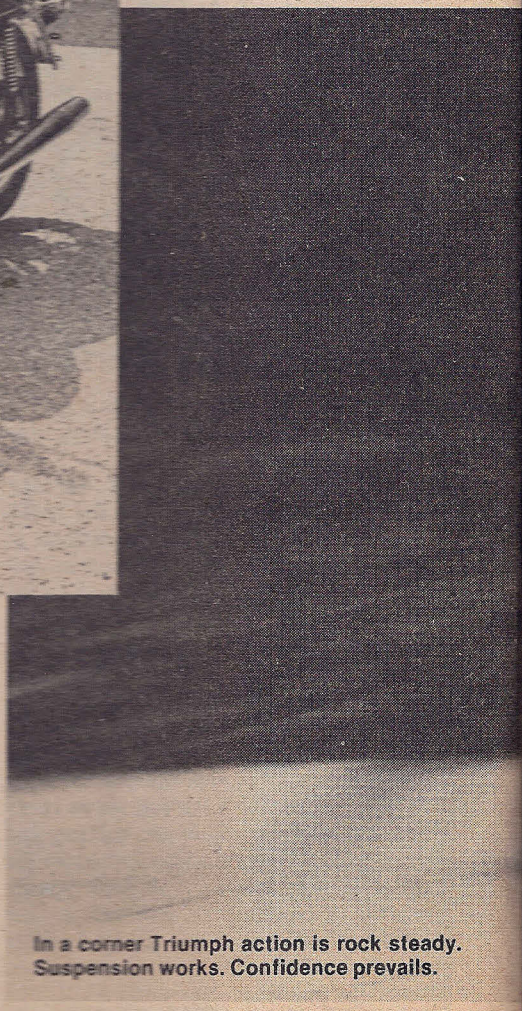
As we said, its most impressive characteristic aside from being a collector's prize, is handling. Craftsmen whose fervor and inspiration survived political upheaval and near dissolution, now salute their Queen and approach the future resolute in their conviction to once again become "The World's Best Motorcycle." ●

Triumph's TIGER 750



Of noble bearing, the Tiger 750 incorporates outstanding features of today's *MCW* and gives fast, efficient and economical service.





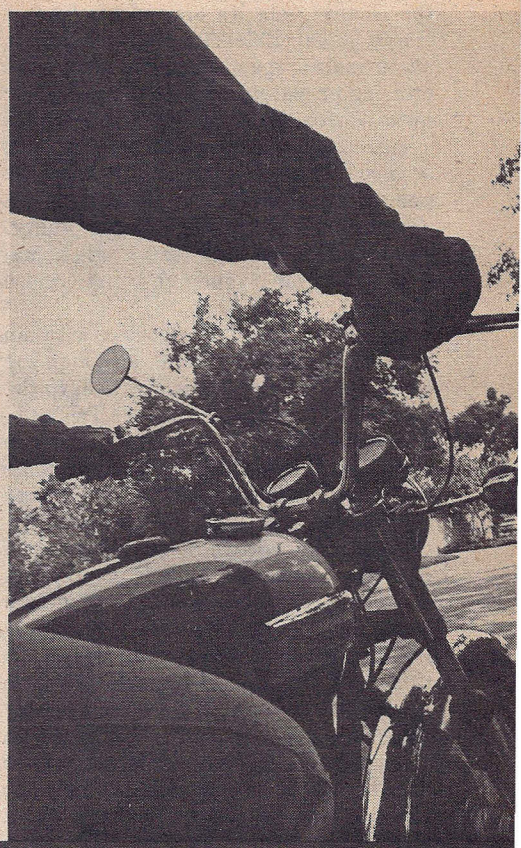
In a corner Triumph action is rock steady. Suspension works. Confidence prevails.

■ The Triumph factory, like the mythical Phoenix, raises itself yet again from the ashes of labor and management problems and is unleashing a slightly updated series of motorcycles on the American public. The big news from the factory may indeed be that Triumph is alive and apparently well with bright plans for the future. We can now take a look at the big bike line-up Triumph offers for the latter part of 1977 and the opening of the 1978 season, specifically turning our attention to the baby of the three, the TR-7 Tiger 750.

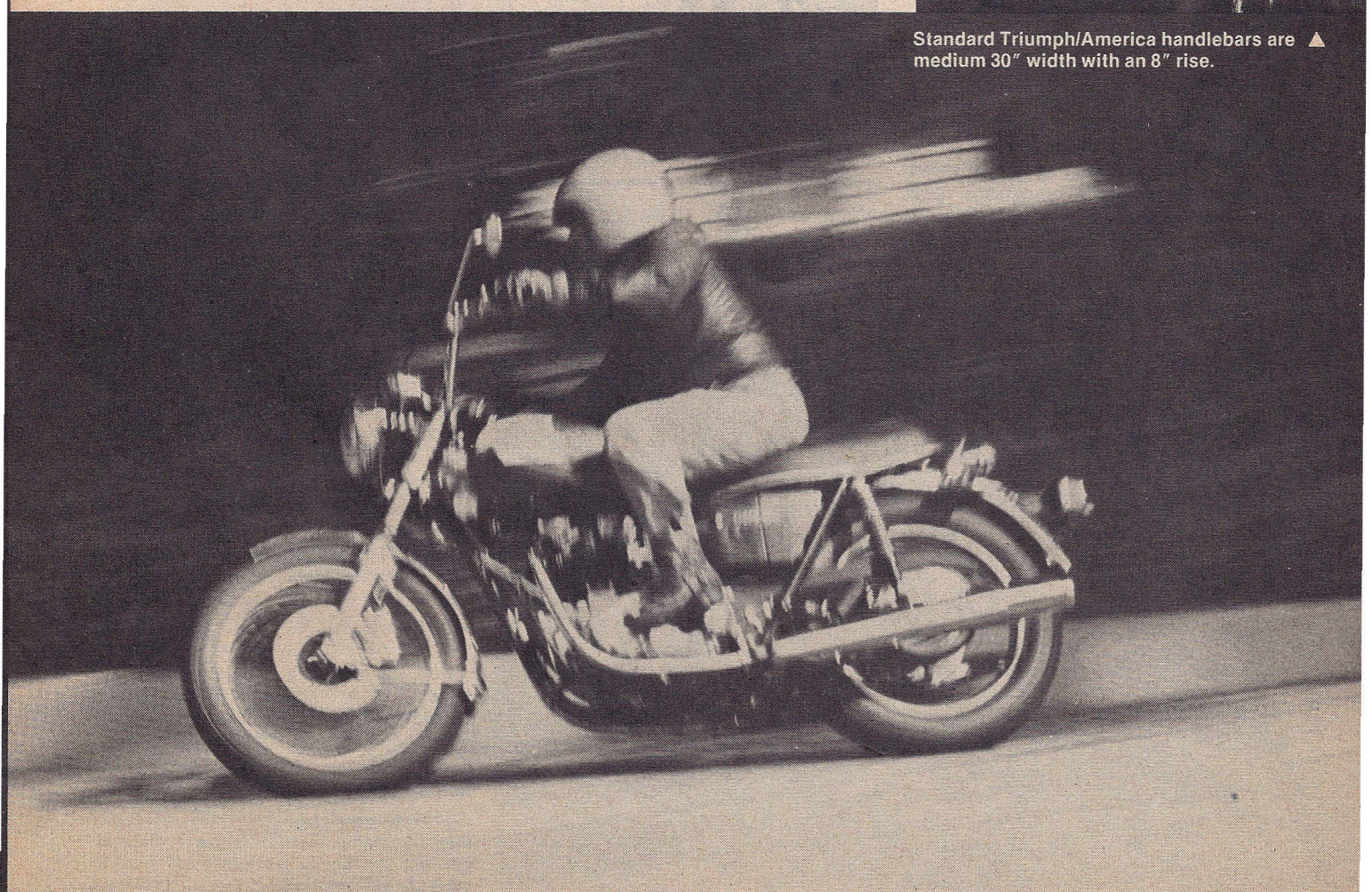
Of the three machines offered, the Silver Jubilee edition is perhaps causing the most talk. In honor of the Queen's 25th anniversary in office, and also as a way of letting the world know that Triumph is in business, the Silver Jubilee is basically the same bike as the Bonneville 750, a twin cylindered and carbed machine offering high speeds and lots of fast action. But for gas shocks and different tires, fancy paint and a new name badge, the Silver Jubilee is still a Triumph at heart.

The venerable Bonneville is with us again, as it will probably always be. It is named for the Salt Flats outside Wendover, Utah that has seen Triumph break and set more speed records than practically any other brand of machinery. However, with ecology in the wind and noise pollution standards becoming the curse of an industry once dominated by racy, loud and mostly fun machines, even Triumph is having to knuckle down and do things the American way. California, which has the strictest noise and air pollution standards in the nation, has become the home office for the Triumph-America Corporation, the United States distributor of the motorcycle. In this way, perhaps they hope to get a head start on other European machines which usually have to be modified for the California legislators' satisfaction. Now, Triumph has unveiled its TR-7 Tiger 750, their first attempt at economy thinly disguised as a high speed running bike. Is nothing sacred anymore? Even the Triumph factory is now worrying about mufflers, EPA reports and all the other government red tape.

The Tiger is in all respects the little brother to the Bonneville 750. The only major difference between the machines is in carburetion. While the Bonneville is fed by two Amal carbs, the parallel twin



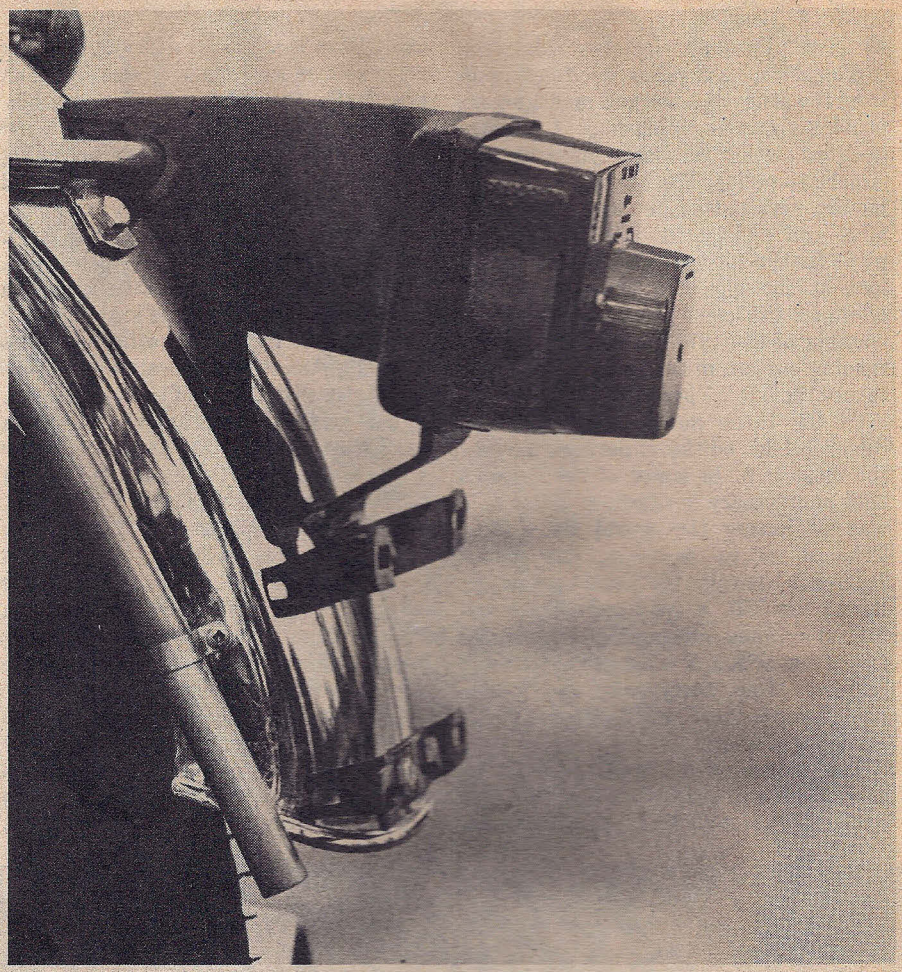
Standard Triumph/America handlebars are ▲ medium 30″ width with an 8″ rise.



engine of the Tiger (which is identical to the Bonny) gets its air and gas from a single Amal R930/89. This difference alone makes maintenance, tuning and cruising preparation easier for the Tiger owner. Also, the Triumph now becomes a gas saver instead of a hog, and also begins to make some inroads into the pollution problem. Triumph owners can now feel at ease, and no longer guilty, about driving a big, fast English machine. Thumb your nose at those Harleys!

For 1978, the Tiger comes with an English racing green tank, although the rest of the motorcycle is identical to the '77 model. The machine is pure Triumph, race bred, with little concession to style or design. It is, in all respects, a machine built simply and lovingly for the purpose of riding quickly, attracting some attention, making a little noise and a bit of effortless cruising thrown in as a bonus.

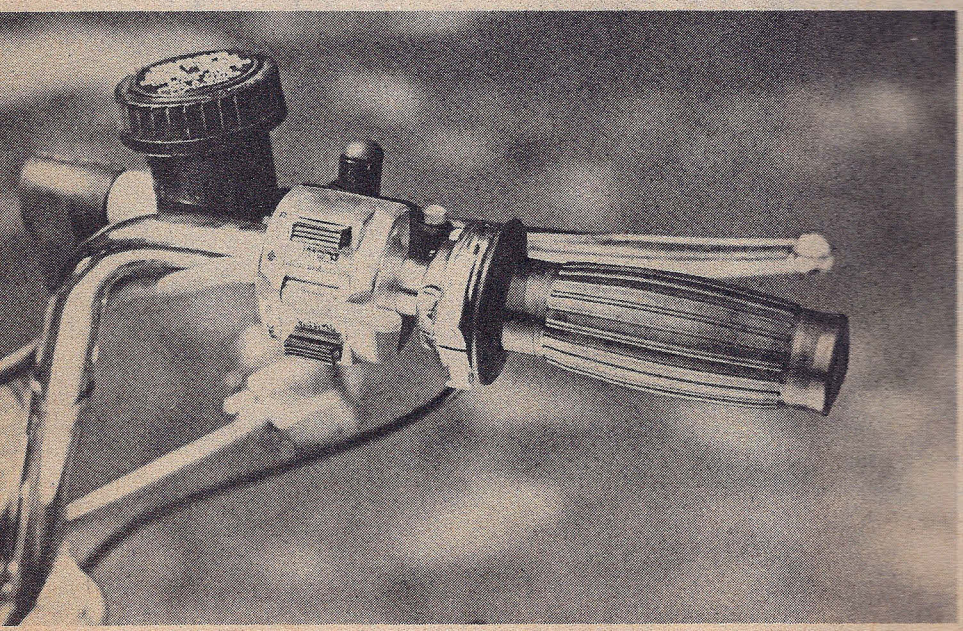
Get on the bike, and the seating position is found to be relatively low-slung and entirely comfortable. A rider used to operating the Japanese machines for a few years will definitely find this British cousin has it's own distinctive feel. While one Japanese bike at times can feel pretty much like the next one, there is a heritage and a proud tradition with the Triumph motorcycle that can be felt the first instant you sit down, feet on the pegs, ready to start it up.



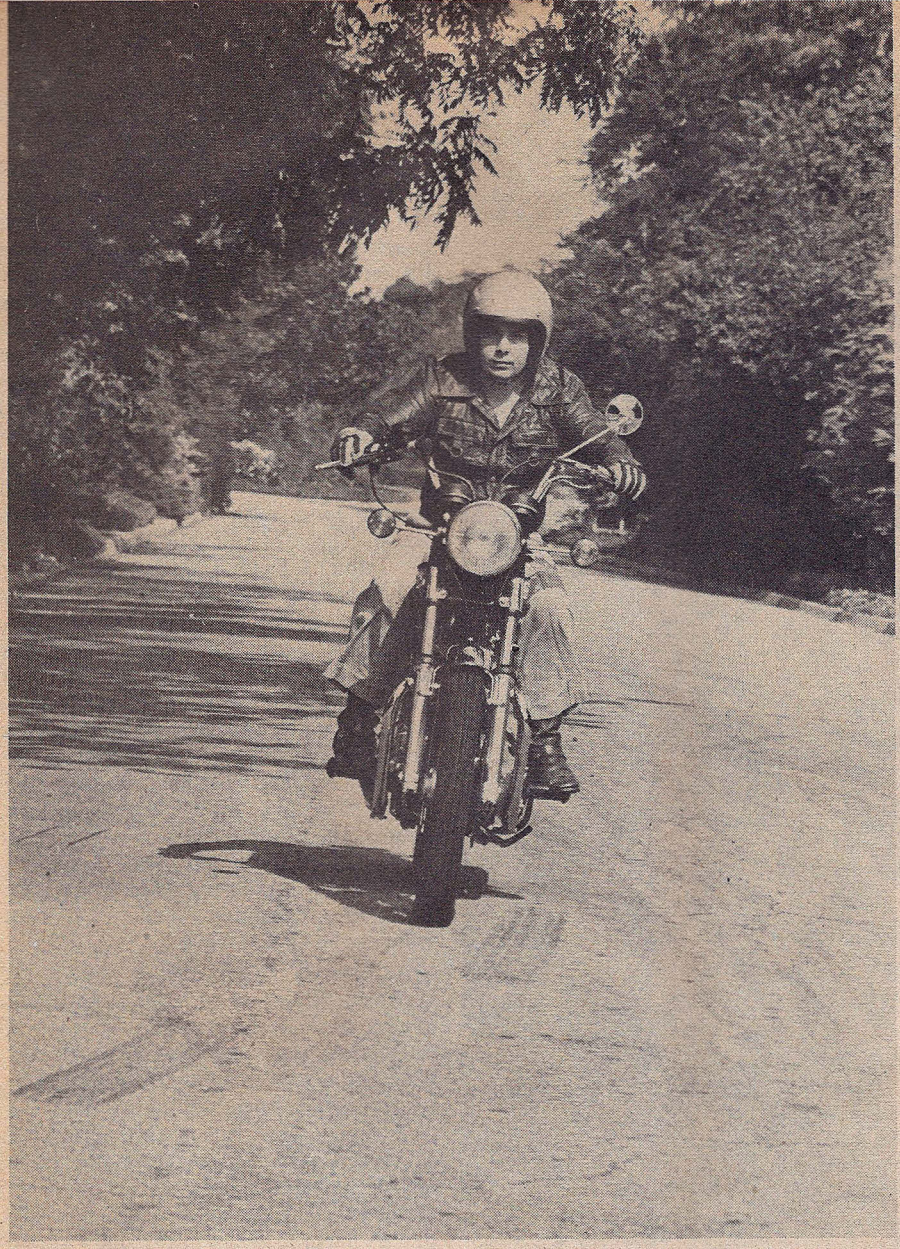
Note the crankcase breather hose vents below the rear fender eliminating oil mist residue.

Which is where the first problem comes in. Starting the motorcycle is a peculiarly British affair. Long suspected of some masochistic tendencies, the British have actually been able to turn rumor into fact with their cars and motorcycles. They still haven't learned about electric starting, although informed sources say it will be a standard item within two years. However, the 1978 Tiger offers the old kick start routine, and it is as tough as ever. We've started harder machines, mind you, but the 750 Triumph rates right up there in the top 10. Tickle the carb a bit, hit the choke (or the air control, as it is called in the owner's manual) and kick five or six healthy times to get that full roar of a four stroke.

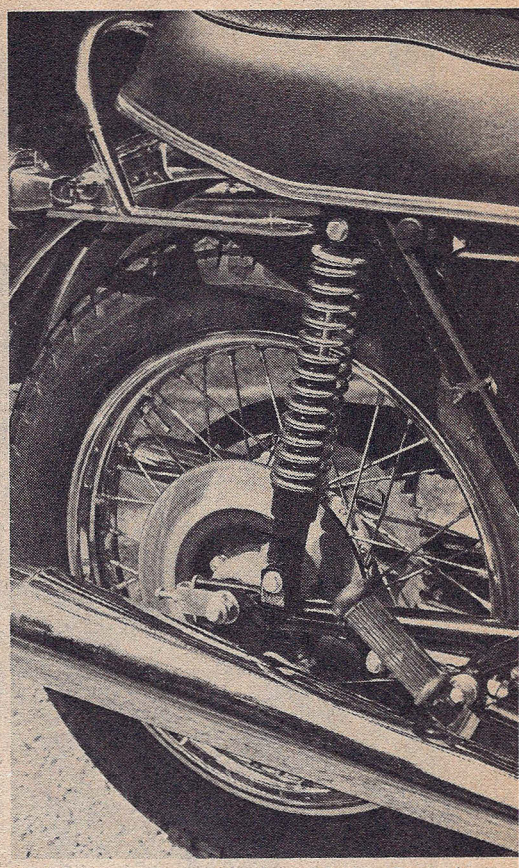
Then, shift into first and you are on your way. Actually, shifting into first isn't that easy. There is that little problem of finding neutral in order to start the machine. Since the TR-7 won't start with bike in gear, even with the clutch engaged, finding neutral becomes a matter of sometimes getting off the bike, and playing with the shift lever by hand until something resembling neutral can be found. More often than not, the bike will slip into gear by itself while you are trying to start it. This slippy gearbox is something we wish they would clear up in England. Perhaps Americans are spoiled, but when we want to go someplace, that is precisely what we want to do. However, we must admit that the hard starting and the finding of neutral are all part of the



R/H, handlebar cushion grips reduce vibration; the Lucas switches for electric start are not functional.

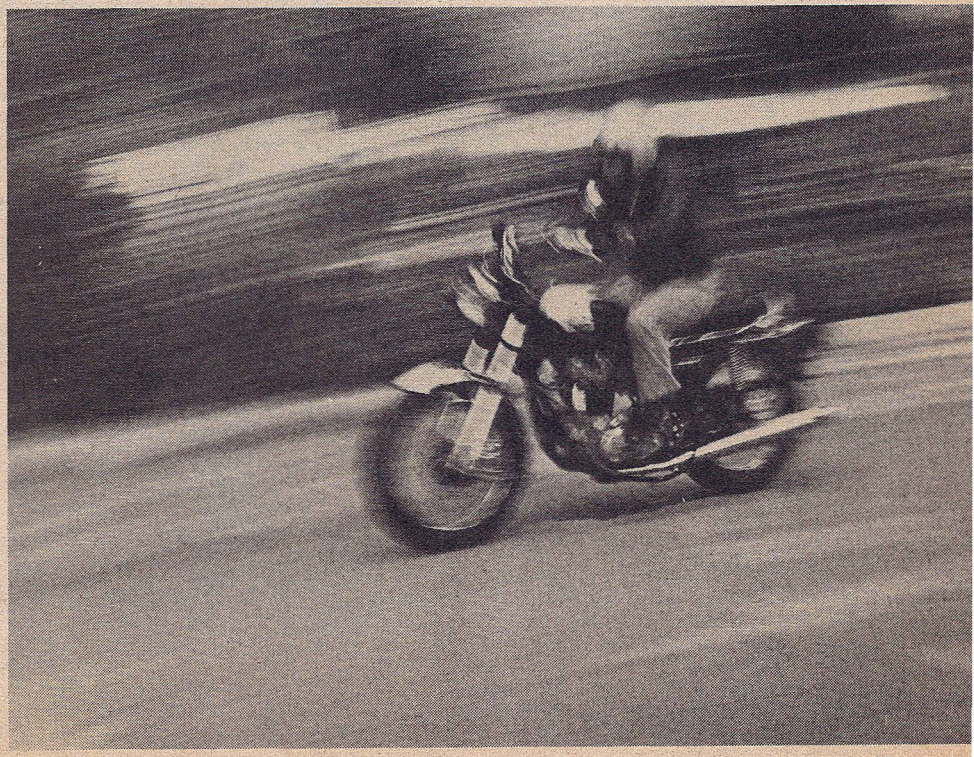


◀ Triumph of today holds firm to its design heritage. Definitely it is not of the ilk Japan offers.



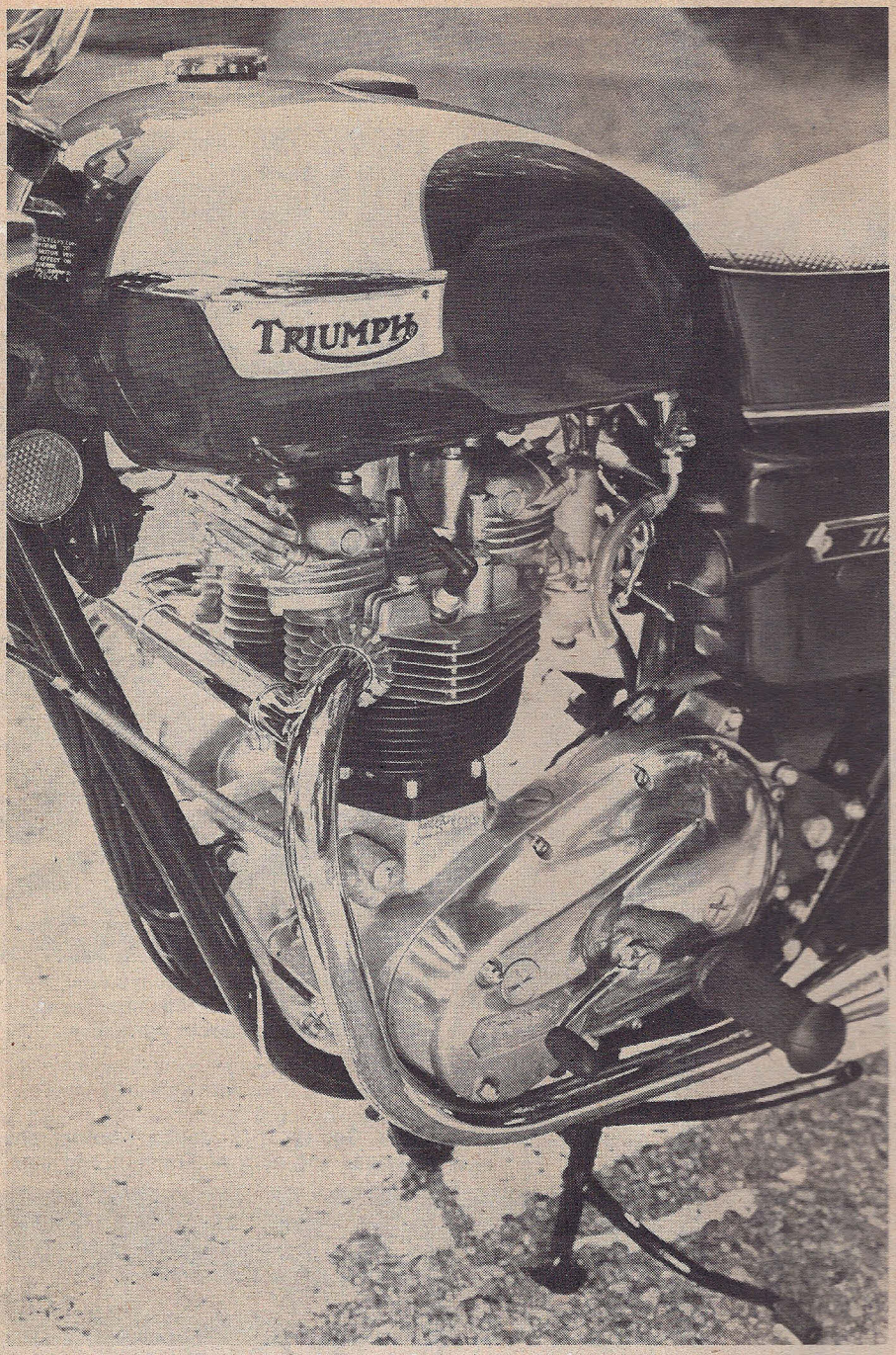
Disc brake replaces the drum binder. Rear brake reservoir is mounted under the seat. Girling adjustable shocks are luxury. ▲

Dave Gooley trick action photography captures the aura of Triumph and man. ▼



mystique of the British speed engine, whether in a car or on two wheels. One sometimes wonders whether or not these difficulties are actually designed into the bike for the unsuspecting American public, so used to the idea of British engineering idiosyncracies that we indeed expect as much from a $1,900 motorcycle.

We're complaining too much, it may seem, but we feel we have good reason. Next (assuming you have the machine running) you give it a little throttle and off you go. One of the benefits of having a single carburetor set-up, it was explained to us, is that it makes city riding easier, the stop and go flow of things becomes a breeze. We found the opposite to be true. The padded hand grips were a bit of a problem, as they didn't allow an exact feel for the throttle control. This, along with an ill-tuned (we think) carburetor produced a jerking motion at low, city-like speeds that rivaled the worst bikes we've ridden in the past. As we said, though, this could have been caused by the fact that the machine was ill-prepared by the dealer



Tiger 750 powerplant employs the recently converted leftside shift, only a single 30 mm Amal carb, an exhaust balance tube, and for cosmetics the side cases are bright polished aluminum.

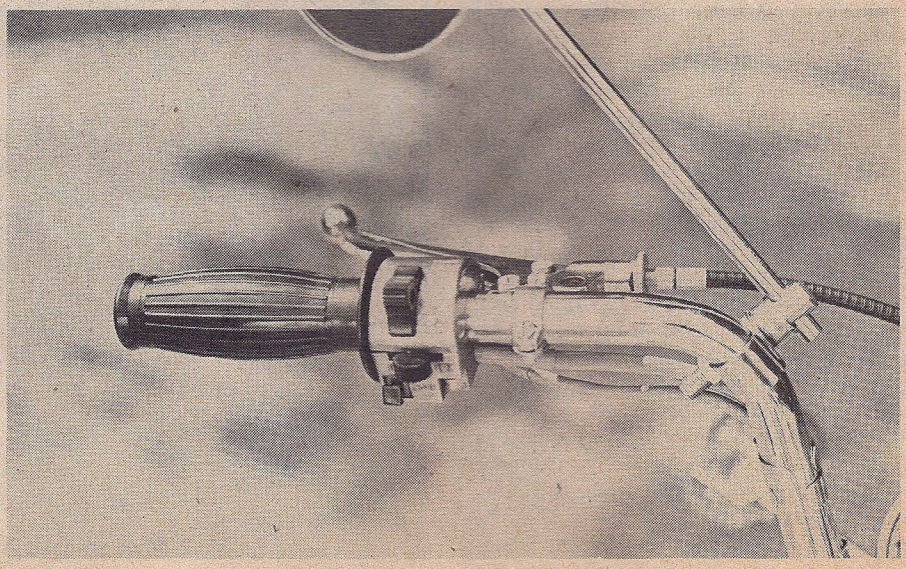
and was a brand-new machine. Unfortunately, Triumph had no bikes available for a long range testing program.

Once you get going, though, and pick up a little speed, and begin to shift into the higher part of the five speed gearbox, the machine starts to live up to its reputation. It is a rakish, wild and rowdy affair that quickly has you flying into the back of the seat from the powerful acceleration. It isn't the smooth acceleration one finds with the Germans and the Japanese makes; no, this is something that has to be experienced to be appreciated. It is grabbing a piece of throttle and really coming away with something to speak about. Those of you who have ridden a big Triumph know what we are talking about, those who haven't can only imagine, Once you experience it, though, you can understand why there always has and always will be an underground movement of rabid Triumph owners who love their bikes with a deep, committed passion bordering on the insane. No matter how sophisticated other machines may become in the future, the Triumph owner will still be there, checking for oil leaks, adjusting the linkage and tearing down the engine on Sunday mornings. There is, indeed, romance in this machine.

At speed, the machine starts to perform. While one carb per cylinder is, of course, the ideal set up for those long cruises up the coast and through the hills, the single carb performs flawlessly, getting the juice into the 45 cubic inch twin engine when it is needed. The 8.6:1 compression ratio (which makes it a bear to kick) pumps out power like there is no tomorrow, and the gearbox works like a charm in action. Just don't try to find neutral too often or you'll drive yourself crazy!

It takes 2½ gallons to fill the tank, using high test fuel (Triumph recommends a high octane rating of 97 to keep

(Continued on page 63)



L/H handlebar has hi-lo beam, turn signals, and horn, all thumb operated. Clutch action is adjustable for that perfect squeeze.

AMA Camel Pro Series National Roadrace

The horsepower track back in action—Roberts-Yamaha the Victor

By Carl Berg

Photos: Mary & Ron Grothe

■ I have here some notes, taken earlier, containing some musings regarding the Aug. 20, 21 meeting at Pocono International Raceway. Surprisingly, they are germane to the discussion before us and I include them for the reader's edification:

Missing from the AMA National lineup since 1973, until this year, Pocono is the 5th roadrace of the '77 season and the last for the year in the East. Pocono is a 2.8 mile tri-oval with an infield section that includes a hairpin worthy of the name.

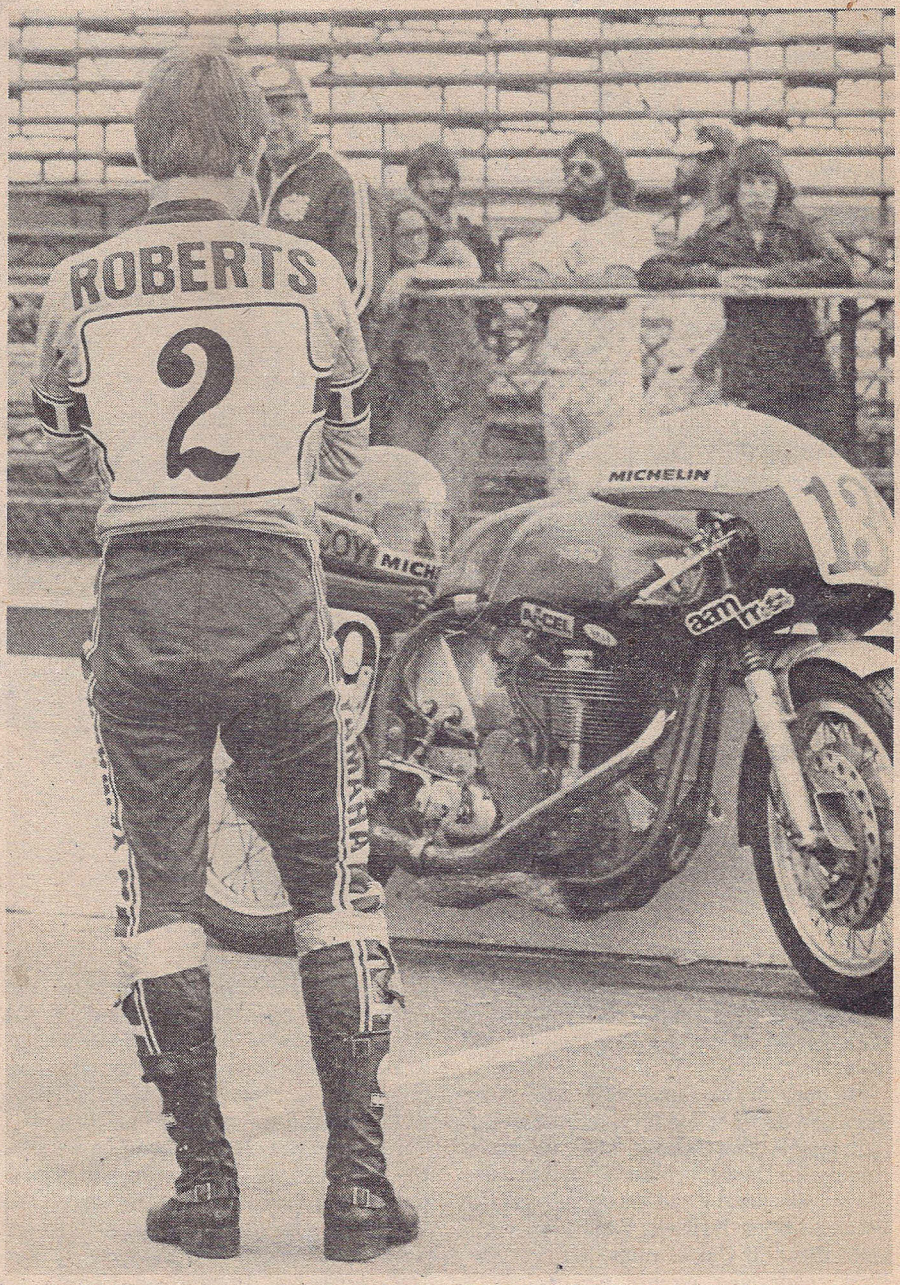
Since it's late in the season Pocono has more significance than earlier meetings. Trends have developed—national points are getting scarcer now and the pursuit of them is more serious. Some of the racers are on hot streaks; others maybe trying to break loose from the devils of equipment problems or just plain poor luck. Reputations are to be made, broken, maintained, enlarged or capitalized upon.

On paper, Pocono looks good, real good. The Superbike class has Italian and German mounts shutting out the Japanese machinery so far this year. But Pocono is a motor track, and is there a Z-1 builder who doesn't think he'll find an edge on the odds here? Motor: 120-130 slobbering BHPs. Straights long enough to let those big mother Zs breathe. They've just got to try and shake the European, mostly Italian, domination of the class. I wonder who s going to show.

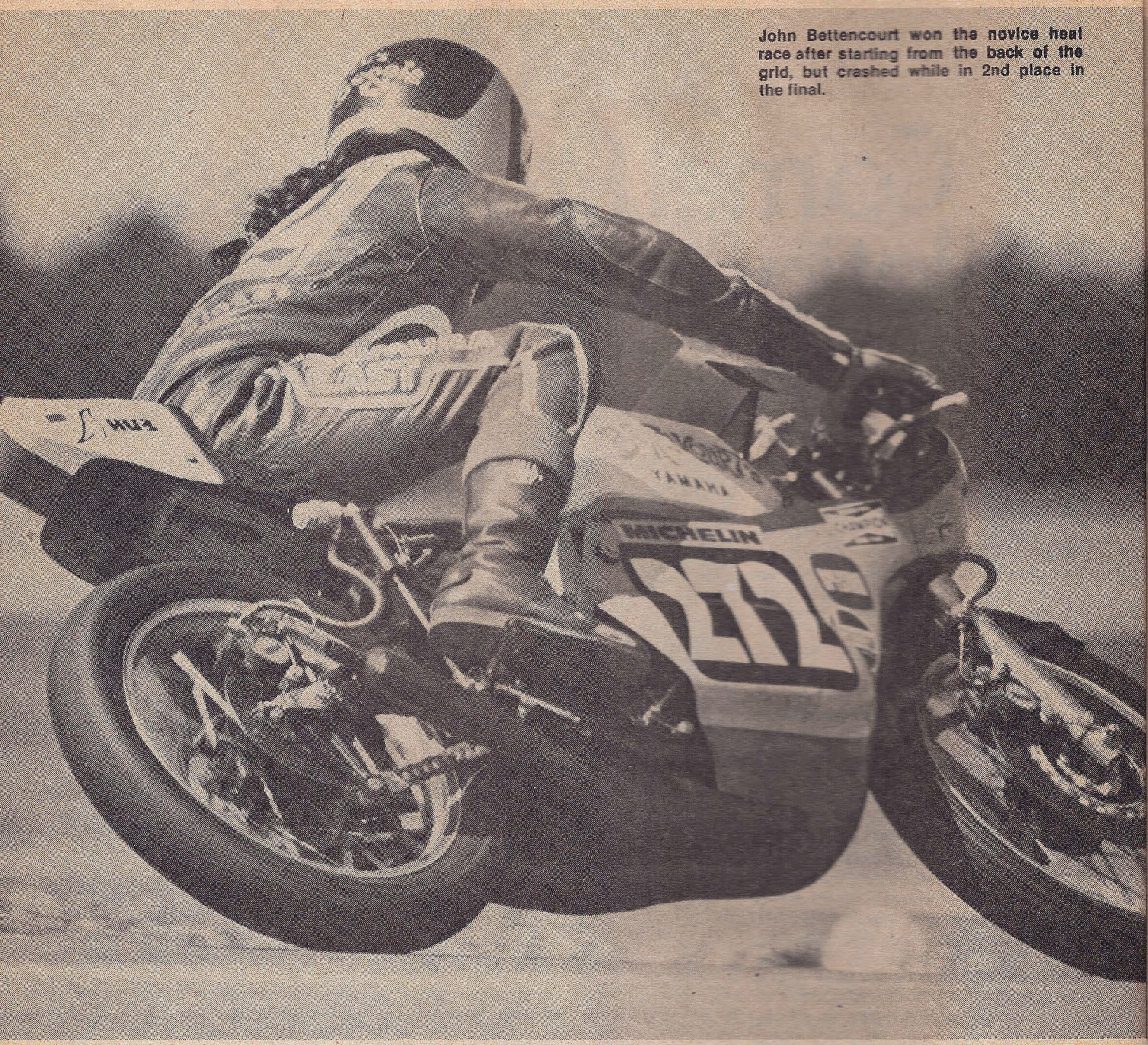
Of course, there are the Lightweight and Expert 750 races to consider also. A lot of the fast riders are healthy still. Nixon, Roberts, Aksland, Baldwin, Allen. Some Eastern riders are hungry to do good in this one so they'll have money or leverage for sponsorship to go West in Sept. for the FIM Laguna Seca and maybe Riverside.

The AMA points standings are important. Someone can take the lead here, and there are enough good roadracers who aren't National Champion contenders to act as spoilers for those in that hunt.

I think I'll go for a westerner to win the Lightweight and Expert 750 races. After all, it is a fast track, one of the fastest in the East, and the easterners



Kenny Roberts sizes up the Bob Coy entered 1956 Norton which was scheduled to run in the same event as Roberts' TZ750. Kenny finished first, of course, but the Norton did not finish last.



John Bettencourt won the novice heat race after starting from the back of the grid, but crashed while in 2nd place in the final.

haven't had too much exposure to it this year. The California crowd works out regularly at fast tracks like Ontario so they should be moving at a familiar clip here.

No bets on the Superbike race; those guys are doing it for love, not money.

It seems that money may be forthcoming for the superbikers. On Saturday of race weekend I had an opportunity to listen to Cook Neilson, superbike racer and editor of *Cycle* magazine. For the final roadracing events on the AMA calendar he's contacted interested manufacturers to sponsor laps of the Superbike finals. In this way the lap leader will pick up an extra hundred or so dollars a circuit and happily augment the rather dismal price money that wouldn't come close to 20th place payout in the 750 Expert class.

Every race has its surprises and Pocono was no exception. First on the program were the Lightweight Expert heats. Missing from the lineup was Gary Nixon whose racer was suffering from a Skip Aksland weren't there either.

And so it was Randy Mamola who led the first heat through the Pocono infield, pulling out a 20 bike length lead on the long back straight. Mike Baldwin closed with him and took over the front spot on the third lap turning a 1:56.9. He continued in the lead but Mamola stayed right on him, finally getting by and taking the checker for the five lap affair.

In the second heat Dave Emde took the lead early and held it easily to the checkered flag, lapping at 1:54.9, and that without any pressure. Jim Allen took second away from John Long on the last lap.

With the usual roar the Superbike heat got underway next. Wes Cooley aboard the Yoshimura Z1 was first through the infield followed closely by Reg Pridmore on the Racecrafters Z1 with Mike Baldwin on the Moto Guzzi completing the front trio. Some distance separated them from Kurt Liebmann and Cook Nielson. Baldwin took over the lead on the third lap with Cooley second and Nielson third. Pridmore disappeared going down on the back part of the track and bouncing hard, according to eyewitness Liebmann. John Bettencourt rounded out the top five now looking very strong on his BMW. Baldwin was lapping his Guzzi at 1.52.5, sufficient to take the checkered flag in a very intense

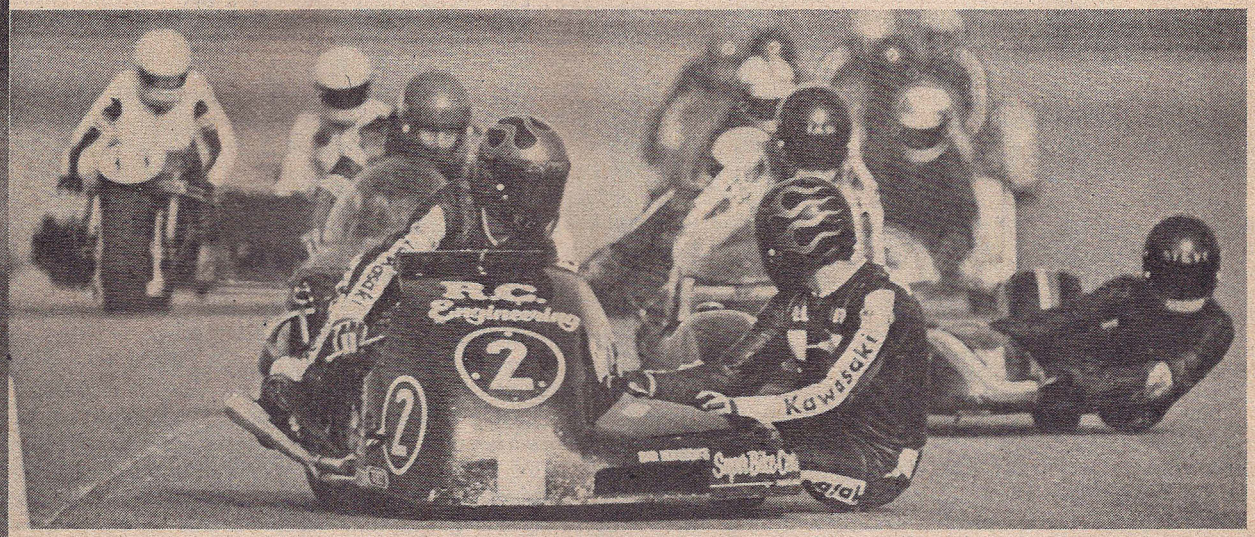
contest.

In case you didn't know it Carter Alsop is the first of her gender to be granted an AMA Novice roadracing license. Pocono was her second outing and though she didn't do too well, in part because of residual hurt from a recent get off, she's game for the distance. Wave when you see her.

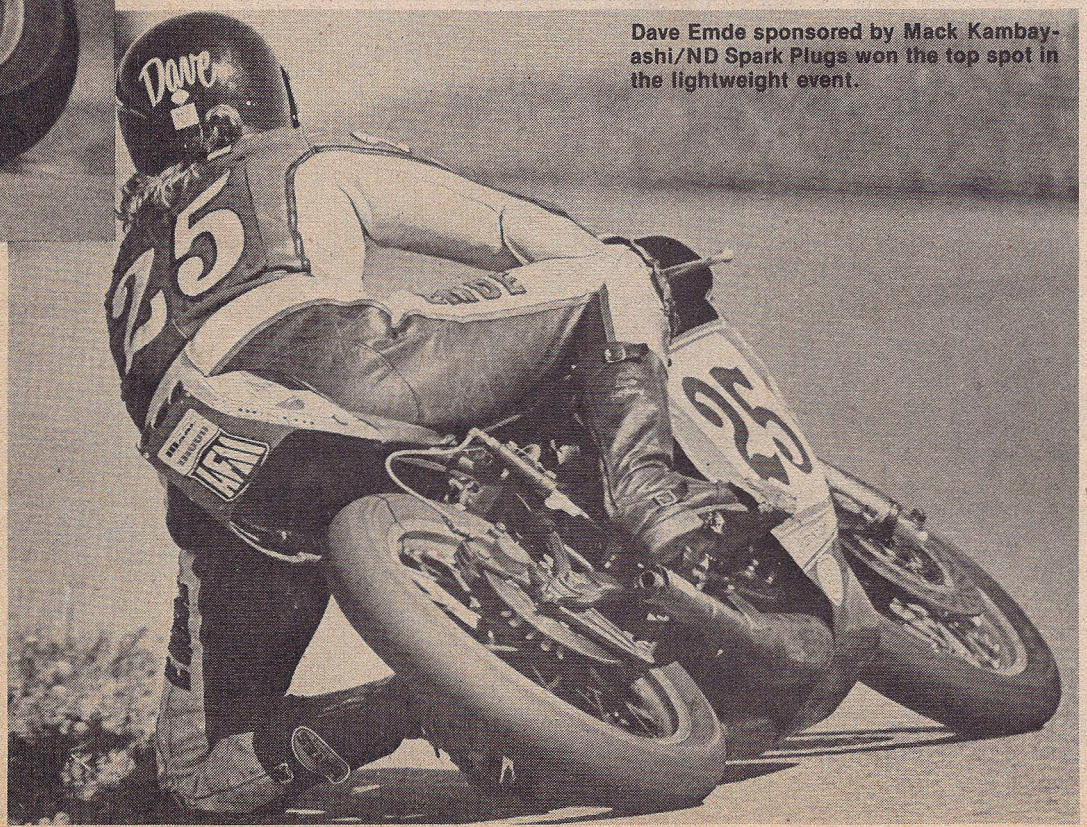
Mark Jones and John Bettencourt won their respective Novice heats. Jones has been doing a journeyman's job in the Novice ranks.

The final event for Saturday's card was the 50 mile Lightweight race. Front row on the grid were Dave Emde, Jim Allen, John Long, Randy Mamola and Mike Baldwin. Long and Allen, the seasoned experts, shared the view with three other very good contenders.

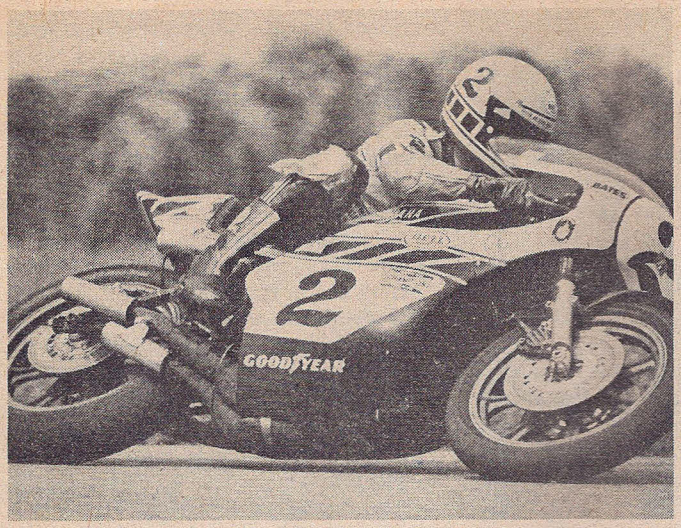
It was Mamola, Emde, Allen and Baldwin leading the pack through the infield on the first lap. Emde took over 1st place by the second lap and held it comfortably throughout the next 17 circuits with times in the 1:54-1:55 range. Dave is very smooth through the corners and in complete control, kicking off a second lap when necessary to keep runnerup Long out of touch with him. Long, in turn, kept challenger Mamola at bay for the distance. Mike Baldwin was hammering away throughout the race but was unable to improve on his fourth place.



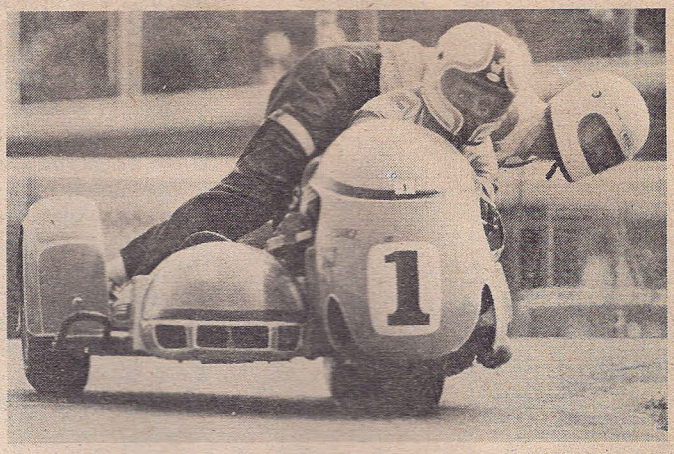
The Cox/Davidson chairs led the sidecar event from start to finish.



Dave Emde sponsored by Mack Kambayashi/ND Spark Plugs won the top spot in the lightweight event.



Kenny Roberts rode flawlessly to a first place finish in the 750 final.



A very wide-eyed Larry Coleman navigates the hair-pin turn with assistance from Wendell Andrews [Passenger].

Lightweight Expert 250 Results—Pocono, Aug. 20

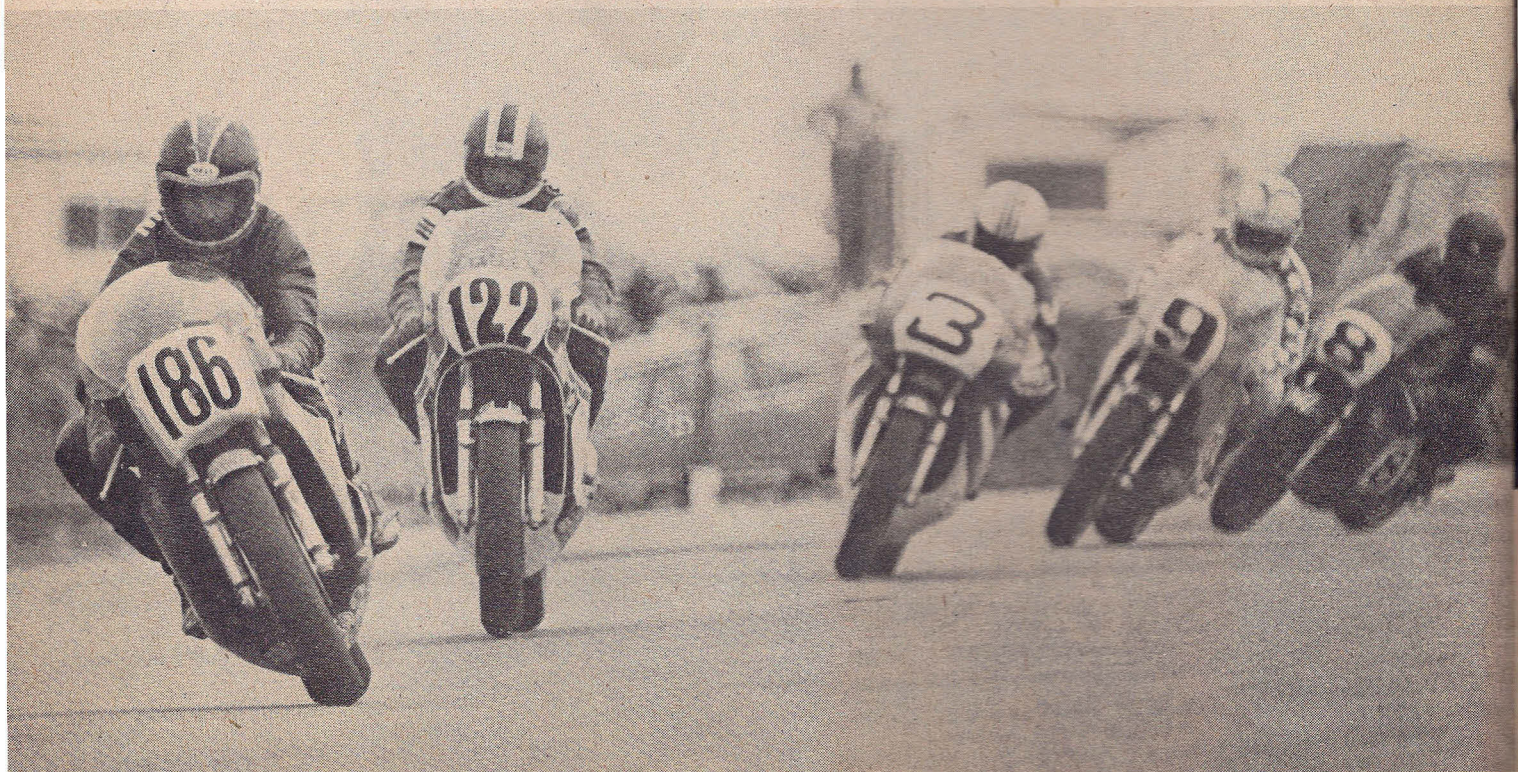
1)	David Emde	YAM
2)	John Long	"
3)	Randy Mamola	"
4)	Michael Baldwin	"
5)	Dave Schlosser	"
6)	Wes Cooley	"
7)	David Nees	"
8)	Van Salt	"
9)	Richard Chambers	"
10)	Alan Barbic	"

Interesting things in the pit area included a racer support effort from the Koni people in the form of a dynomometer for testing shock absorbers. It could demonstrate graphically whether your shocks were working properly as well as verify spring rates for those who might have forgotten what it was they had fitted to their machine. At least one racer was helped by the Koni technicians. He came in claiming his springs were too soft. A few questions and a test indicated that in order to get clearance to fit a larger rear tire, the rider had used a heavier spring and jacked up the preload to a point where there was no shock travel at all. The competitor's response to this revelation was not recorded for posterity.

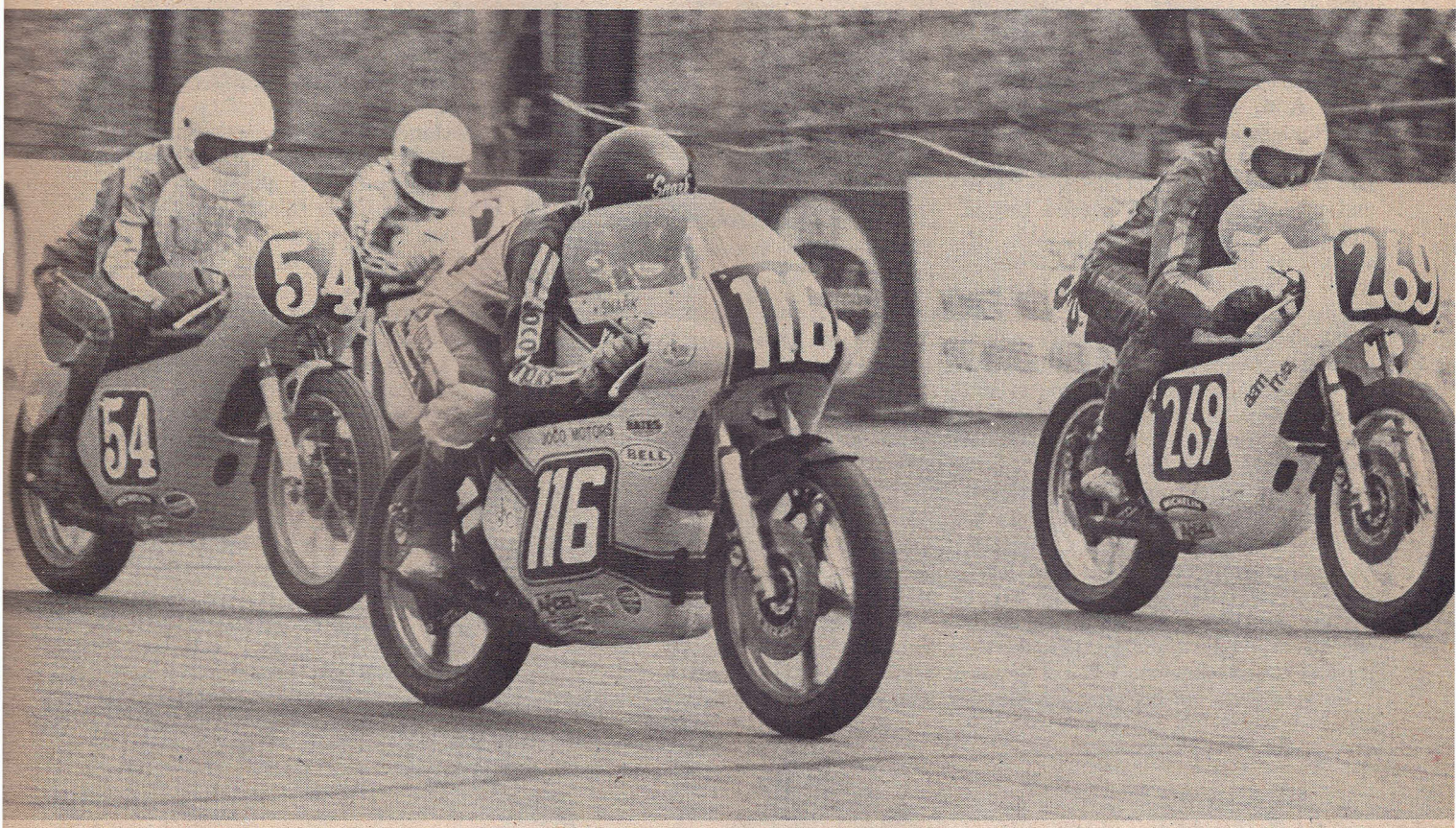
Captain America, B.J. Breece, was there too. B.J., a genuine U.S. Marine Captain from the top of his crewcut to his iron tail, is known for endurance riding, taking small bore Yamahas coast to coast to coast and for all we know from the Halls of Montezuma to the shores of. . . . Seriously though, B. J. uses his talents to highlight fund raising efforts to combat Hemophilia. He loads up younger fans with enough Yamaha stickies to paper the walls of their rooms. A very colorful person, his current mount is an XS360 Yamaha that will see 50,000 miles on the odometer shortly.

On the other end of the scale Yoshimura East brought their Egli Kawasaki along. They made a half-hearted attempt to enter it in the Superbike race, but it was there more for the intimidation of their fellow competitors in regional roadracing.

Saturday night was quiet in the infield. The noise and unconfirmed reports drifting over the highbanks and through the fences had the campers in



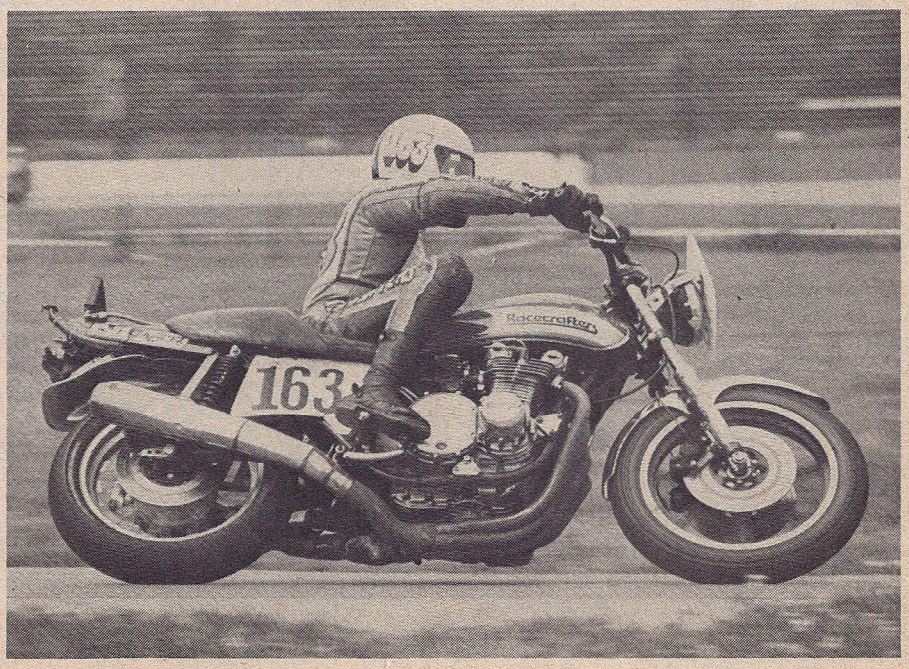
The novice final gets off the grid with Jerry Wood [#269], followed by Mark Jones [#116- 1st place] and Dan Warren [#54-2nd place]. Wood threw a chain late in the event.



the parking areas outside living life to the full. There was no mistaking the howls from aftermarket exhaust systems for Japanese fours or the primal growls of the Vee Twins as they drag raced through the night.

Discussing the track conditions with some of the racers brought out the observation that the plant is in pretty good shape, with the exception of the banking over the infield tunnels, which has slumped, and the existence of what appears to be iron stanchion bases set in the track surface across the entrances to turns one and two. Nixion said the track was slick in spots, but most intimidating for the racers was turn one. It was said that when coming off the oval and entering the infield the looming vision of that triple high armco on the outside of one was enough to chill the stoutest hearts.

Mike Baldwin, Dale Singleton, Gene Romero, Gary Nixon and Jim Allen flicking it from left to right coming out of the very tight turn #2 in the 750 final.



Reg Pridmore rode the Racecrafters Kawasaki to victory in the Superbike production event.

The Racecrafters, living up to their name, restored Reg Pridmore's ride overnight. Reg had really bent it.

I cannot offer an eyewitness account of the Sidecar heat race as it occurred at 8 a.m. Sunday morning. What would possess anyone, even including the sterling lads and lassie that populate the chairs, to come out and heat at that hour is beyond me, though I imagine the race organizers have greater powers than my own in such matters of programming. We left that one to the staff photographers.

The 750 Heat Races got underway at 11:05 A.M. Roberts, Nixion, Baldwin and Romero led off through the infield. Baldwin gets into second place by the end of the 1st lap. The dicing is fierce and by lap 3 Nixion is second behind Roberts, taking it back on the 6th circuit. On lap 7 Baldwin is in the lead with Roberts way back, apparently having overcooked a turn. The front four, which include Allen, have pulled away from the rest of the field. By lap 8 Nixon has taken Baldwin but they're still awfully close together. Down in 4th place now, Roberts is lapping at 1:46.4 and trying to catch up.

The gang of four are really mixing it up. Nixon's front wheel is high as he accelerates away from the hairpin. Baldwin is right on his tail, then Allen and Roberts. Nixon wins, though with a margin of victory of only point 7 (.7) seconds over Baldwin. Roberts took over third at the checker and Allen is fourth.

Skip Aksland led the opening laps of the second heat with Dale Singleton close to him. Wes Cooley held third thru lap two and then disappeared from the leaders to be replaced by John Long. On lap 5 Singleton took over first and put distance on Aksland. Conrad Urbanowski pushed by Long on the sixth lap but Long took it back and followed Singleton and Aksland to the checkers. Average speed for the second heat was 93.429 MPH as opposed to the first heat's 94.5 MPH.

Tuners need an eye for detail.

Under continuing threat of rain the program was moved up a half-hour bringing the Superbikes out almost immediately following the Expert Heats.

On the warmup lap for the final, Cook Nielson's Ducati lost its chain exiting the hairpin, ending Cook's solid chances to win this event right then and there. With no discernible show of emotion he pushed it back to the pits.

Minus #31, the Superbike field charged under the green flag with Wes Cooley winning the drag race to the turn, closely followed by Mike Baldwin and John Bettencourt. Second time around Cooley still has the lead with Pridmore second and closing, third is still Bettencourt on the BMW, fourth is Baldwin in an incredible opening lap scramble for places.

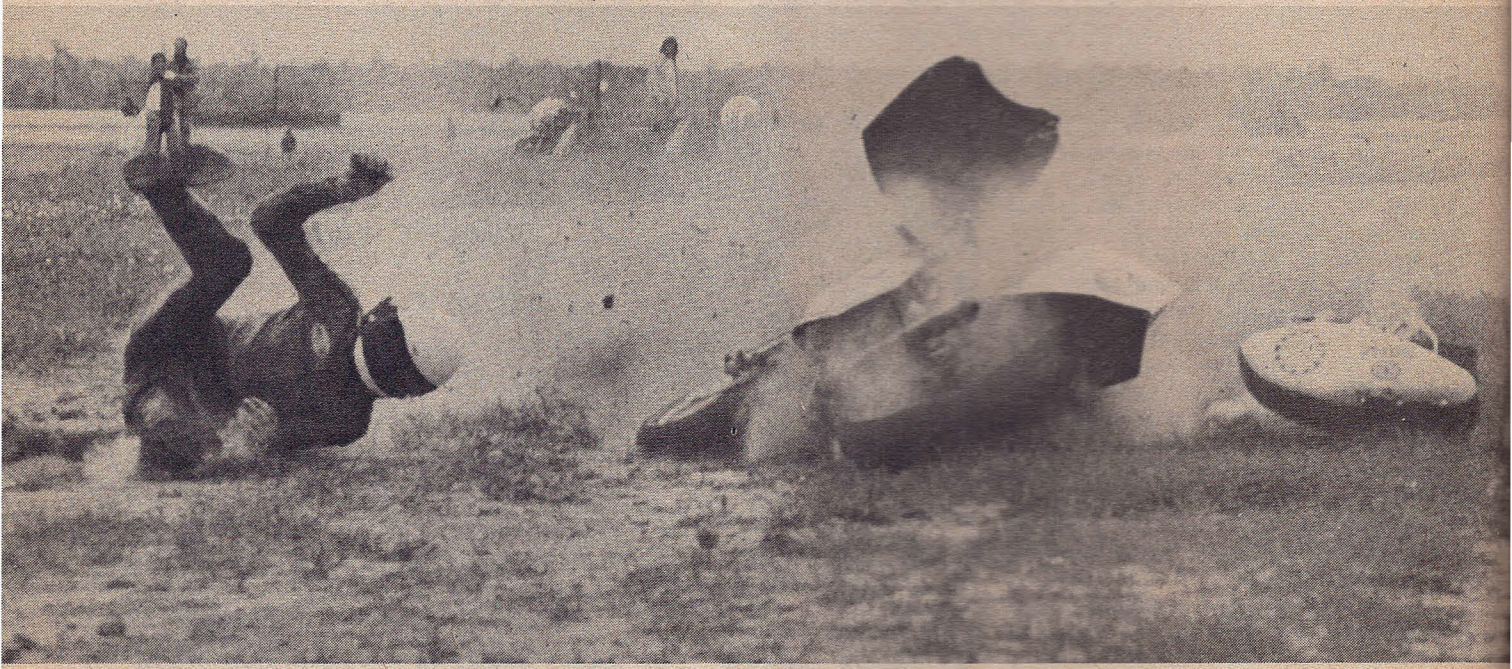
Bettencourt disappears, then Cooley, leaving Pridmore with the lead! Baldwin is second and Kurt Liebmann on the other Moto Guzzi third. Over the next few laps these riders run away from the rest of the field led by John Long in 4th place.

Liebmann is leaving a lot of shoe leather on the turns. Pridmore is at 1:51.4, and Baldwin is losing touch with him as the field stretches out. Phil Pearson goes down in turn 1.

The leaders are into the back markers already with three of them between Pridmore and Baldwin. Momentarily, it doesn't look too good for Baldwin, until he just smokes through the traffic.

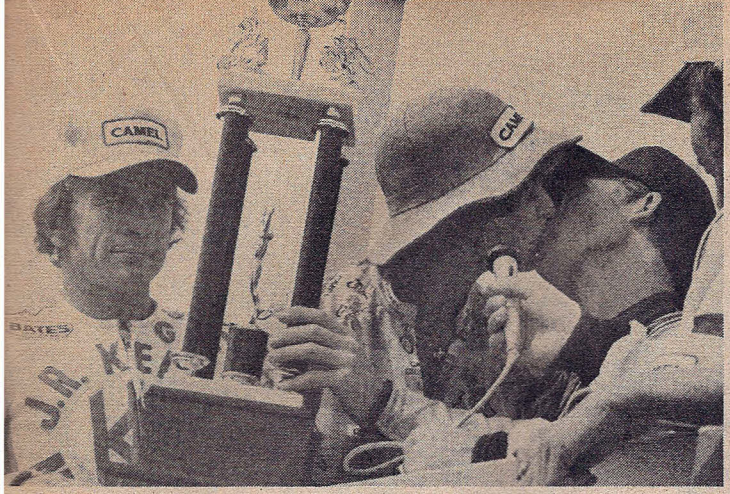
At the halfway mark it's Pridmore, Baldwin, Liebmann and Long. There are no more changes through the latter stages, and it looks more and more like a Japanese marque is going to win a

(Continued on page 63)

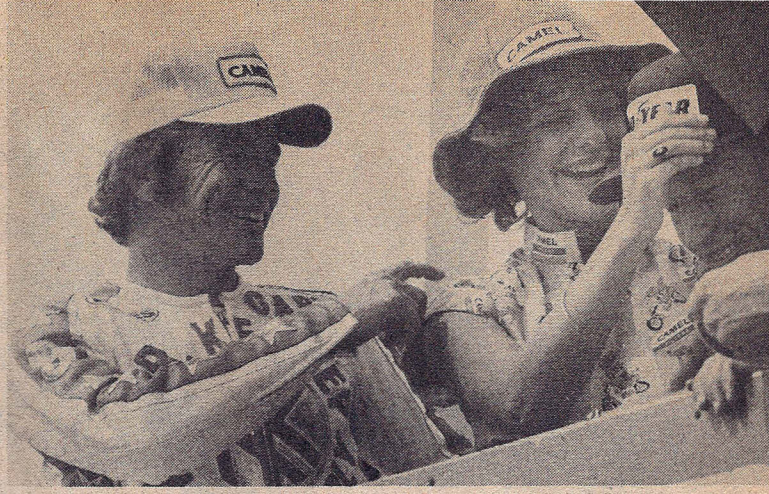


Long gone Long John. Long took 2nd in the lightweight event, but took a spill in the 750.

A frustrated Cook Neilson wheels his Ducati back to the pits after throwing a chain during the warm-up lap in the Superbike production event. Neilson had taken 3rd place in his heat race.



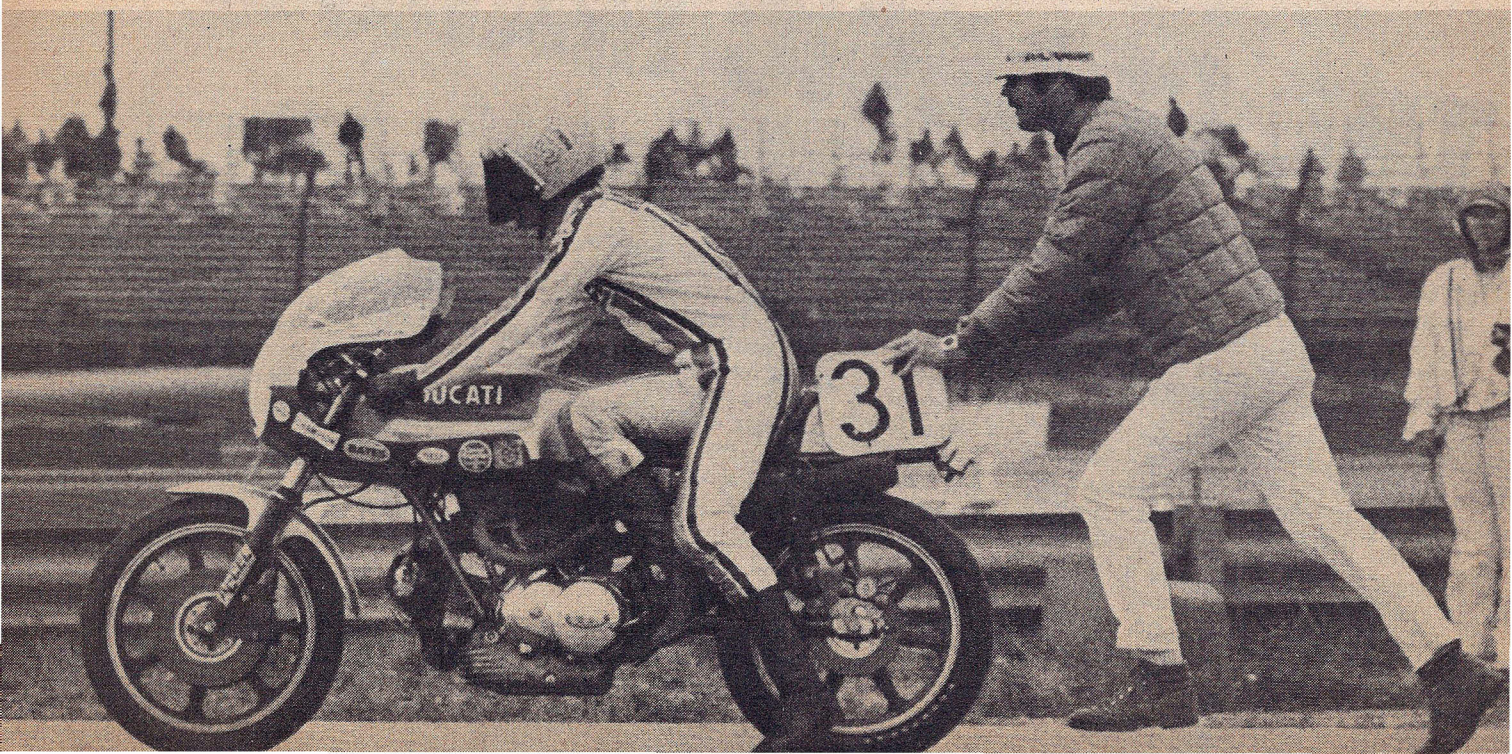
Kenny Roberts receives his victory smooch in the winner's circle as Gary Nixon looks on.

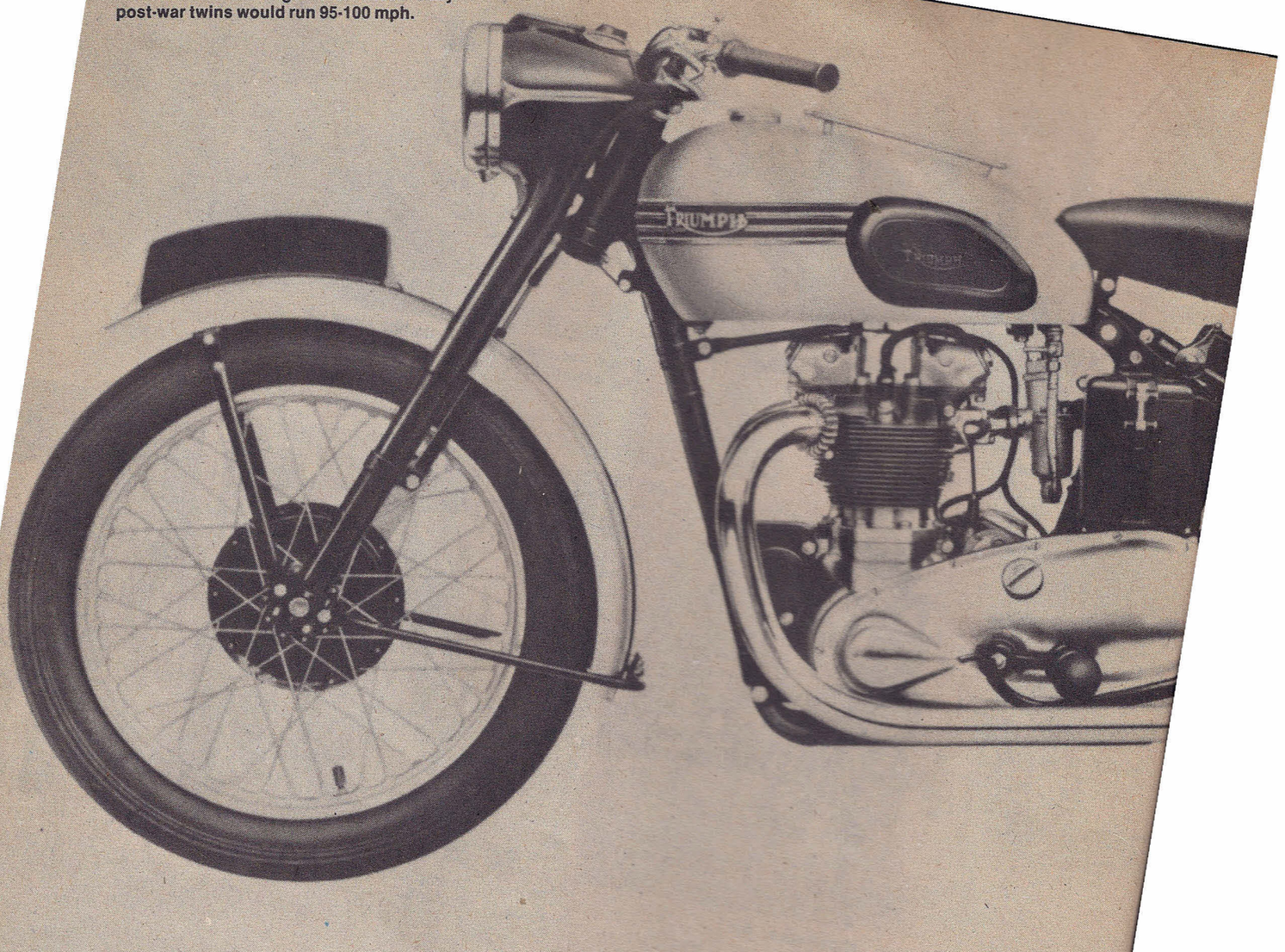


Nixon decides that he would like some of this action, too.

Young Master Nixon showcases for Motorcycle World photographer.

"Where Champions Meet." Nixon, Roberts, Aksland.





The model that made Triumph famous in America was the Tiger 100. These early post-war twins would run 95-100 mph.

THE CLASSIC MARQUE

Geoffrey Wood

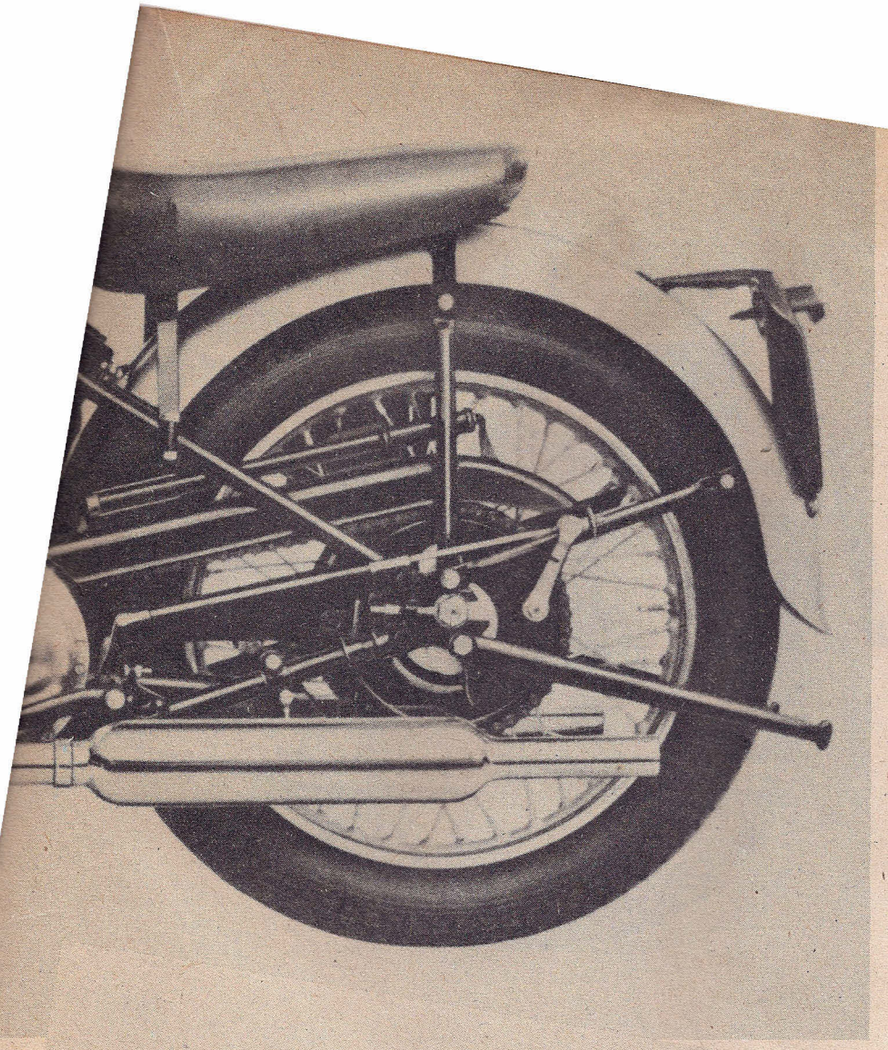
■The British motorcycle industry once led the world in sales, brilliant engineering and victories on the race track. Today the English bikes are just about gone, with only the Triumph left to carry on the glorious tradition of British motorbikes.

A terribly good machine for those who appreciate the feel of a fine handling motorcycle, the modern Triumph still exudes those qualities which once made England famous. Light, lean and nimble, the latest Triumphs have a feel about them that separates them from all the others around the world. There are faster machines and there are smoother machines, but few of the others impart to their rider the feel of the road as does a Triumph.

Like many of its English brothers, the Triumph motorcycle had its beginnings in the bicycle industry. Founded in 1885 in London, the early history of Triumph is very nearly lost in the mists of time.

The founder of the company was, rather surprisingly, not an Englishman, but rather a German by the name of Siegfried Bettmann. Bettmann's small bicycle manufacturing business prospered, and in 1887 he was joined by a fellow German, M.J. Shulte, who was a young design engineer. Together, these two Germans were to later have a profound effect on the infant motorcycle industry.

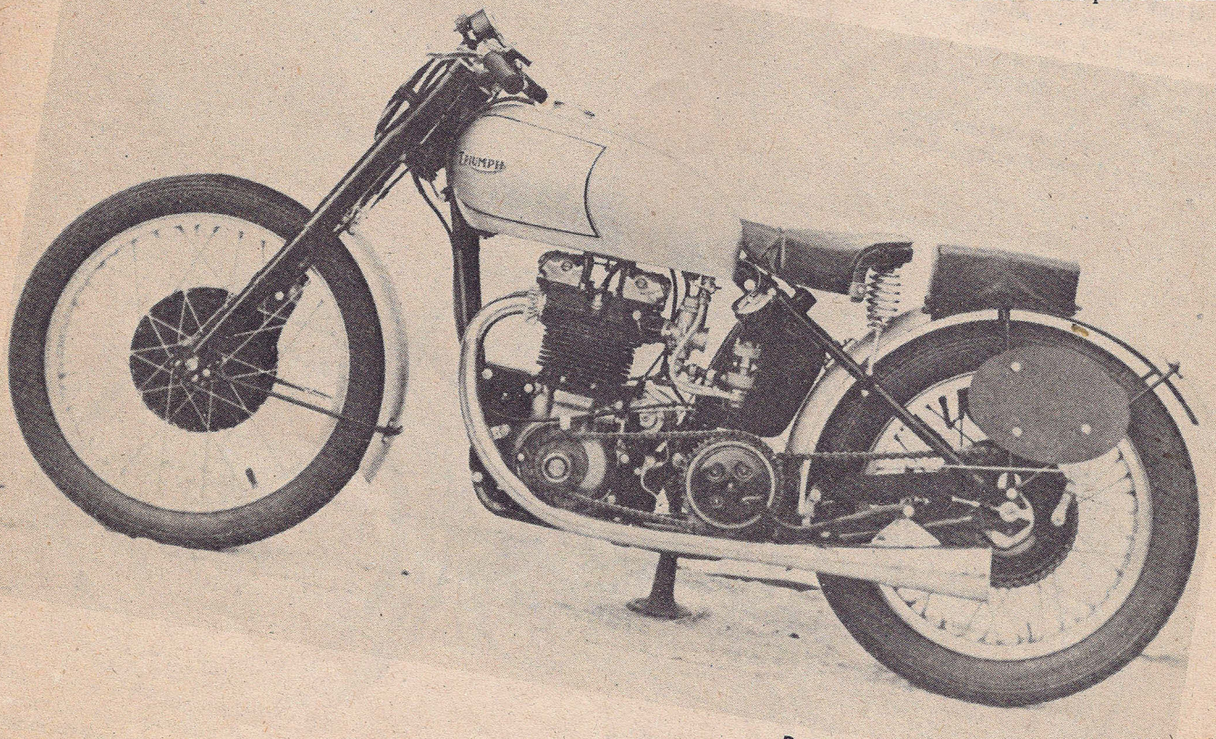
In 1888 the company moved to new quarters in Coventry, and in 1897 the brilliant Shulte was investigating the possibilities of a motor powered bicycle. The motor-bicycle under examination was the Hildebrand and Wolfmuller, a German machine which Shulte regarded as being far too crude to ever be a workable design. The seeds of a motor-powered bicycle had been sown in Shulte's mind, however, and he was convinced that the future held great things for a motorbike.



In 1902 the first motorcycle was produced by the company, when a Belgian Minerva single-cylinder engine was mounted on one of their bicycles. The original 66 x 70mm bore and stroke engine had an automatic inlet valve, battery-coil ignition, and it was mounted below the front downtube of the bicycle. For 1903 the engine was modified to a side-valve design, and then in 1904 the Triumph had a J.A. Prestwich engine that was similar to the Minerva powerplant. The company also produced a model that year with a larger 3 HP Belgian made Fafnir engine mounted centrally in the frame. All of these early Triumphs had a belt drive, bicycle pedal gear and a single rim-type brake.

Despite the early enthusiasm for the motorbike, the public had found them lacking in reliability and overall performance. With this in mind, Shulte designed the very first all-British motorcycle in 1904, after which production began the following year. The engine was a 3 HP side-valve single, which was centrally mounted in the frame. The ignition was by a reliable magneto, and the carburetor was of their own design.

To publicize this first all-British machine the company staged a demonstration run to prove its endurance. The



Produced in 1948, '49, and '50, the 500cc Grand Prix model featured an alloy engine, 42 HP at 6800 rpm and a speed of 112 mph. A beautiful road racer.

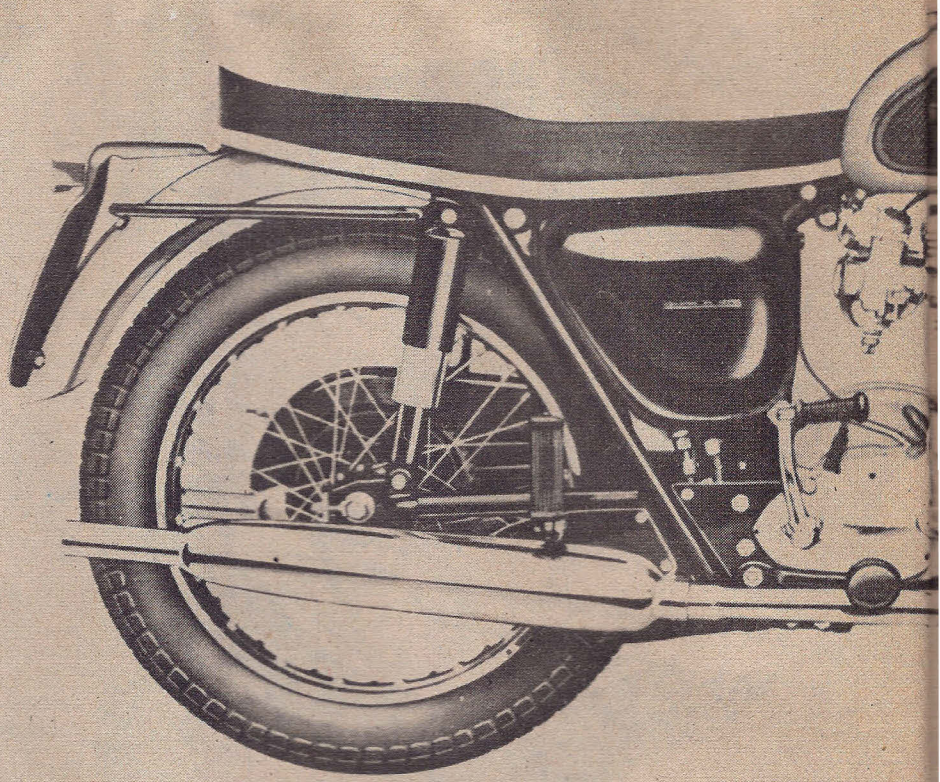
goal was to cover 200 miles per day for six days—a really arduous test for machines of that era. The run was a success, and the new Triumph was on its way to fame and popularity.

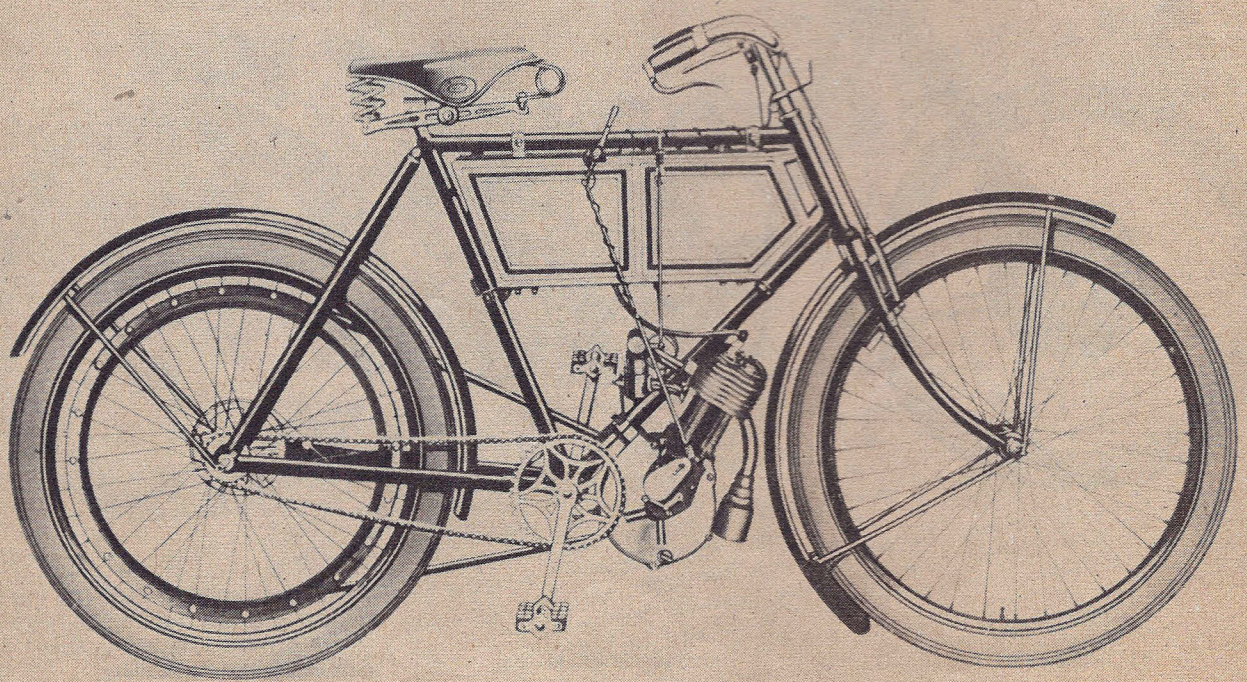
Production in 1905 was at the modest rate of five bikes per week, which rose to 500 machines for all of 1906. In 1906 a front fork with a suspension spring was introduced, which made for a more comfortable ride. In 1907 the engine dimensions were enlarged to 82 x 86mm, and production increased to 1000 machines. In 1908 the engine was again increased to 85 x 88mm, which made it a full 500cc, and then in 1909 the sales rate was up to 3000 bikes.

During those early years Triumph became famous on the race courses with their trusty singles gaining many wins. In the very first Isle of Man TT in 1907, they garnered second and third places in the single cylinder class, and then, in 1908, Jack Marshall took first place at 40.4 mph with a fastest lap at 42.48 mph. These singles featured a direct belt drive with a ratio of 4.5 to 1.

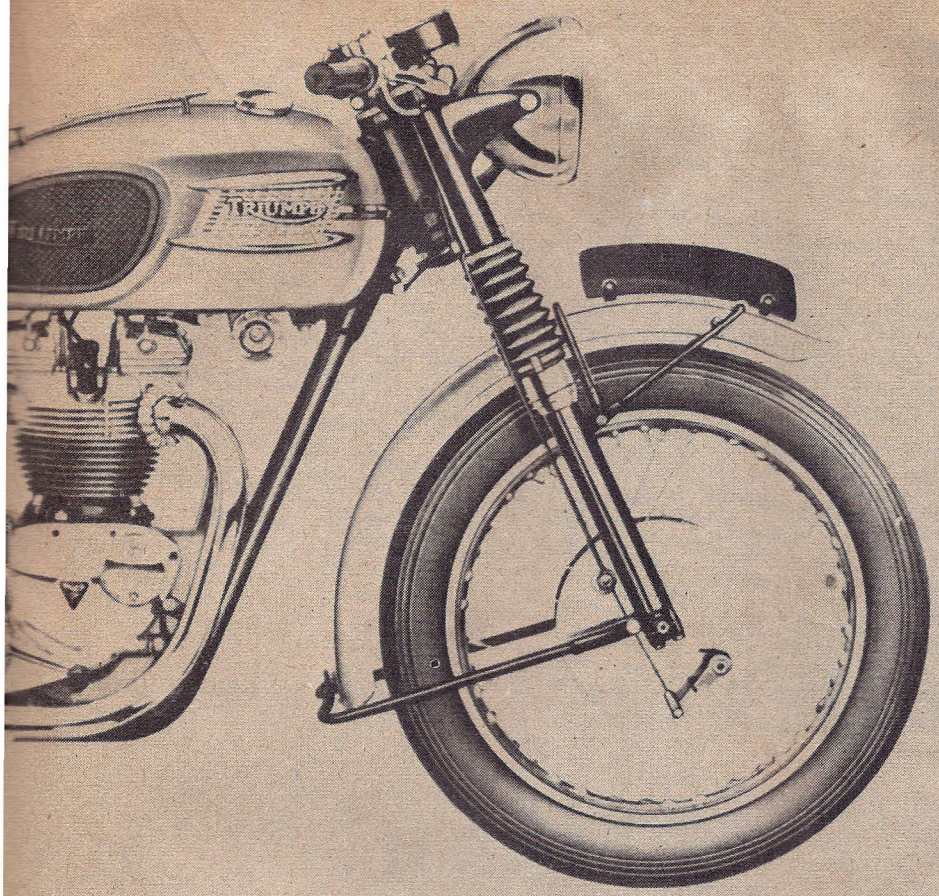
Triumph finally added a clutch to their brakes when they put one in the rear hub in 1911, along with such niceties as ajdustable tappets to set the valve clearances. In 1913 a Sturmey-Archer three-speed hub gear was available and a 225cc two-stroke was also added to the range. The company experimented with a side-valve vertical-twin engine, too, but it never did reach the production stage.

In 1914 the bore and stroke were increased to 85 x 97mm, making a 547cc





The 1903 Triumph featured pedals to start the Belgian engine. The single speeder had no clutch.



Introduced in 1959, the Bonneville has become the all-time Triumph favorite. The 650cc twin was pushed up to 750cc in the early 1970s.

ONNEVILLE 120 (T120)

engine. A 500cc model was still available for the sporting rider, since the international rules limited engines to that size for racing events. The reliable Triumph singles continued to make their mark in competition, with W.F. Newsome setting a one-hour endurance mark of 59.84 mph in 1910. The famous Isle of Man TT races continued to witness the reliability of the side-valve singles, with Triumph gaining a third in 1909, third and fourth in 1910, sixth in 1911, second, fifth, and sixth in 1912, and a fifth in 1914. J.R. Haswell also set a new hour record in 1911 at 63.11 mph.

Then came the war, and the factory was mobilized for military production. In 1915 the Model H made its debut, which proved to be an exceptionally sound design. The 547cc side-valve single operated through a three-speed countershaft gearbox, with a final drive by belt. Altogether about 30,000 Model Hs were built for the British Army.

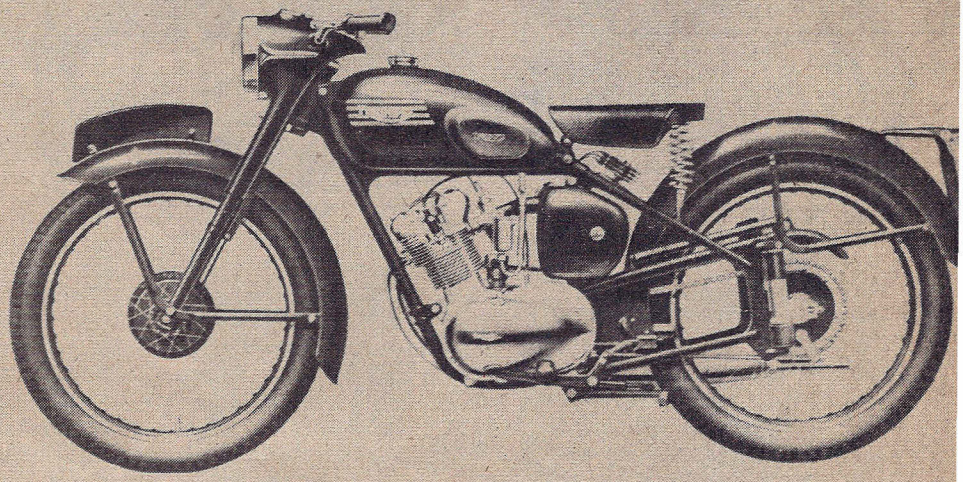
After the war the Model H was produced for civilian use, and then in 1920 this model was superseded by the S.D.—a model with all chain drive and a gearbox of their own manufacture. Chief design engineer Shulte then retired, so Mr. Bettmann brought in Lt. Col. C.V. Holbrook, C.B.E., to replace him.

The next model to come out of the factory was in 1924 when the 350cc Model L.S. was introduced that had such advanced features as unit-construction and full mechanical lubrication. Previously, the lubrication was provided by a hand or foot-operated oil pump.

During the early 1920s the British switched from side-valve engines to the overhead valve design, and Triumph was right at the forefront. In 1922 the factory entered a four-valve, penthouse-head engine in the Senior TT. Designed by Sir Henry Ricardo, Walter Brandish sped to a second place on this bike. The single had an "iron" engine with a bore and stroke of 85 x 88mm, and it also had a new slipper skirt piston. This bike set a new one-hour mark of 76.74 mph in the hands of Major H.B. Halford.

For 1923 the factory reverted to a two-valve design, with the 494cc single having measurements of 80.5 x 98mm. Victor Horseman set a new one hour mark of 86.52 mph, which he increased in 1924 to 88.21 mph. In 1925 he pushed this on up to 89.13, after which another make took the record away. In October, Victor made another attempt on the record, becoming the first to exceed 90 mph when he clocked 90.79. In 1926 he rode his faithful old single for the last time, setting a 94.15 mph mark.

During the middle 1920s the international racing scene was undergoing a



In 1953 Triumph introduced the 150cc Terrior single with a plunger rear suspension, which was followed in 1954 by the 200cc Cub that weighed only 195 pounds.

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great change. Previously, the bikes were just standard production models that were modified for racing, but by 1926 it had become necessary to design a genuine racing machine if there was to be any chance at success. It was then, and still is, the policy at Triumph to race what they sell. When it became evident that a tuned standard model had little chance at winning, Triumph decided to quit the racing game. Their last good placing was a third in the 1927 Senior TT by Tommy Simister, after which the marque faded away from the haunts of speed.

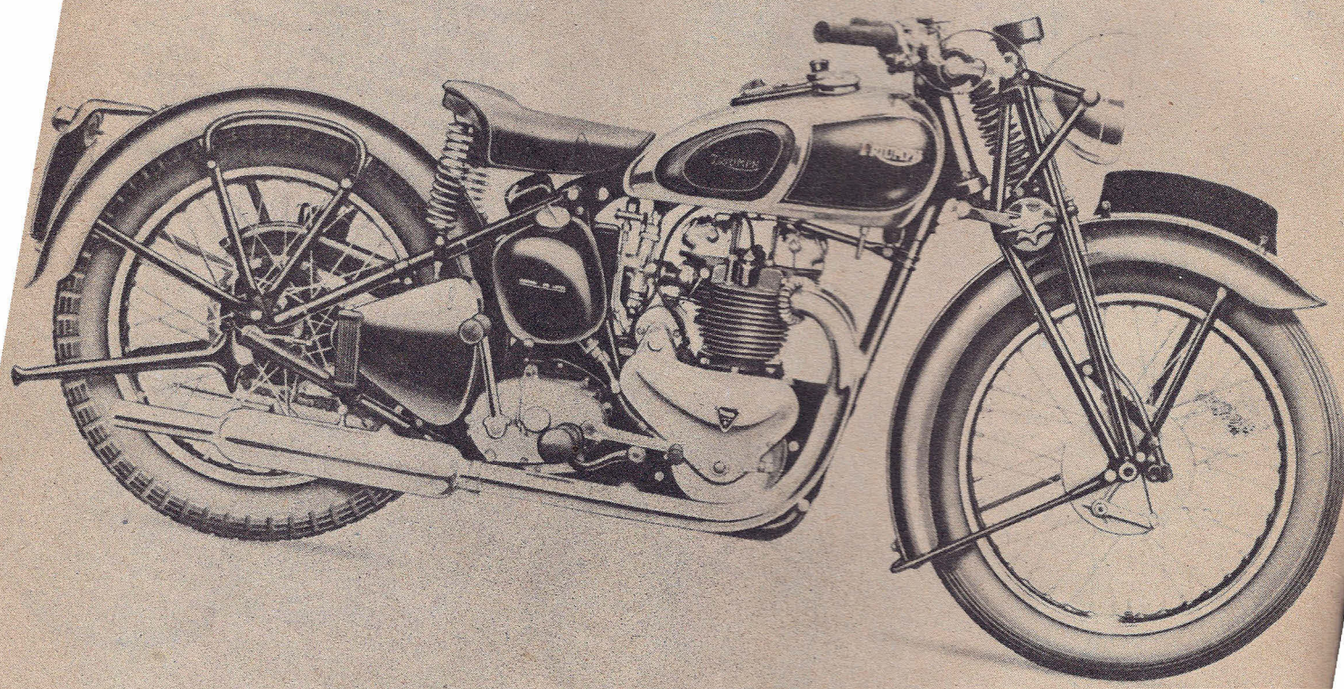
All of the knowledge gained from racing and record setting was not lost, however, since the company switched to the OHV design for most of their range. The 500cc Model P made its debut in 1925, and no less than 28,000 were produced the first year. A sports edition called the Model Q was then produced in 1927, followed by a 227cc side-valve Model W.

In 1928 Triumph changed their historic grey with olive-green fuel tank colors to black with blue panels. In 1929 a 350cc OHV model was added to the range, and dry sump lubrication systems were adopted. In line with the general trend then in the industry, a shorter wheelbase cradle frame was used, and the fuel tank was also the new "saddle" type that went over the frame tubes instead of between them.

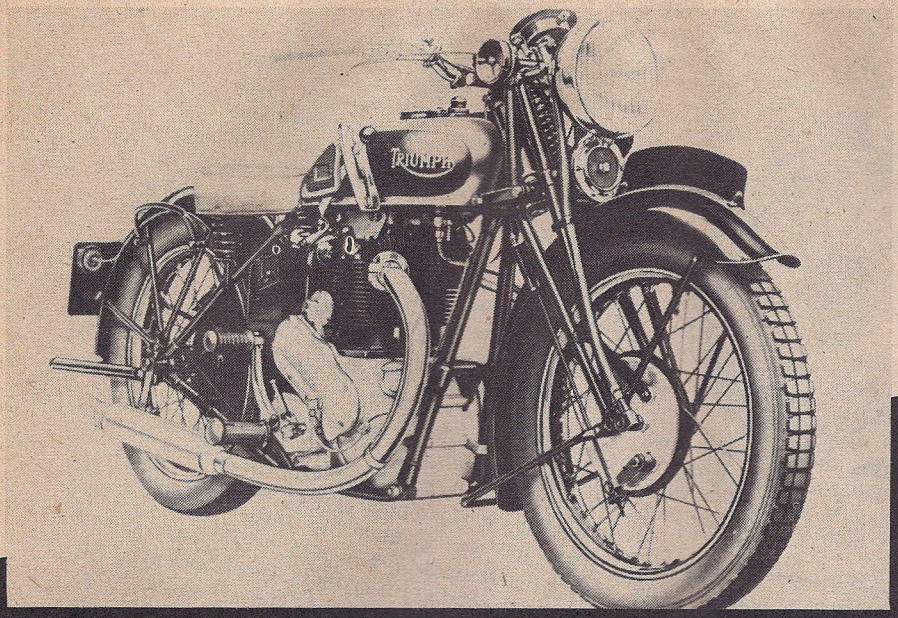
Then came the depression of the early 1930s, and sales fell dramatically. The whole range of Triumph machines was re-organized by A.A. Sykes, and a small, cheap two-stroke was produced along with some big singles of the "sloper" design. By 1934 the company was making great strides in its automobile manufacturing, and Val Page responded by designing new vertical singles of 250, 350 and 500cc. A 650cc vertical twin was also produced that had even firing intervals with the pistons rising and falling together, unit construction and a geared primary drive. The hand shifted twin was a poor design, however, and it was soon dropped from production.

By 1936 it was common knowledge that the company was not doing well financially and that production of motorcycles would soon be halted. The Triumph would soon be just a memory of the past, along with so many other victims of the terrible depression.

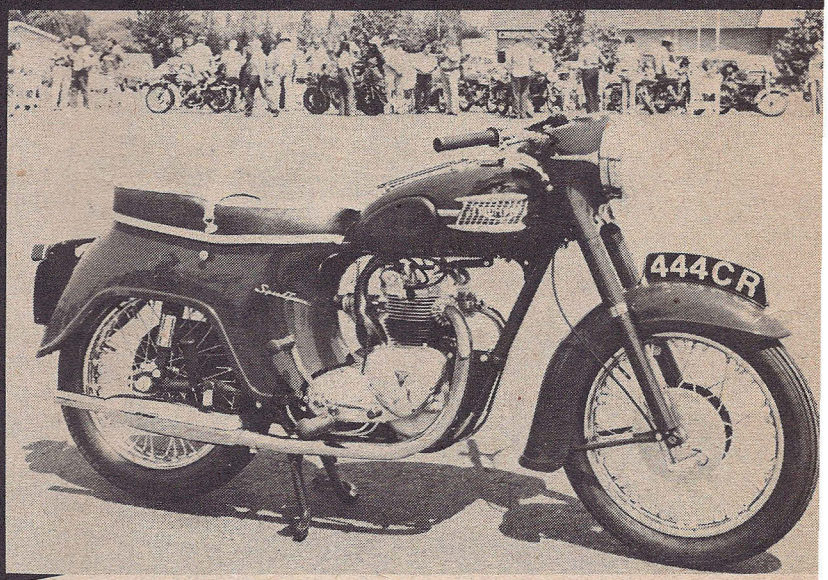
At the darkest hour a man named J.Y. Sangster came forward to purchase the company, with a new name of Triumph Engineering Company. Sangster had previously been with the Ariel Com-



The model that revolutionized the industry—the 1938 Speed Twin. The 500cc twin had a compact engine and weighed only 365 pounds.



A dismal failure, the 1935 vertical twin had a hand shift in an era when the other British bikes all had a foot shift.



In the late 1950s Triumph produced the Speed Twin with large fenders and some enclosure of the central section. The idea was a failure.

pany, and one of his first moves was to appoint Edward Turner as chief design engineer. Turner had done a great amount of design work on the Ariel Square Four and Red Hunter single, and these models had proven to be eminently successful. Would the Turner genius be enough to save the Triumph?

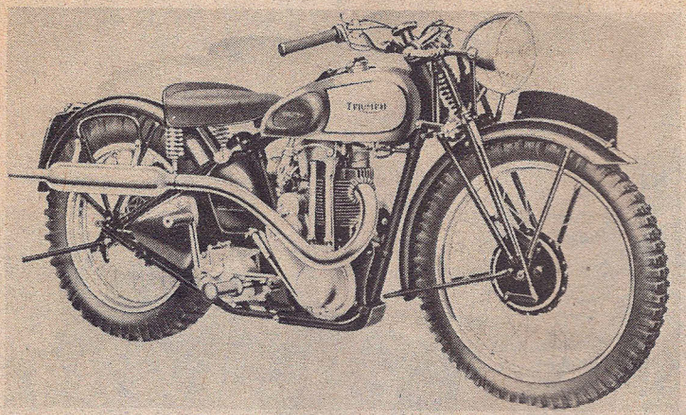
The impact of Turner on the new company was both immediate and positive. A new range of single-cylinder machines was marketed in 1937 that acquired a reputation for being good looking, reliable and fast. With these new thumpers, sales rapidly expanded and the future of the company was assured.

In 1938 another new model made its debut, and this machine can be said to have re-designed half of motorcycledom. Called the Speed Twin, the new 500cc model featured a very compact vertical twin engine in which the pistons rose and fell in unison but fired alternately. With the addition of the new twin to the range, Triumph had a mount for just about everything except racing.

The lowest priced were the 2H and 2HC models, which were 250cc OHV singles that developed 13 HP at 5200 rpm. The compression ratio was 6.9 to 1, and these rigid frame models weighed 310 pounds. Both of these lightweights were popular bikes.

Next were the 350cc singles, two side-valvers and one OHV model which developed 12 HP at 4800 rpm and 17 HP at 5200 rpm respectively. Then there were the Deluxe 5H and Deluxe 6S models in 500 and 600cc sizes. The 5H OHV model developed 23 HP at 5000 rpm on a 5 to 1 compression ratio, and the 6S side-valve model produced 18 HP at 4800 rpm. The measurements for the two engines were 84 x 89mm and 84 x 108mm. The 360 pound 6S model was popular for sidecar use due to its beefy torque at modest engine speeds.

The pride of the range was the single cylinder Tiger model. Produced in 250, 350 and 500cc sizes, the Tigers were sports models which had an improved performance over the standard models. The Tiger 70 produced 17 HP at 5800 rpm on a 7.7 to 1 compression ratio and weighed 310 pounds. The Tiger 80 developed 20 HP at 5700 revs on a 7.5 to



During the late 1930s the company produced good 250, 350 and 500cc singles which could be had in trials trim with knobby tires, a 21 inch front wheel and wide ratio gears.

1 ratio and weighed 320 pounds. The Tiger 90 had 28.3 HP at 5800 rpm on a 7.1 to 1 ratio and weighed 365 pounds.

The star of the Tiger range was the 500cc Tiger 90, and it had large 7 x 1-1/8 inch brakes, narrow sports fenders, a 3.00 x 21 inch front tire and a 3.50 x 19 inch rear tire. All of the Tiger models could be ordered in competition trim, which made them suitable for trials or scrambles use. Optional extras included an upswept exhaust pipe, knobby tires, a wide ratio gearbox with ratios of 4.78, 6.93, 11.0 and 14.7 to 1, quickly detachable lights and rear wheel, and individually assembled and tuned engines. As on all Triumphs, the frame was rigid and the front fork was a girder type. These Tigers were a fine mount for the sportsman, and they became quite popular.

Then, of course, there was the new Speed Twin which had measurements of 63 x 80mm and produced 28.5 HP at 6000 rpm on a 7 to 1 compression ratio. The twin weighed 365 pounds, had a 54 inch wheelbase, and sold for $375.

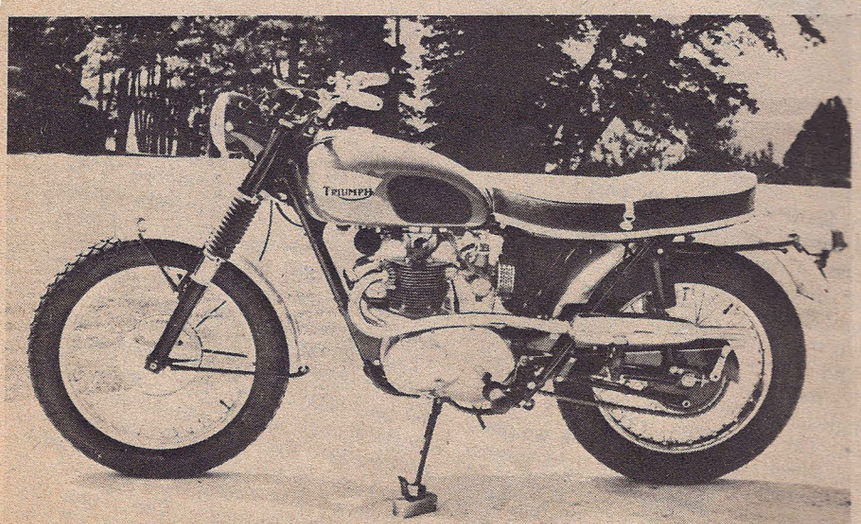
This new range of Triumph machines proved very popular, and the sales of the company continued to expand. The sports singles won their share of the trials and scrambles events, and the Speed Twin set the all-time Brooklands 500cc lap record at 118.02 mph. The twin was built and ridden by I.B. Wickstead, and the model featured a supercharged engine. Another Brooklands all-time lap record was garnered by Triumph, this one in 1939 by W.F.S. Clarke at 105.97 mph on his 350cc fuel burning single

For 1939 the range of machines and optional parts offered stayed the same as for 1939 except that an exciting new Tiger 100 replaced the Tiger 90 model. Based upon the Speed Twin, the new Tiger 100 was a mount to satisfy the most discriminating buyer in 1939. The engine was individually built, tuned and tested on a dynamometer; and it was certified to produce 33 to 34 HP at 7,000 rpm on a 7.75 to 1 compression ratio. Each owner received an actual dynamometer report with his engine, signed by the works test mechanic.

The rest of the specifications whetted the appetite of the motorcycle connoisseur. The mufflers were designed to be megaphones with end caps, and by removing these caps an owner was ready to race. The front wheel had a 3.00 x 20 inch ribbed tire, and the rear wheel had a 3.50 x 19 inch semi-racing tire. The front brake drum was ribbed for extra cooling, and both brakes were 7 x 1-1/8 inch in size. A special bronze head was optionally available for the Tiger 100 which gave improved heat dissipation, and a set of tuned straight pipes were also available. With a top gear ratio of 5.0 to 1, the 7000 revs with the open megaphones gave a top speed of 106 mph. Truly, this was the machine that the British sportsman had dreamed of.

Then came WW II, and on a dark November night the factory was left a pile of twisted beams and smoldering rubble. To this day no one knows quite how it was done, but in ten months a new factory was built at a new location in Allesley, near Meriden. And there during the war, Triumph produced a 350cc OHV single for military use.

When peace returned Triumph immediately resumed production, and a new range of machines was fielded. Gone were the single-cylinder models, and Triumph began production of twins exclusively. A new telescopic front fork



The 1966 Tiger 100 S was a 335 pound street-scrambler with the short stroke engine and an upswept exhaust system.

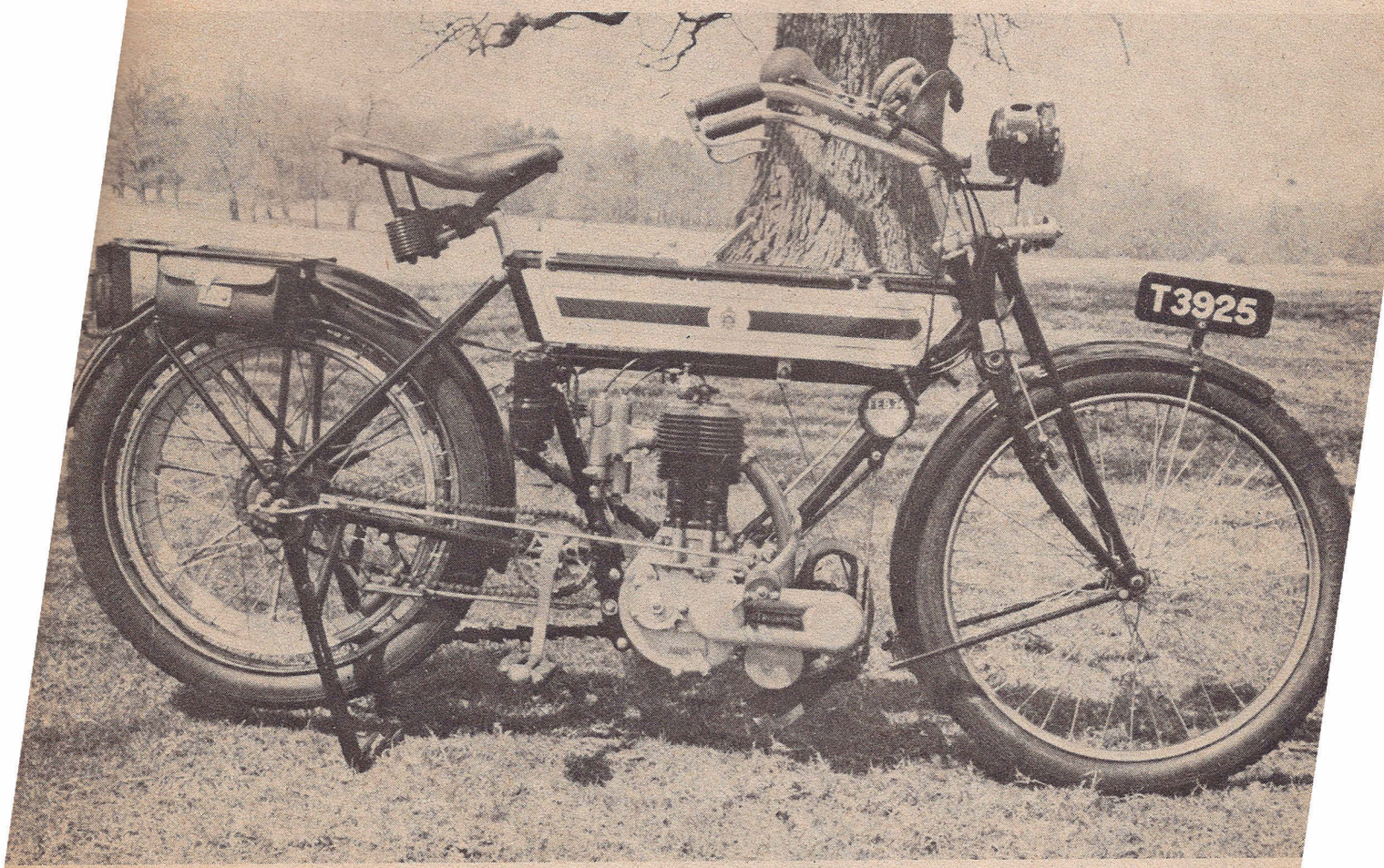
replaced the old girder fork, and in 1946 the Triumph "Spring Hub" made its debut. This Spring Hub was a rather unique method of rear suspension as it contained the coil springs within the large rear hub.

A new 350cc twin was also added to the range to supplement the Speed Twin and Tiger 100 models. In deference to the limited amount of cash available in those immediate post-war years, the Tiger 100 was not quite so sporting a mount as in the pre-war days. Horsepower was down from 34 at 7000 to 30 at 6,500 rpm, and all the hand assembled and dynamometer tested qualities were gone. The brakes were not finned, no megaphone mufflers were fitted, and few of the pre-war optional "goodies" were available.

The basic design was still very good, though, and quite naturally some sporting minded riders turned their attention to tuning the Tiger 100 for racing. Many racing men recognized that a small bore twin had a great advantage over a big bore single as far as getting the highest possible compression ratio on the dreadful 72 octane "pool" petrol that was used.

Ernie Lyons, the Irish farmer-racer, got the show on the road. Working with factory support, Lyons took a standard Tiger 100 and began building his racer. During the war Triumph had made an electrical generating power unit for Lancaster bombers using a standard 500cc twin engine which had an alloy head and cylinder with fan cooling. Ernie borrowed this alloy head and cylinder part and also obtained the experimental Spring Hub to use. With just the normal amount of speed tuning for the day, Ernie was ready to compete.

The first event for the racing Tiger was the 1946 Ulster Grand Prix. All sorts of problems were encountered that day, but the bike did show some dazzling, if rather spotty, performance. Nevertheless, Lyons was encouraged and he set about to cure all the "bugs." In September he and his Tiger appeared again, this time at the Manx Grand Prix for amateurs held over the famous Isle of Man TT course. All went well that day,



In 1911 Triumph produced this 500cc single speed single that had a clutch in the rear hub. The engine featured side valves and a manually operated oil pump.

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despite the appalling rain, and Ernie romped home the winner at 76.73 mph.

About that time the folks at Meriden began to give some serious thought to this racing game, so for the 1947 season a prototype racer was prepared for the Grand Prix racing season. The late David Whitworth, a top-flight racing man, was engaged to ride; and he spent the summer touring the continental events. Whitworth had a highly successful season, too, winning minor Grand Prix events at the Circuits de La Cote, du Limbourg, and George Truffant. David also captured a third place in the Dutch Grand Prix, beaten only by the factory Norton of Artie Bell and the Gilera "Saturno" single of O. Clemencich.

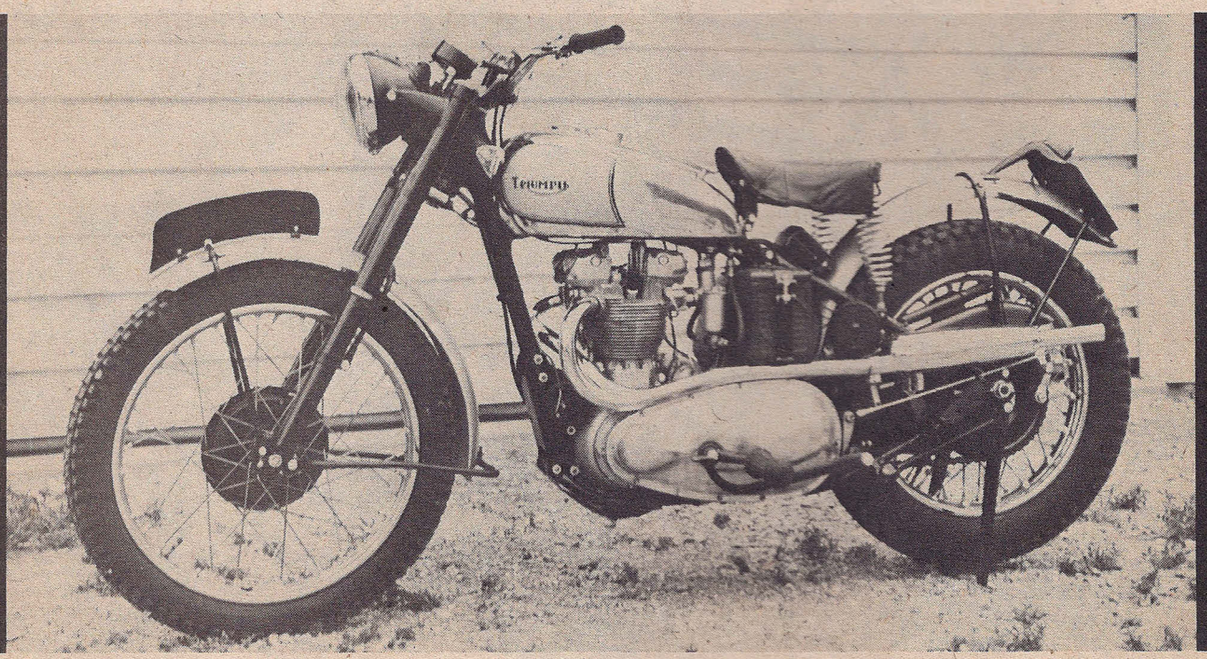
Encouraged by these successes, in late 1947 the factory announced that a production road racing model would be marketed for the 1948 season. Called the "Grand Prix," the racer incorporated all the knowledge that had been gained during Whitworth's campaign. The idea was certainly not to build the best racing machine available, but rather to use as many existing standard parts as was possible in an effort to keep the price down. In this manner a beginner could have a pukka racer at a price well below that of an overhead camshaft racer, and yet still have a speedy and reliable mount.

The new Grand Prix model was a beautiful machine, and it was fast. The engine was a 500cc twin with standard bore and stroke of 63 x 80 mm, and an alloy cylinder and head were fitted. Megaphone exhausts were used, the standard frame had the rear spring hub, and both brakes were a massive 8 x 1-3/8 inch. The wheel rims and fenders were of light alloy, with a 3.00 x 20 inch ribbed racing front tire and a 3.50 x 19 inch studded racing rear tire.

Each engine was mirror-polished throughout, and the cams were designed to give a great amount of torque over a wide rpm range. Two Amal carburetors were used, and the float bowl was remote mounted. The engines were all hand assembled and tested on a dynamometer. On a 10.5 to 1 compression ratio the horsepower was 42 at 6800 rpm. Top gear of the four speed close ratio gear box was 4.57 to 1, and at 6800 revs this provided a maximum speed of 112 mph. On any downhill run the revs could safely soar to 7400 rpm, which gave a speed in excess of 120 mph. Another good point in the GP model's favor was its 314 lb. weight, which was well below the 370 lb. weight of a Norton Manx model.

So enthused were the Triumph folk over the new racer that they decided to set aside their policy of no direct participation in racing. In short, they fielded a genuine works team mounted on some GPs that received that little extra bit of tuning and bearing work that always helps. They also hired some of the finest riders available with such famous former TT course winners in the lineup as Bob Foster, Fred Frith and Ken Bills.

Altogether a total of nine Grand Prix Triumphs were entered in the Senior TT—but then followed a tale of disaster.



Trim and light, the 1949-53 Trophy weighed only 295 pounds. The engine developed 25 HP at 6000 rpm.

One by one the riders fell by the wayside—gas tanks fractured, gearboxes disintegrated, clutches failed and engines blew. In the end, not one GP model finished. Shaken but not yet defeated, the designers went back to the race shop and produced a new fuel tank and made minor changes in the other engine and transmission parts that had failed.

On the continent the small improvements revealed at last the excellence of the basic design. In the Dutch Grand Prix, David Whitworth took fourth; in the Ulster, Bill Beevers took fifth; and in the fast Belgian event, Foster, Whitworth, and Bills took a magnificent fourth-fifth-sixth. Then in September, Don Crossley won the Manx Grand Prix for amateurs in the I.O.M. at a post-war record speed of 80.63 mph.

Despite the late season successes, the memory of the embarrassing Isle of Man episode brought the decision not to participate in racing anymore. The factory did produce the GP model for two more years, though, and many loyal privateers carried on with their twins. In the 1949 Senior TT they had a truly great hour, too, with Sid Jensen of New Zealand and C.A. Stevens taking fifth and sixth places, the former at 83.17 mph. These two Triumphs were the first non-works bikes to finish—a really magnificent achievement.

Triumph then faded away from the race tracks to concentrate on improving their production models. In 1949 an alloy-engined Trophy trials model made its debut, and this 25 HP twin soon earned a great reputation in the trials game. In 1951 the Tiger 100 also acquired an alloy cylinder and head, and then a special kit of racing parts was produced to convert the Tiger to a racer.

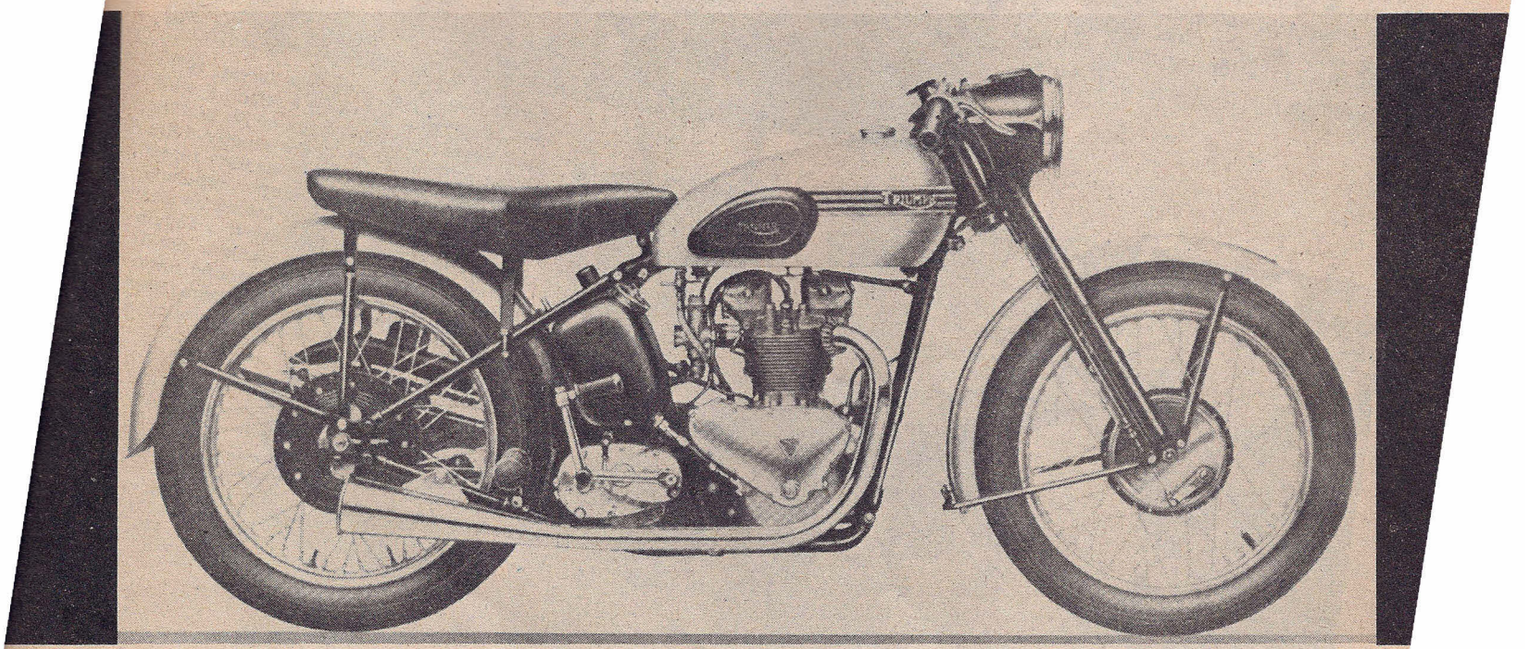
By far the most significant new model in those years was the Thunderbird that made its debut in 1950. With a bore and stroke of 71 x 82 mm, the new twin developed 34 HP at 6300 rpm for a 100 mph performance on a tall 4.57 to 1 gear ratio. With a weight of only 370 pounds, the Thunderbird started a trend to larger vertical twins that has endured to this day.

The 1950s were years of rapid design improvement, with Triumph being one of the leaders. In 1954 the spring hub was phased out in favor of a new swinging-arm frame, and a new 650cc Tiger 110 model was also produced that had 42 HP for a speed of 110 mph. Triumph also introduced a 150cc Terrior single in 1953 with a plunger rear suspension, followed by a 200cc Cub in 1954.

In 1957 a new 350cc twin was introduced that had bulbous sheet metal around the main frame section plus huge fenders—an idea that was then extended to the Speed Twin and Thunderbird several years later. This "gentleman's" image was a colossal failure, however, since motorcycles have always appealed more for their sporting image than as a deluxe touring device.

Next came a swinging-arm frame for the Cub in 1957, followed by a new short stroke (69 x 65.5 mm) Tiger 100 in 1959 that featured unit construction of the

(Continued on page 64)

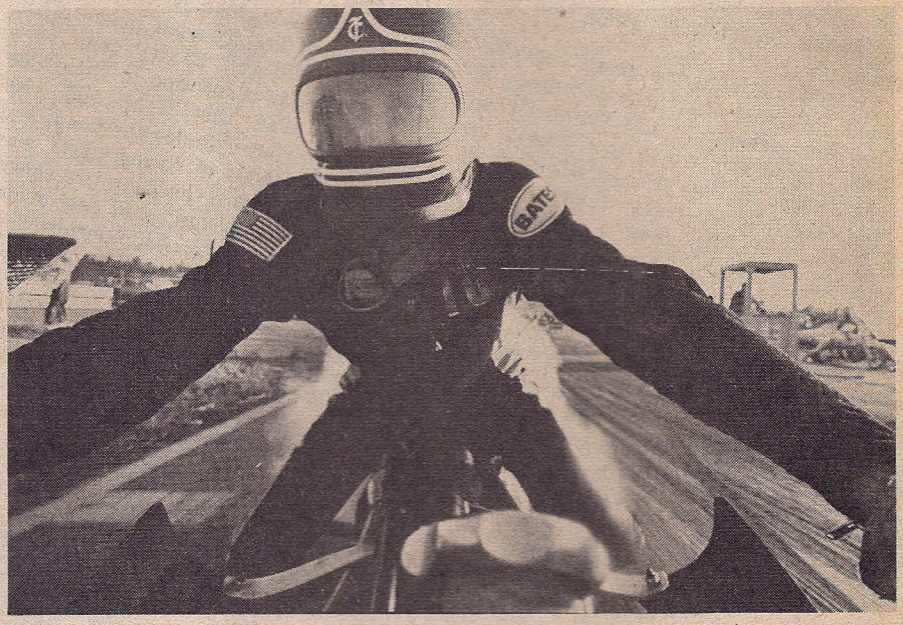


In 1951 Triumph produced a kit of parts to convert the Tiger 100 to a road racer. Many of these twins were raced with great success on America's dirt tracks.

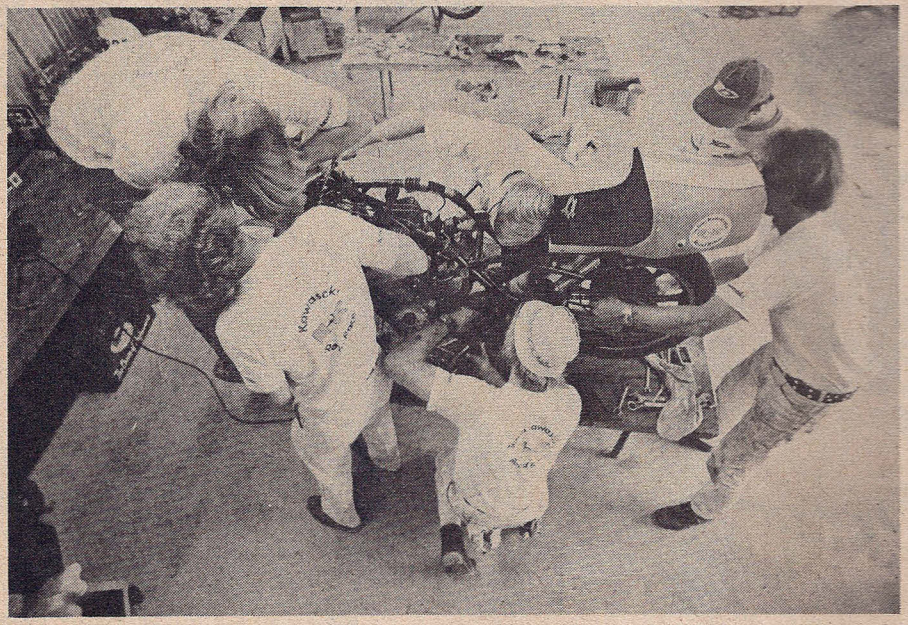
Photographers NOTEBOOK

Text & Photos D.W. Mellor

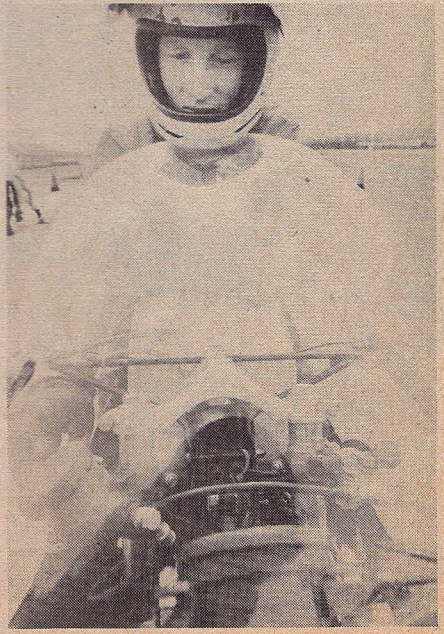
■ Six years of professional photography, mostly involved in motorcycles, have provided many memorable shots. My camera assignments have taken me all over the country, from southern California to the ISDT in Massachusetts and, of course, Daytona. Hundreds of road tests, every type of event (trials, speedway, roadracing, enduros, motocross, drag racing) and special interest bikes have been captured on film. I use Nikon equipment and Kodak Tri-x film. Never cropping the final photograph (always doing that during the exposure) has been the rule.



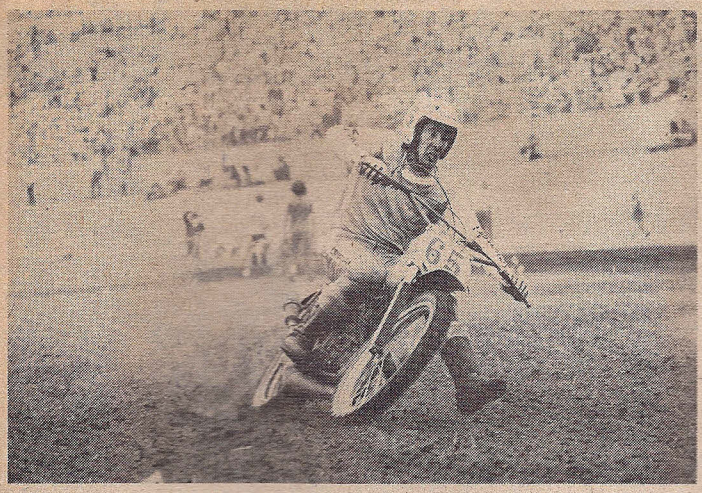
T.C. Christianson, Atco, New Jersey, 1974. Got permission to mount a Nikon F with motordrive and a 20mm lens on his double engine Norton, fastest in the country at the time. Tach was taken off, camera taped on to the tach bracket, proper exposure and focus decided before taping as one could not get to it thereafter; a toggle switch used to activate camera motor firing 3 shots a second, (8 second run = 24 frames). Unfortunately, the camera failed at exposure 17, but produced several good frames.



Kawasaki team mechanics, Pocono Raceway, Pennsylvania, 1972. The race sometimes takes place in the pits. Here six mechanics tear down and rebuild a complete roadracer before the next race.

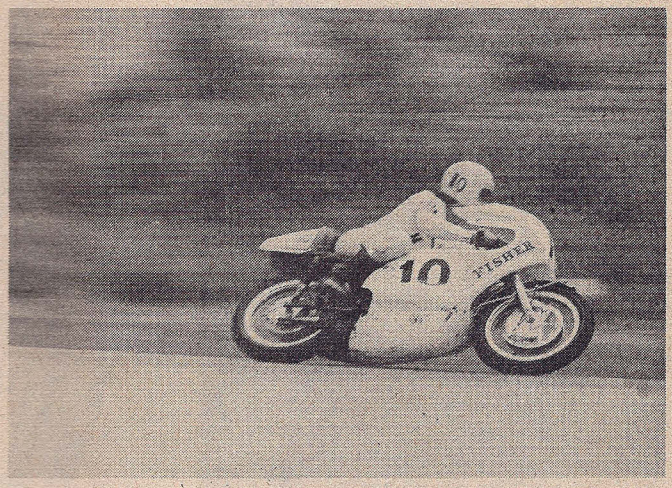


Kenny Roberts, Pocono Raceway, Pennsylvania, 1973. Often referred to as the "Machine Man" because once he finds the shortest distance around a track he programs it in his brain and never deviates. The picture was intended to depict Kenny closely related to his machine.

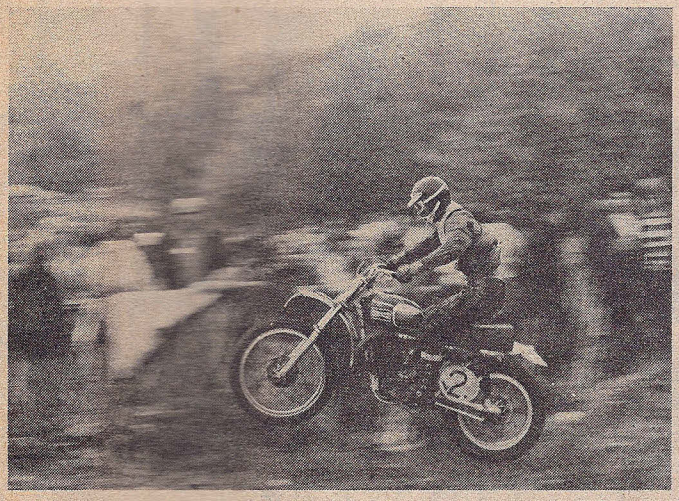


Jimmy Wienert, Daytona, Florida, 1975. Saw Jimmy first time in 1968 on a scambles track racing in Middleboro, Mass. dressed in leather pants, T-shirt and going like stink. Photo shows this Kawasaki factory rider, and the stress of his sport.

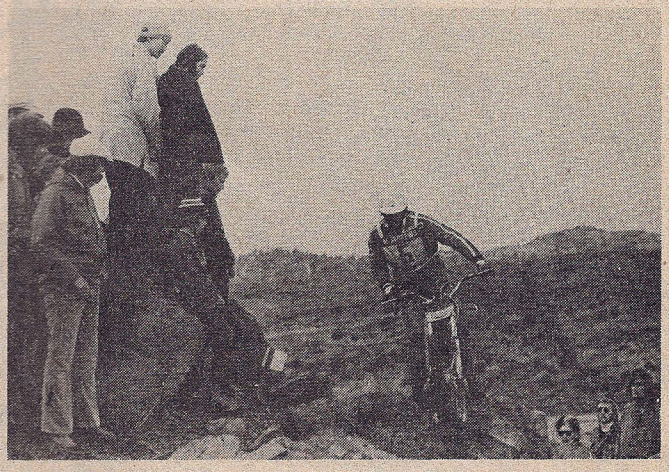
Gary Fisher, Louden, New Hampshire, 1972. Once a Gary Nixon protege—rising young star, aboard a Yamaha TZ 250. He won Louden that year.



Russ Collins, Atco, New Jersey, 1975. R.C Engineering has built some of the most interesting, powerful, and successful drag bikes in the world. The Atchinson, Topeka and Sante Fe and now the "Scorcerer."

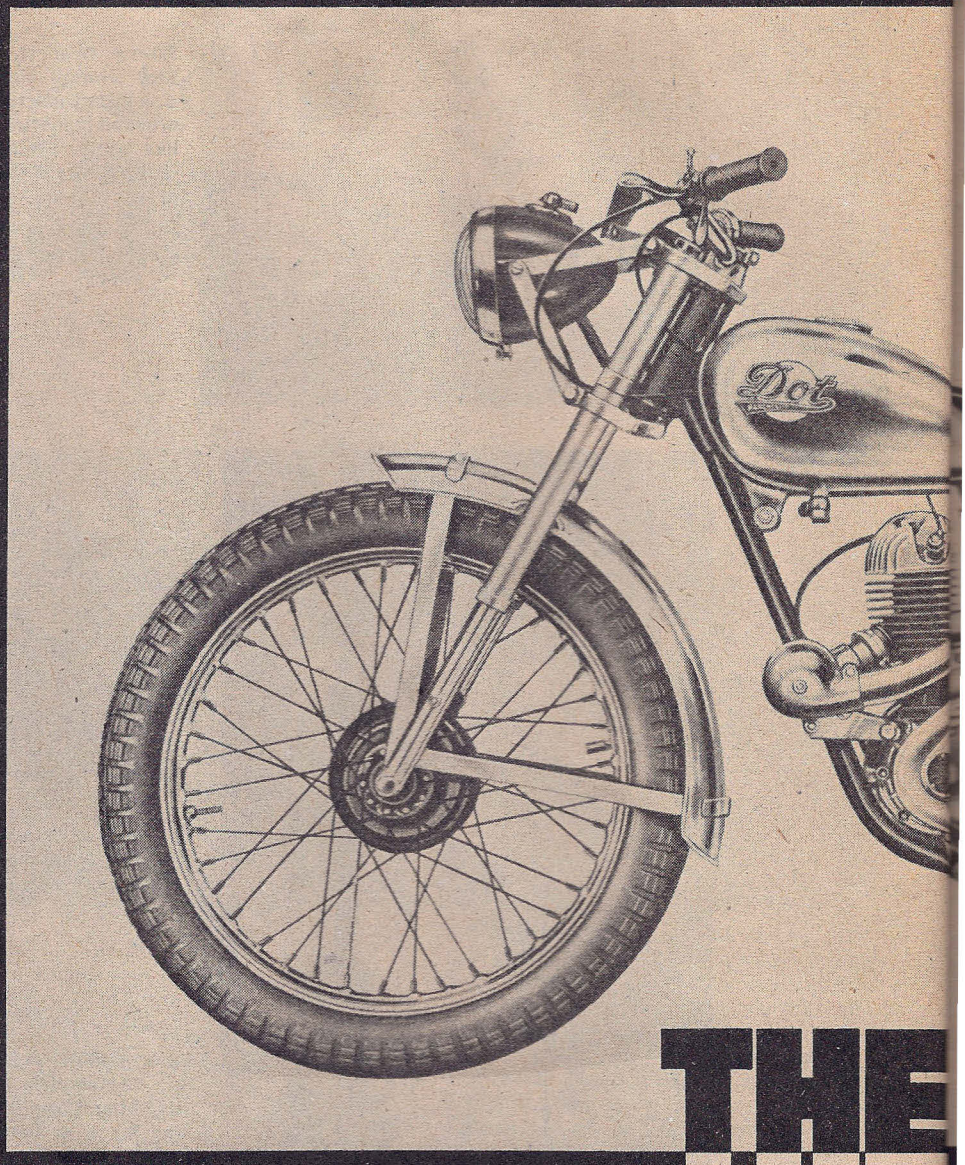


Bent Alberg, Pepperell, Massachusetts, 1970. One of the first photos ever taken using a panning technique to stop motion of motorcycle yet creating sense of speed. Alberg won the moto, as well as the world championship.



Cycle World International Trials, southern California, 1973. Mick Andrews, many times world trials champion. Here he is clearing (not touching his foot to ground) the toughest section of the course; incredible no one else did it all day.

By Richard Renstrom



THE SCOTTISH CUP

Triumph's Historic Trials Bike

In recent years, trials riding has become one of the most popular sports in all of motorcycledom. Born in England and nurtured to maturity in her wooded hills and rocky creek bottoms, the observed trials game has now attained such stature that it warrants a world championship as well as dozens of national champions all over the world.

The premier event in this world of plonk and turn is the Scottish Six Days Trial—a classic event with a history that dates back to 1914. The Scottish is a rugged trial, with up to 160 observed sections and anywhere from 500 to 800 miles of road and rocky trials crammed into six hard days of riding.

It is not surpring, then, that the Scottish classic has always been the yardstick by which the machines have been measured. Down through the years, the excellence of trials bikes has been determined by the results in the highlands. If a company could win the Scottish, it gained great advertising prestige as well as some solid proof of the excellence of its wares. The famous Scottish Trial has thus witnessed the evolution of the trials bike—a colorful saga that is without equal in motorcycle sport. From humble beginnings with stock and standard roadsters, the slow and methodical development of the trials bike has occurred in the highlands.

As a witness to this evolution of the bog wheel, the Scottish has experienced many epic and historic wins. Perhaps the most significant, at least to contemporary riders, was the victory by the legendary Sammy Miller in 1965 on his 250cc Bultaco. This was the first win by either a two-stroke or a non-British bike in the history of the trial, and it successfully ended the 50 year reign of the now classic big British single. An era was ended.

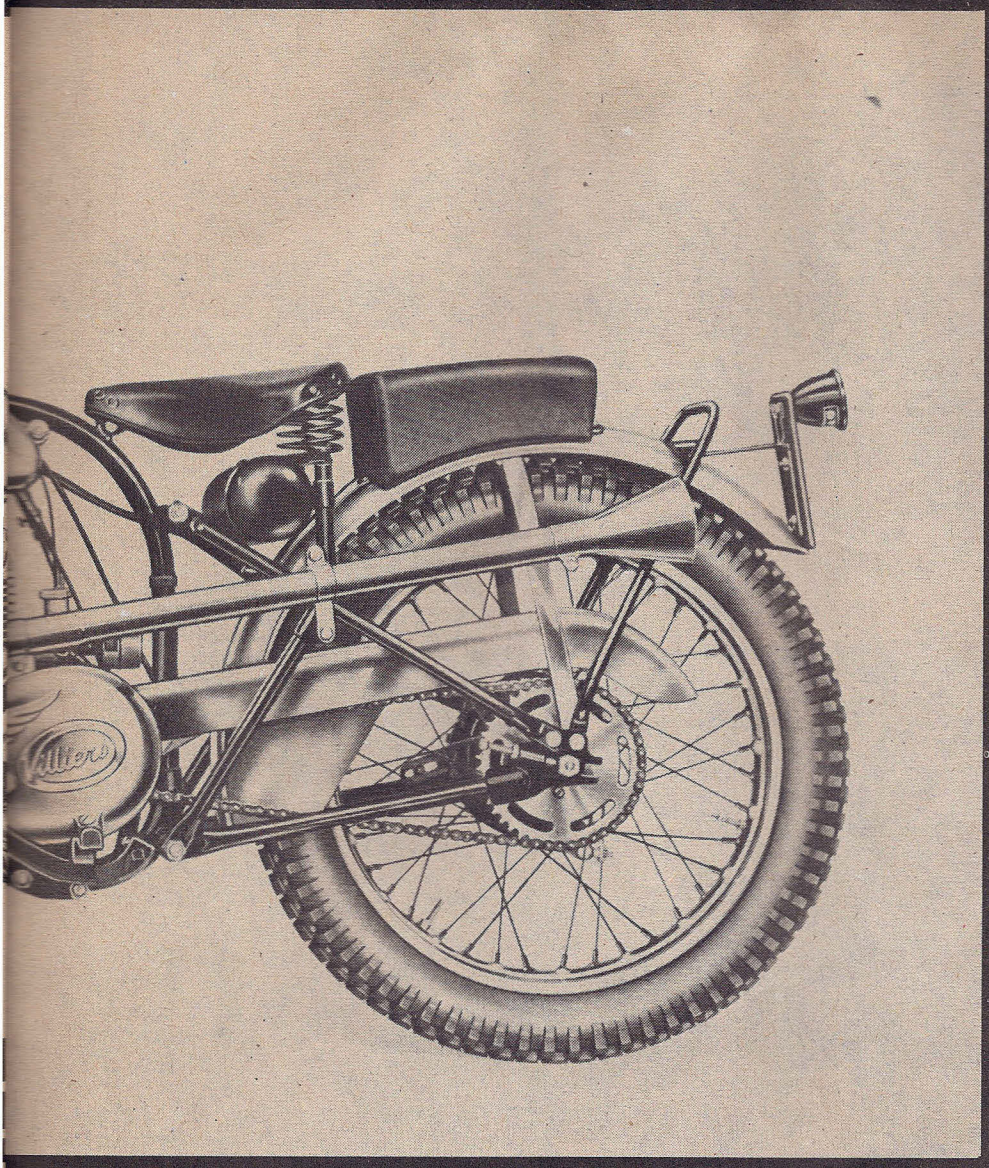
There have been other epic wins of nearly equal historic significance, however, with the most important being the stunning upset by Roy Peplow in 1959. Peplow's mount was a 200cc Triumph single, which was the first time that a "lightweight" had ever won the Scottish. Prior to that year the 350 and 500cc singles had dominated the trial for as long as anyone could remember, with their success being due as much to their reliability as to their ability to plonk smoothly over rocks and hairpin turns.

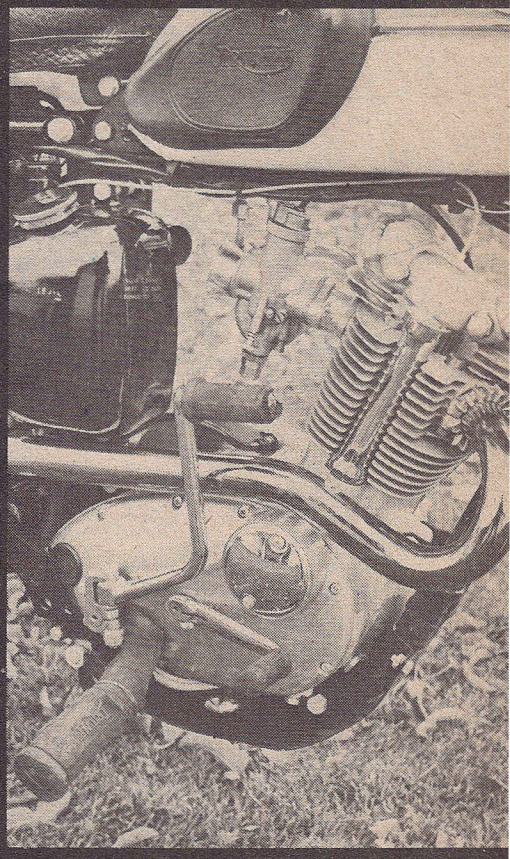
Triumph had been seeking this win for many years, yet somehow it had always eluded them. The first Triumph trials bikes had been produced way back in the late 1930s, when they marketed some handsome 250, 350 and 500cc singles. Despite their acknowledged excellence, victory in the Scottish never came their way.

After the war, Triumph built some 350cc twins for the works riders to use in trials, but only a few wins in British events were destined to come their way. Next came the 500cc Trophy model in 1949, which was a vertical twin that weighed only 295 pounds with its "alloy" engine and wide-ratio gearbox. Jim Alves did win the British championship in 1950 on a Trophy model, but the singles still dominated the Scottish where the emphasis was on stamina and fine handling.

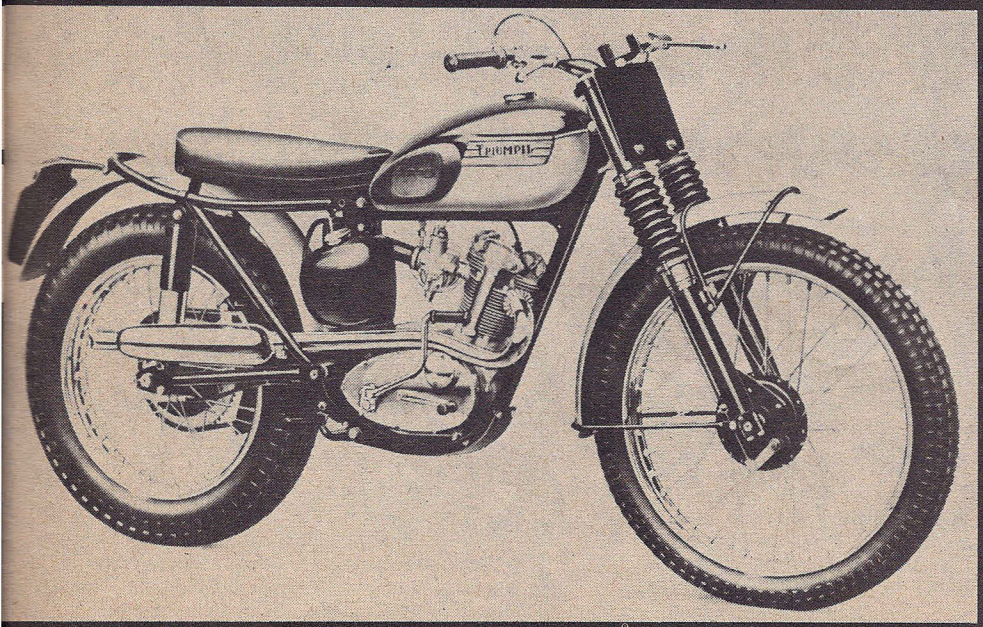
The problem with the Trophy model in the Scottish was the lack of flywheel effect that the singles enjoyed. The thumpers had heavy flywheels that made them a relaxing bike to ride, whereas the quick throttle response of the Triumph twin tended to tire the riders over the six long days in the highlands.

During the years after 1950 the Trophy model slowly slipped away as a competitive mount for trials riding. The singles were steadily improved with slower cams, heavier flywheels, lower compression ratios, and superfine handling with special frames, so that they were virtually unbeatable. In 1955 all of the works bikes appeared with new swinging-arm frames to replace the vintage rigid frame models—an idea that was then incorporated into the production models for 1956. Triumph also went





A pretty engine, the 200cc Triumph was also a little fragile with a reputation for a weak rod bearing. A special cam, 7.0 to 1 piston, and small 25/32 inch carb provided good plonking power.



A pretty bike with trim lines, the 1962 TR20 was a 215 pound trials bike that featured a 200cc engine, four speed gearbox, and 8 inches of ground clearance.

Roy Peplow made history in 1959 when he became the first to win the famous Scottish Six Days Trial on a lightweight. A cool rider under pressure, Peplow scored many wins on his Cub.

to a spring frame in 1954, but the bike handled more like a scrambler than a trials bike.

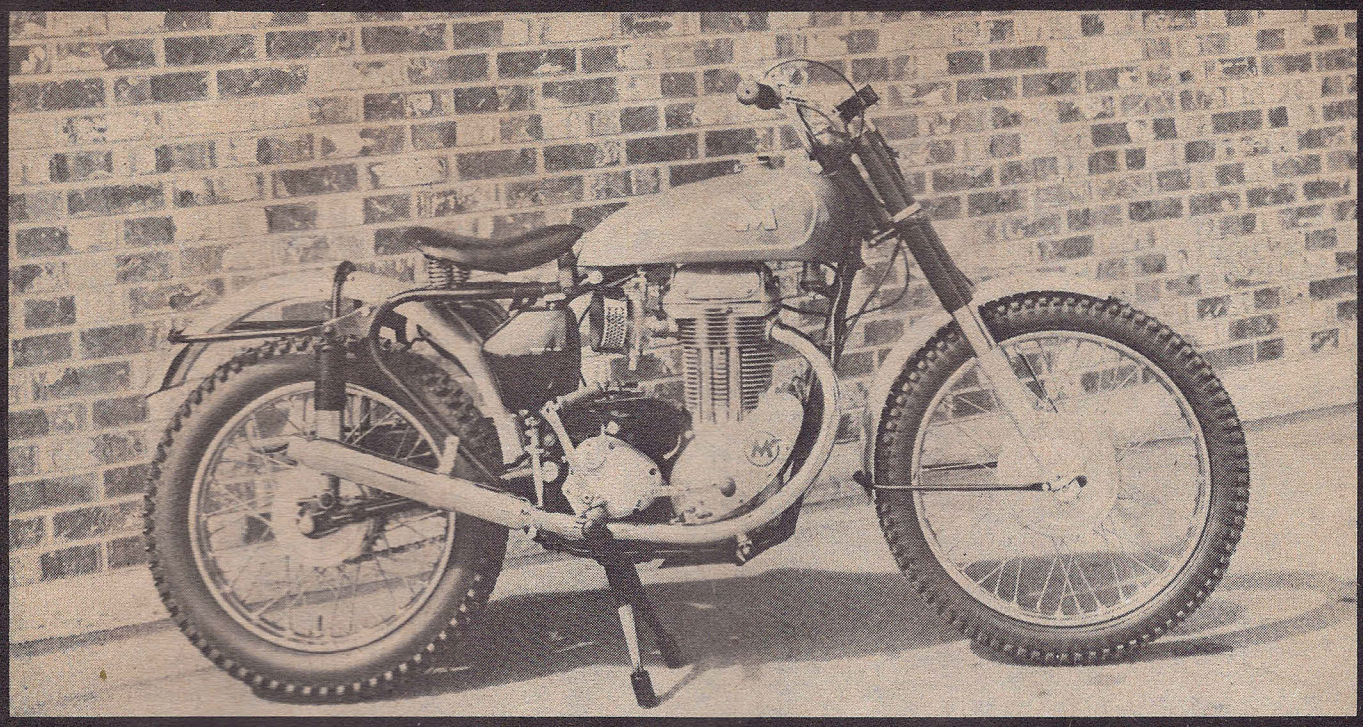
The Meriden factory was not through with the trials game, however, since they had a new idea up their sleeve. The new concept that Triumph was working on was something a little lighter than the 290-320 pound singles. The big thumpers were still winning the Scottish, but some cracks were beginning to show in their armor.

This flaw in the big single's formula started as only a pebble rolling down the mountainside, but history would record that the pebble would slowly turn into an avalanche. The trend was inexorable—less weight would mean a superior performance in trials competition.

Triumph, however, was not the inventor of this idea. For this we must go back to 1948 when BSA introduced their 125cc "Bantam" two-stroke single. In 1949 BSA produced a "Competition" model with narrow fenders, upswept exhaust, lower gearing, and knobby tires, which was intended to be a non-serious or beginner's bog wheel. The little 190 pound 4½ HP trials bike turned in some surprising performances, however, which set many minds to thinking.

In 1950 several small British companies began producing trials bikes

One of the greatest trials riders of all time, Gordon Jackson plonks up a rocky trial in the 1961 Scottish to his epic one-day victory. Jackson's 350cc AJS weighed only 245 pounds and kept the lightweights at bay for three more years.



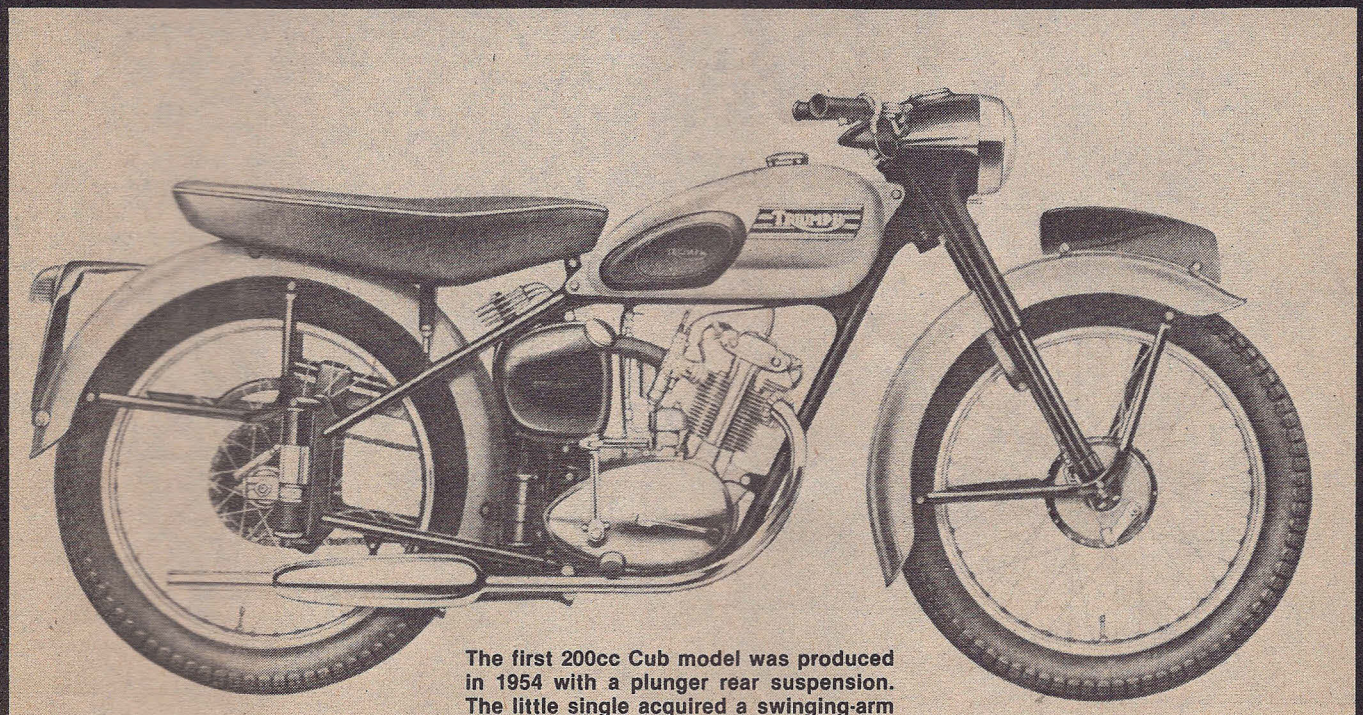
Pride of the author's collection of classic bikes, this Matchless 350cc G3LC well represents what big singles looked like in 1957. The Matchless weighs 320 pounds and has incredible torque at slow speeds.

using 125 and 200cc Villiers engines, and within a few years the 200cc models became especially popular. DMW, Dot, Frances-Barnett, Greeves, James, Norman, and Sun all got into the act, so that the two-strokes became a common part of the British Trials scene.

These new lightweights were not taken seriously at first, but after James rider Bill Lomas won the 1951 Travers Trophy Trial (a round of the British championship), the trials world began to sit up and take notice. The next big win by one of these tiddlers came in 1953 when George Fisher won the Kickham Trial on his 125cc Frances-Barnett. Fisher followed this up with fine second places on 200cc models in the 1954 and '55 Scottish events behind Artie Ratcliffe (350 Matchless) and Jeff Smith (500 BSA).

During the following few years the new spring frame singles were refined and remained unbeatable in the Scottish. In 1956 Gordon Jackson rode his AJS 350 to a solid win, followed in 1957 by Johnny Brittain on a Royal Enfield 350. Jackson scored again in 1958, so that the big single seemed to have convincingly turned back the challenge of the new lightweights.

Triumph, however, thought differently, so they threw their lot in with the



The first 200cc Cub model was produced in 1954 with a plunger rear suspension. The little single acquired a swinging-arm frame in 1957, and then the first Trials Cub was produced in 1962.

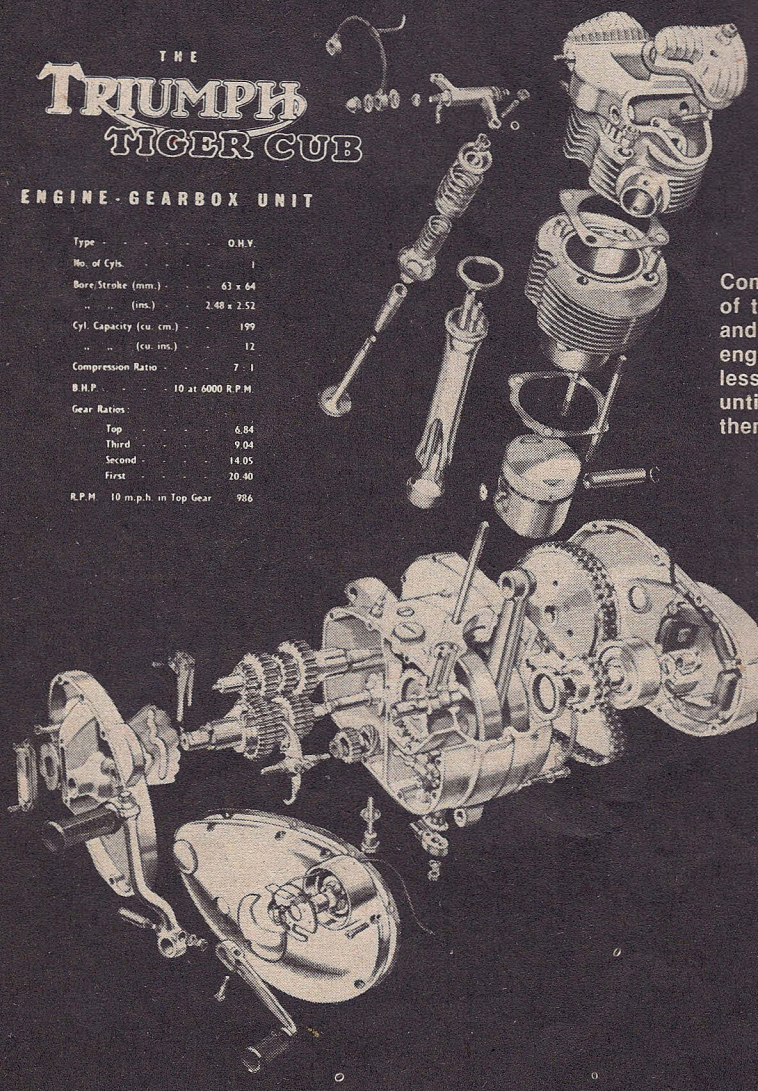
light weight theory. Slowly, but surely, Triumph was to forge a champion.

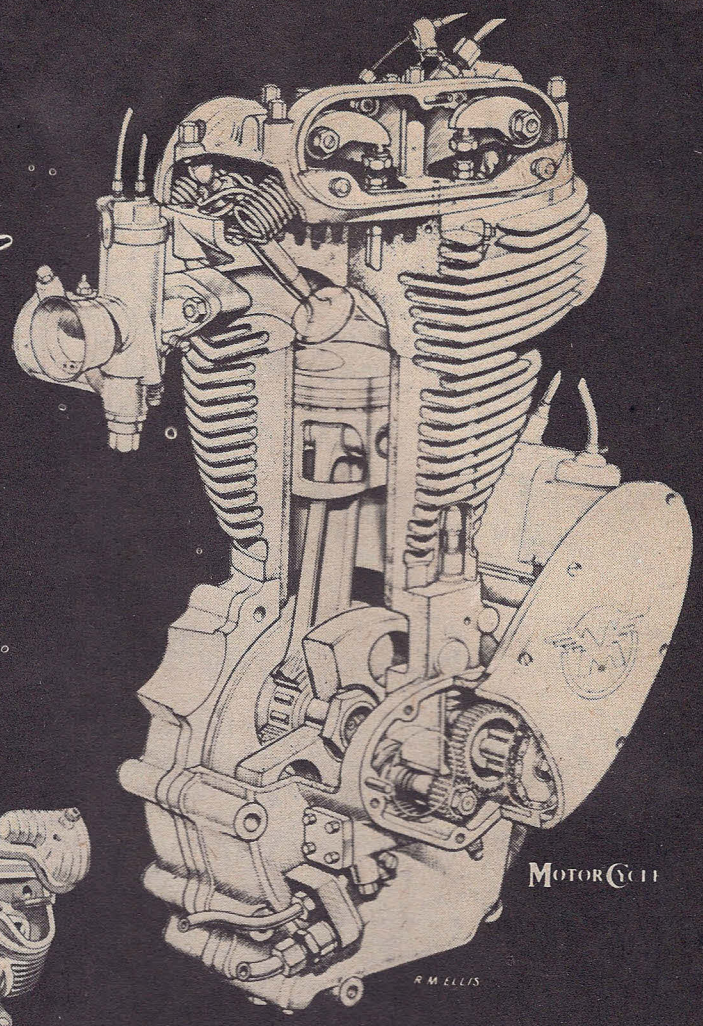
The point of departure was the new 150cc single cylinder "Terrior" model that was introduced in 1953. This was followed a year later by the 200cc "Cub", which then formed the basis of Triumph's new trials bike.

The Cub had an OHV engine with a bore and stroke of 63 x 64mm, which pumped out 10 HP at 6000 rpm on a 7.0 to 1 compression ratio. In road trim the bike weighed only 195 pounds with a plunger rear suspension, so that it was an easy bike to ride.

The factory comp shop modified the roadster for trials use by fitting a 21 inch front wheel, lower gearing, knobby tires, and a wider handlebar. The new single performed well in the hands of the works riders, who gladly gave up their Trophy wins for the nimble lightweight. Several years later the Cub was improved with a swinging-arm frame, yet the really big win still eluded them.

Triumph, however, was determined to win with their little single, so the effort



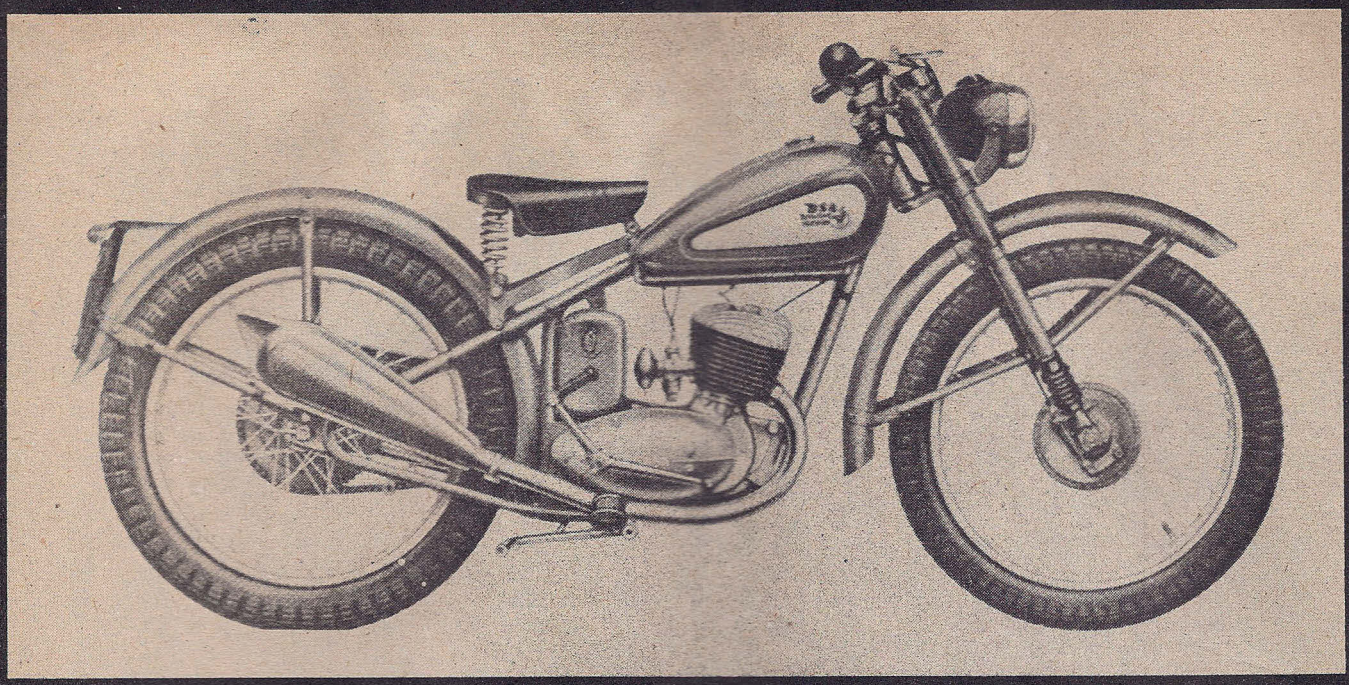


Compare the light and delicate features of the 200cc Cub engine with the heavy and rugged features of the 1960 Matchless engine. Big singles, such as the Matchless, ruled supreme in the Scottish Trial until the lightweight Triumph defeated them in 1959.

at producing a great trials bike was intensified. During the winter of 1958-59 the bikes were modified in many small details to make them perfect, with a special cam being designed to enhance the low speed plonking power. With a first gear ratio of 30 to 1, the little Cub would get right down to plonking speeds for trickling over the rocky trails of the Scottish. The big singles, by comparison, were geared about 21 to 1 on up to 15 to 1, but then they had greater torque from long strokes and massive flywheels.

When May of 1959 rolled around, no one gave the lightweights much of a chance. By then the Ariel, AJS, BSA, Matchless, and Royal Enfield singles were down to around 290 pounds in works trim, and their staying power in the Scottish was legendary.

Right from the beginning the 1959 Scottish was a battle. Roy Peplow was Triumph's finest rider then, and with great determination he put his puny little thumper among the big boys. On



The honor of producing the first lightweight trials bike goes to BSA, who produced their 125cc Bantam "Comp" model in 1949. Intended as a non-serious bog wheel, the little BSA never achieved the success of the Triumph Cub.

the long uphill sections the Cub was at a disadvantage due to a lack of power, but in the really tight sections Roy gained back the points. The result was in doubt right up to the final day, but in the end the lightweight Triumph was the winner. The big single enthusiasts were stunned and staggered, and history was made. After 45 years, a lightweight had finally won the Scottish.

During the following few years Triumph continued to do well with their Cub—winning many trials events in England, and even some in foreign countries as the trials game spread across Europe. The company was never destined to win the Scottish again, but they placed well, just behind the leaders, and were always considered to be a threat. Perhaps their best performances were in the one-day British events, where the nimble handling enabled the Cub riders to score many a win over the big bikes when the course was tight and demanding.

Several years later, in 1962, Triumph decided to take advantage of all this fame and produce a genuine Trials Cub. Why they waited so long is hard to explain, but at least the new TR20 model was a superb trials bike for either a beginner or a seasoned expert.

The new Trials Cub retained the original 63 x 64 mm bore and stroke, but a special sports cam, 7.0 to 1 compression ratio, and small 25/32 inch carburetor combined to provide exceptional plonking power. Reliability was enhanced by using a ball bearing main bearing on the timing side in place of a plain bushing, plus a larger big end bearing which was of the plain type. The oil pump size was also increased to improve the lubrication to the rod, which was always the weak point in the Cub design.

Wide ratio gears were used on the trialer, with ratios of 9.15, 13.3, 20.7 and 30.0 to 1. The frame was standard to the road model, but the right rear sub-frame was cranked to provide room for the upswept exhaust system to pass inside the frame tube. A muffler from the 650cc TR6 model was then used to provide a quiet exhaust note.

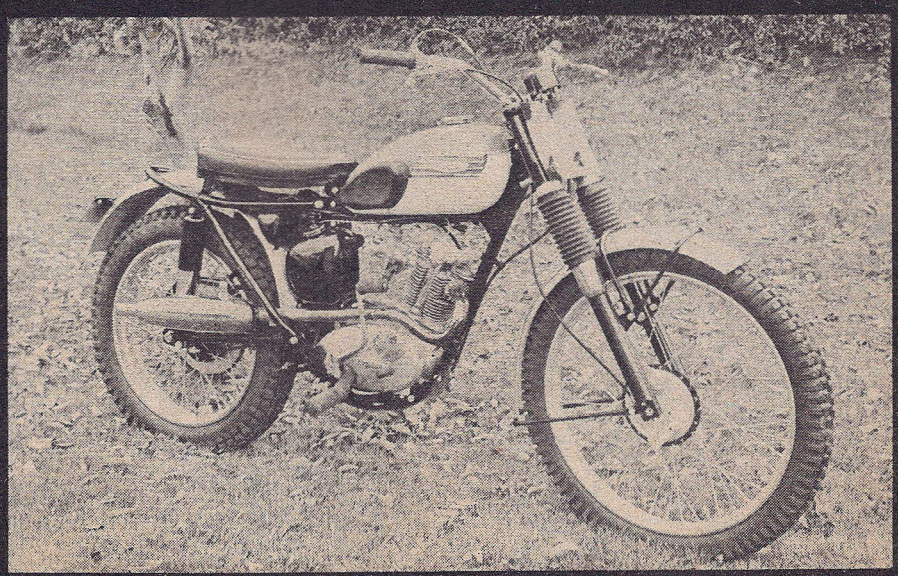
A special front fork was produced next that used fork tubes from the 500cc models but with lighter springs and with two-way damping. Heavier 75 pound springs were used on the rear Girling shocks, and then the fork stops were cut back to provide a tight turning radius. The handlebar was a wide 30 inch type that was designed by Peplow.

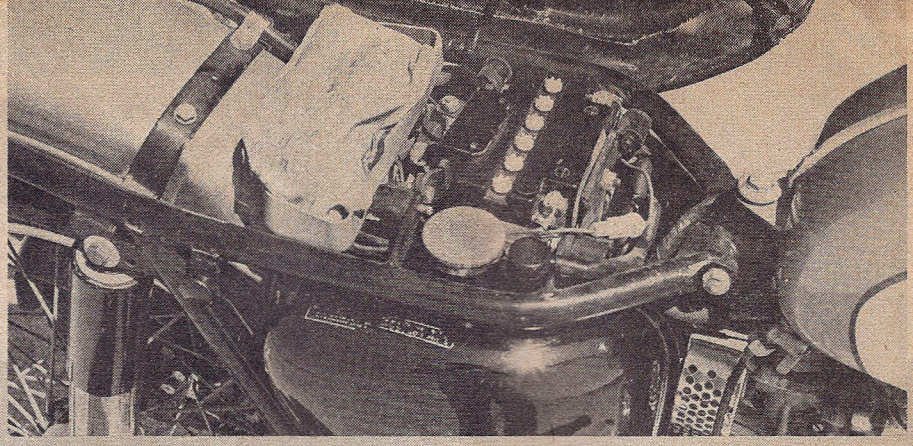
Next came the special rearset footpegs, since those were the days when the pegs were evolving towards the rear. A rearset brake pedal came next, followed by Ferodo MS5 linings on the 5½ inch brakes that were more suitable for use in wet conditions than the roadster linings.

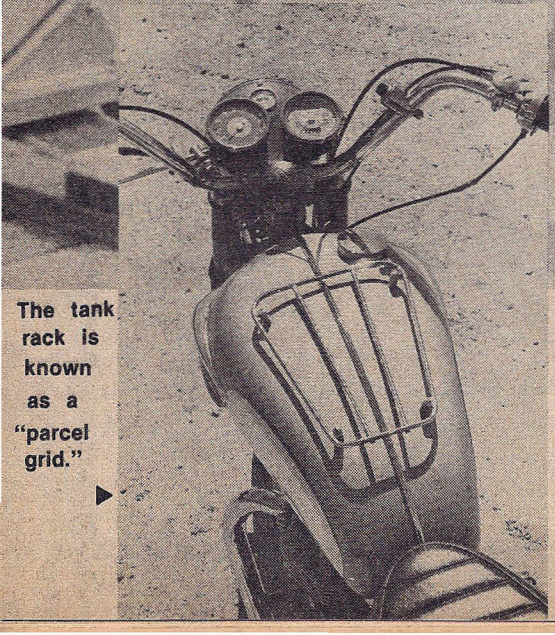
The tires were Dunlop Trials Universals in a 2.75 x 21 inch size for the front and 4.00 X 18 inch on the rear. A crankcase shield was fitted, followed by alloy fenders and a comprehensive rear chainguard. A small trials seat and a number plate rounded off the show, along with a small speedometer. No lights were fitted, since this cute little bike was intended to be a serious bog wheel. The dry weight was only 215 pounds—nearly 100 pounds less than the big singles weighed.

The new Trials Cub was an excep-

(Continued on page 65)







The tank rack is known as a "parcel grid." ▶

TEN YEA

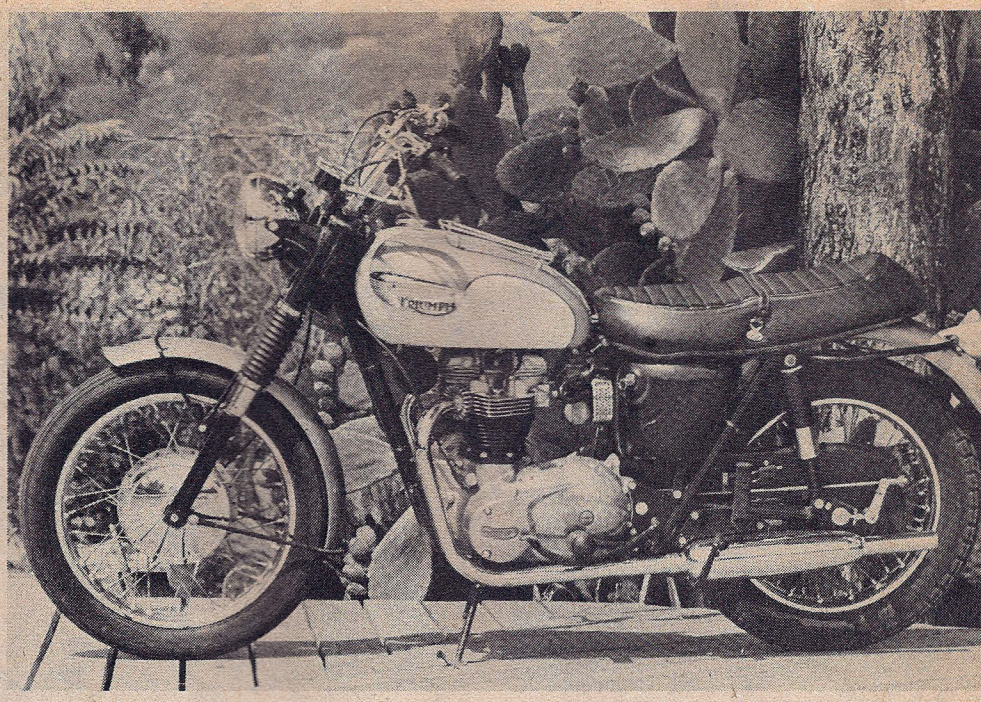
■ In 1967 Triumph motorcyles were at the top of the heap in the American market. To own a *real* bike was to ride either a Triumph or a Harley-Davidson. Norton and BSA owners were, of course, granted a certain respect, but their numbers weren't nearly equal to the ranks of dedicated Triumph riders.

The T120 Bonneville was the most popular sporting machine of the decade, and its single-carb brother, the TR6, had a devoted following among those choosing less compression and horsepower. The Triumph's appeal was based as much on appearance as it was upon performance. It was fast, but not faster than the Norton. It was smooth (by '67 standards), but still produced more vibration than the heavier BSA. And it was 1967 when Norton introduced their Isolastic frame, which proved very effective in modifying the twin's bone-shaking characteristic.

But the Triumph 650 twin was a handsome machine indeed. Somehow it looked just the way a big-bore sport machine should look: Sleek, relatively low slung, and tastefully understated in its total effect. Also it was lighter and more nimble than the Harley Sportster, would turn quarter-mile times in the 14's and reach 110 mph. On the other hand, the brakes were inadequate, the electrics prone to all sorts of mysterious failures, and oil would often seep out of the wrong places. None of the shortcomings were beyond solving, and Triumph eventually did sort them out, but their efforts proved too little, too late in the swiftly expanding American market.

Despite the fact that progress in motorcycle technology began moving past Triumph in 1967, in the arena of American racing the contest was still between the traditional British twin and the brutal Harley-Davidson. The Japanese builders concentrated their competition efforts on world championship road racing, all in countries other than the U.S. Dirt track racing has always dominated the American Grand National series, and during the Sixties the showdown was inevitably between H-D and Triumph. (With all due respect to Dick Mann, all-around greatest motorcycle racer ever seen, and winner of the '63 championship on a BSA.)

Just for the record; in 1966 Buddy Elmore won the Daytona road race on a Triumph 500. In 1967 Gary Nixon won the Daytona and Carlsbad national road



races for Triumph, plus the Portland mile, the Santa Fe short track, and the Grand National championship. He won the title again in 1968, breaking Harley's stranglehold on American dirt track racing and lifting the spirits of Triumph riders throughout the land. Gene Romero won it all again for Triumph in 1970, the last year they would take the national title.

By the early Seventies the British motorcycle industry was seriously crippled by internal labor/management disputes, shifting economic realities in world markets, and significant advances in design and manufacture accomplished by the Japanese. The Triumph twin, the modestly refined version of a 40-year-old design, was fast approaching antique status.

By 1967 the 650 twin had been in production for 17 years. Its original ancestor was the 500cc Speed Twin, which first appeared in 1937. The Triumph car company had sold its motorcycle division to BSA in 1936. Edward Turner, designer of the 1000cc Ariel Square Four, redesigned the Triumph twin and its configuration has changed only slightly since then.

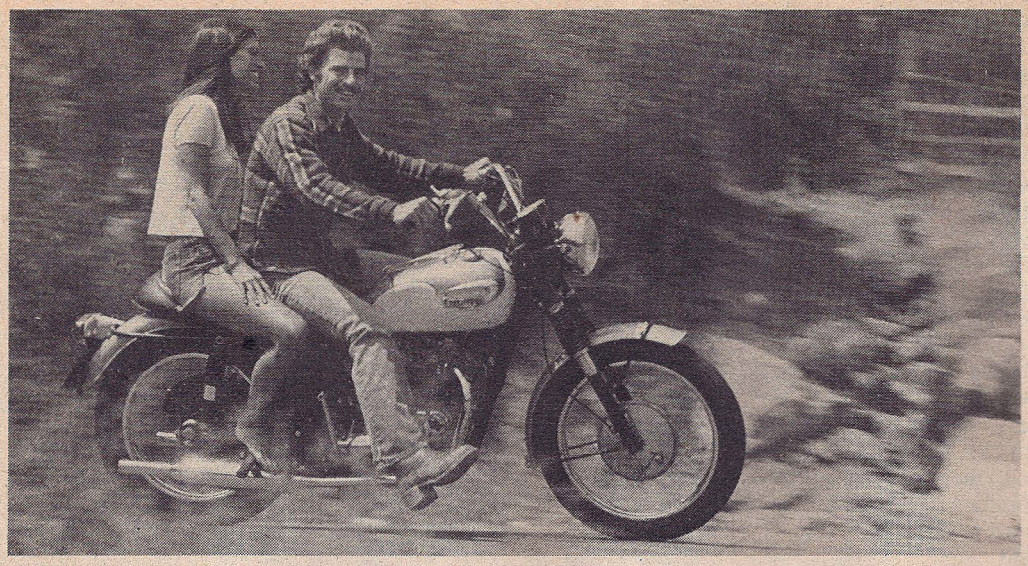
The model featured in these pages is the TR6, the single carburetor version. The compression ratio is 8.5:1, and the horsepower rating is 40 at 6500 rpm. Wheelbase is 56 inches, ground clearance 7 inches, and seat height 31 inches. The machine weighs 375 pounds.

This particular bike had only 3,000 miles on the odometer, so it qualified as a virtually new motorcycle. It had been sitting idle lo these many years when it was discovered by Jim Ditzel, local Harley freak and chronic bargain hunter. And for less than a thousand bucks he became the owner of a just-broken-in 1967 Triumph. Except for a hole in the right muffler, caused by trapped condensation, and the moldy fork gaiters, the bike is as new.

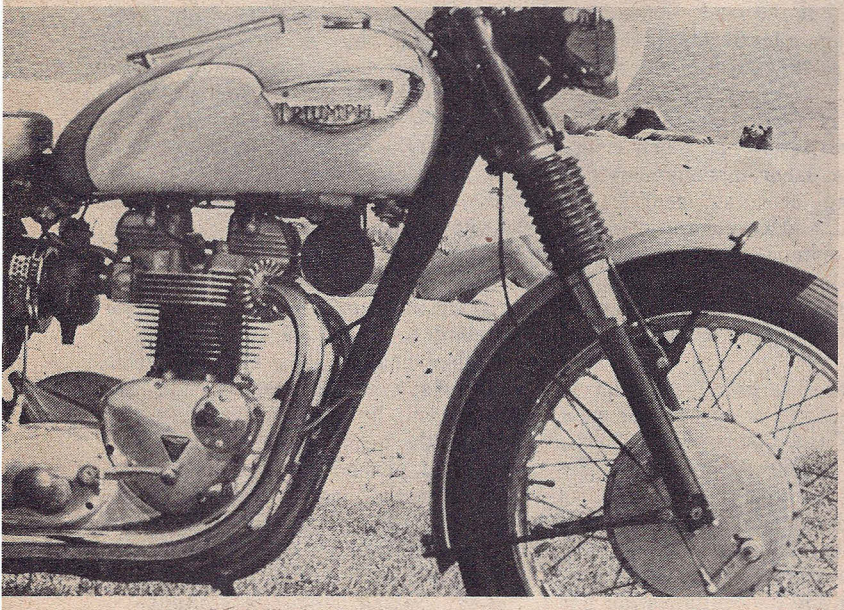
After tightening everything down, following the usual irritating search for the right SAE, metric and Whitworth wrenches, changing the oil and setting the points, she was ready to go. The ignition and lighting systems checked out, and the horn worked. After a long tickle had primed the Amal monobloc carburetor, the throttle blipped once and closed and the ignition switched on, the Triumph started on the first kick and settled into its familiar rumbling idle. The syncopated chugging is similar to the H-D at idle, but the Triumph exhaust note is more restained. Mellow, some would say.

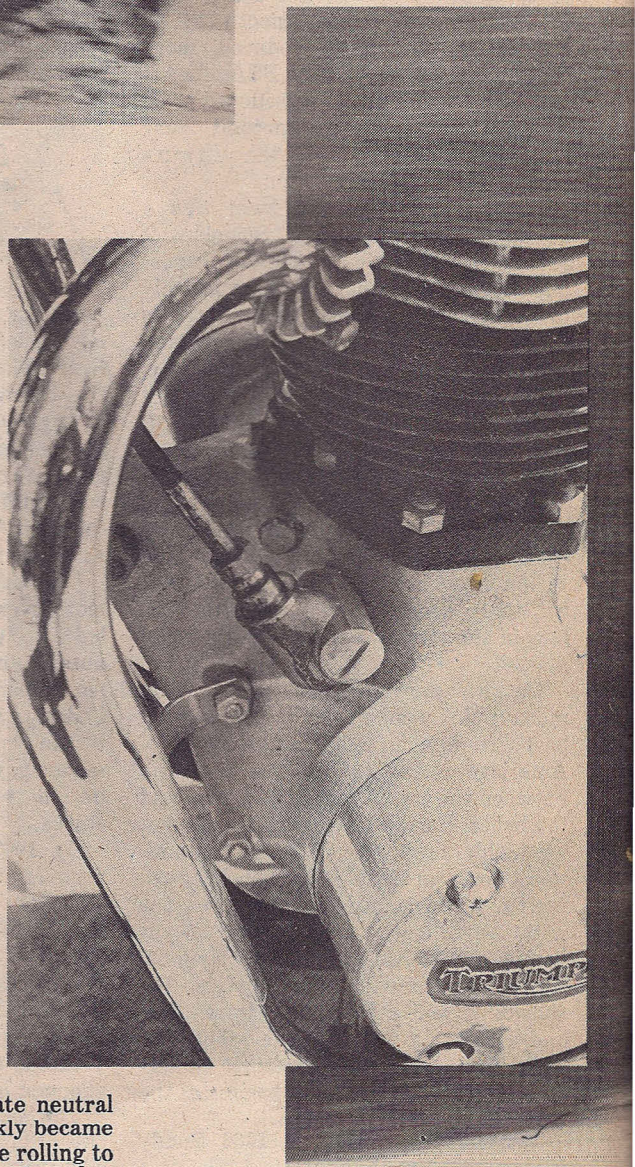
Then our memories were jogged as the clutch was pulled in and the shifter graunched into first gear. Sticky clutch

RS AFTER



The smiling rider is the owner.





plates. It was always necessary to hold the clutch in and kick the engine through a few times to free up the plates. Some owners would disengage the clutch by wedging a block of wood in front of the lever when the bike would be sitting for awhile. This eliminated the need to free the clutch in the morning, but also created the need to replace the clutch cable more often.

Once underway the clutch and gearshift mechanisms performed smoothly, although quick downshifts demanded that attention be paid to engine speed. When everything was up to operating temperatures, though (on a hot day) it became more difficult to locate neutral with the bike stopped. It quickly became habit to slip it out of gear while rolling to a stop. But, despite the heat and a session of serious shifting on some mountain roads, the clutch did not slip.

While going, and going quickly, was accomplished in comfort and without fuss on the TR6, stopping was a matter of greater concern. Both brakes performed adequately in moderate riding conditions, and the front drum provided quick, progressive stops from brisk speeds. But under steady hustling through the canyons and repeated applications, both brakes would go mushy and uncertain. The front faded away severely and the rear developed the tendency to grab. On a motorcycle with the Triumph's performance capability, the brakes were its most serious deficiency. Disc brakes eventually showed up on Triumphs in the Seventies, after Honda had been offering them for several years.

Handling too is best described as only adequate. The TR6 is not especially agile at low speeds, exhibiting a tendency to

fall to the inside on slow turns. This trait, a known characteristic of the heavier Japanese four—cylinder bikes, came as a surprise to those of us unfamiliar with the earlier Triumphs. Later model Bonnevilles and Tridents do not produce this low speed heaviness.

As velocity gathers the Triumph's handling manners improve considerably, and it remains stable and adheres to a precise line in high speed curves—at least in sweepers where the surface is relatively smooth. The front fork is softly sprung and very compliant, and doesn't dive alarmingly under heavy braking. But while its compression response works well enough, there seems to be insufficient rebound damping for choppy surfaces. Combined with the stiff action and limited travel of the Girling shocks, the Triumph can be thrown into a serious wobble in rippled turns. And in freeway riding the suspension develops a hobby horse action on the expansion joints at speeds below 60.

Again, suspension performance was greatly improved on the Trident models that came later. So while high speed handling precision came late to Triumph (Norton had achieved it earlier), Honda and Yamaha lagged even farther behind in providing the sporting rider with good suspension. Now, most significantly in the Yamaha three-cylinder 750, the secrets of efficient suspension have been learned in Japan.

The other factor limiting the Triumph's handling agility is its tires. The 4.00x18 Dunlop K70 on the rear is a good traction tire, but is too square shouldered to permit any really radical lean angles. And the ribbed 3.25x19 front tire gets real squirmish when things get too diagonal. It is possible to drag the footpegs on either side, a good warning sign that the limits of adhesion are approaching rapidly.

But the heart of the Triumph's appeal is its engine, in the power it produces and the sound it makes under acceleration. In the Bonneville version the 650 twin put out 47 horsepower at 6700 rpm. (In later Bonnies the compression was dropped from 9 to 8.5:1, and in the 750 model down to 7.5:1.) The TR6 was rated at 40 horsepower and produced heaps of torque in the low and middle of the power band. On sweeping roads the Triumph can stay in fourth gear and deliver a steady surge of power from 2000 to 6000 rpm.

Cruising at 60 mph the TR6 is turning just under 4000 rpm, little more than half its effective power range. At that speed vibration is moderate. The footpegs are transmitting a slight tingle, but virtually no buzz reaches the rider through the seat or the rubber mounted handlebars. Past 5000 rpm the vibration builds, especially in the pegs, and begins eating through the seat. Cruising at 75 for any length of time can be a numbing experience.

Part of the problem, beyond the shakes inherent in a vertical twin, lies with the seat. It is too firm for extended periods of riding, and permits the rider only, one position that is comfortable—near the middle of the seat. With the rider in the softest spot there is

Ten Years

insufficient room remaining on the aft section for a passenger to ride comfortably.

But the sound. . . Ah, the exhaust note of the Triumph 650 ranks as one of the most satisfying sounds in all of motorcycling. The Harley might roar and rumble, the Norton may bark, the BSA chug pleasantly, the Honda may wail—but the Triumph had the finest sound. It was a bit loud, but not too loud. It had the sound of authority, the mellow beat of subdued power. Then, faced with stiffening noise regulations in America, the Triumphs were fitted with more restrictive mufflers. The sound was gone, and with its passing came the end of Triumph's reign as one of the world leaders in motorcycling.

The Motorcycle sales boom in America was in full swing by 1967, and Triumph, unwilling and/or unable to update its product, was steadily losing its market share. BMW, on the other hand, continued to thrive in the U.S.

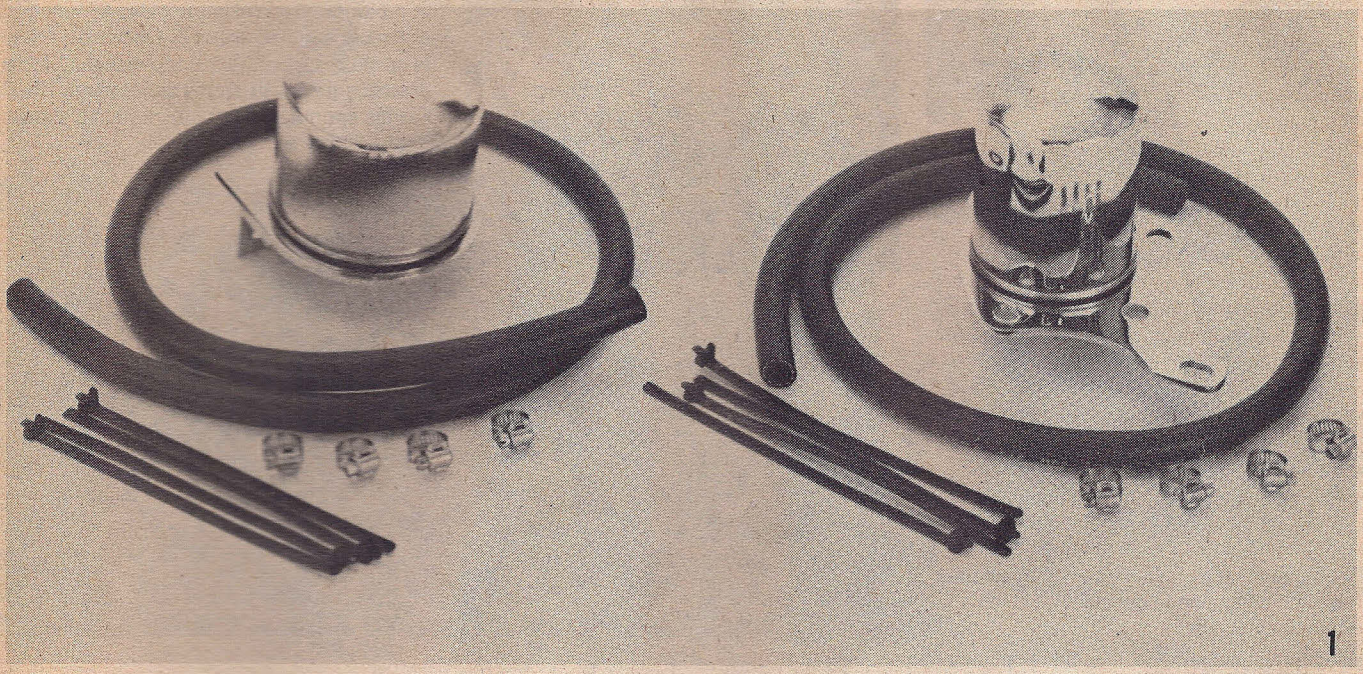
What really diminished Triumph in the late Sixties, of course, was the immediate acceptance of Japanese motorcycles. The combined effects of Honda engineering and advertising, and the blistering acceleration of the two-strokes from Yamaha, Kawasaki

(Continued on page 65)

Ten Years After

Price	$1,150.00
Warranty	3000 Miles or 90 Days
Engine	
Type:	4-stroke vertical twin
Displacement:	649cc (40 cu. in.)
Bore & Stroke:	71mm x 82mm
BHP @ RPM:	40 @ 6,500 RPM
Advertised C.R.:	8.5 : 1
Carburetion:	Amal 389
Overall Gearing Raios : 1	
First:	11.8
Second:	8.17
Third:	5.76
Fourth:	4.86
Fifth:	
Sixth:	
Frame:	Single Down Tube Cradle
Rake & Trial:	N/A
Suspension:	Telehydraulic Frt.Swingarm, Girling Adg. Shocks REAR
Tires:	
Front:	3.25 x 19
Rear:	4.00 x 18
Brakes:	
Front	8" Dia. SLS
Rear	7" Dia. SLS
Electrics:	12v AC Generator Dual Coils, points
Gross Measurements:	
Weight:	375 lbs.
Wheelbase:	56"
Seat Height:	31"
Ground Clearance:	7"
Handlebar Width:	32"
Fuel Capacity	3-3/4 Gal.

NEW PRODUCTS



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1. P & P Distributors
2285 W. Maple
Walled Lake, Michigan 48088

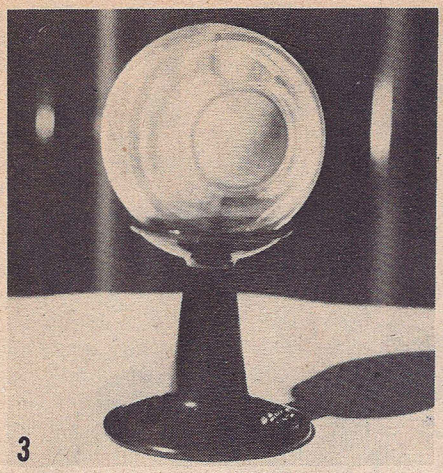
P & P Distributors announces a new oil filtering system for HARLEY DAVIDSON SPORTSTERS and 1966 and up 74s. The new PURA-FLOW oil filtering prolongs engine life, increases oil capacity, and keeps oil cooler and cleaner longer. The system features a check valve and pressure valve which prevents any restriction in oil flow.

Part # HPF-1 fits all 1957 to present SPORTSTERS, and part #HPF-2 for all '66 to present 74s. The kit comes complete with a chrome mounting plate, filter, and hardware. Priced at $34.95.

2. Bates Industries
P. O. Box 240
Long Beach, Calif. 90801

A new full-color, 52-page catalog devoted to a wide range of motorcycle accessories, leathers and apparel is now available from BATES INDUSTRIES, INC. The BATES catalog pictures and describes such accessories as the frame-mounted Clipper fairing. Other accessories detailed are shields, saddlebags, tote boxes, luggage racks, engine guards, ride-off stands, footpegs, mirrors, and headlights.

Custom leathers featured in the colorful brochure are one-piece suits, jackets, pants and snowmobile pants and jackets. Ready-to-wear pants and jackets comprise an entire section of the catalog. Copies of the catalog are $2.00 each.



3

3. Zeus Manufacturing, Inc.
P. O. Box 16397
Irvine, Calif. 92713

Here's a trick to strengthen your hand, wrist, and arm muscles, the DYNA-BEE exerciser. The exerciser consists of a balanced gyroscopic rotor encased in a strong plastic sphere. Once the rotor is spun, continual hand movement builds stamina for all muscles concerned. Road riders spending long hours in the saddle should have a DYNA-BEE.

5. Permatex Company, Inc.
18731 Cranwood Parkway
Cleveland, Ohio 44128

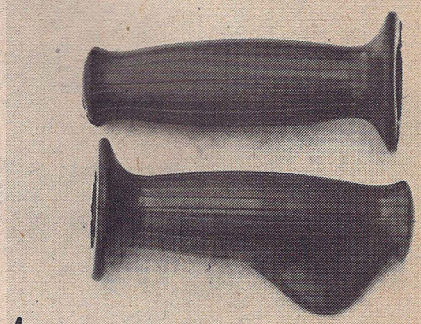
If you've turned a wrench on a motorcycle, you know the value of LOCTITE. One drop of LOCK N' SEAL gives that extra locking power, forming a seal against air, oil, and water leaks...nuts, bolts, fittings won't come undone due to vibration, shock or wear.

LOCK N' SEAL comes in three sizes: 6cc tubes, 24cc and 60cc bottles.

6. Krause Competition Cycles
305 E. North Ave. Dept. CP
Van Nuys, Calif. 60164

FOR STICKER FREAKS ONLY!!

Now available, a sticker package to satisfy the avid stickie freak. Just send $1.00 for a random collection of three decals, or $2.00 for an assortment of eight. Put your blind faith in KRAUSE COMPETITION CYCLES and remember their motto: if you can't get if from KRAUSE, God doesn't want you to have it.



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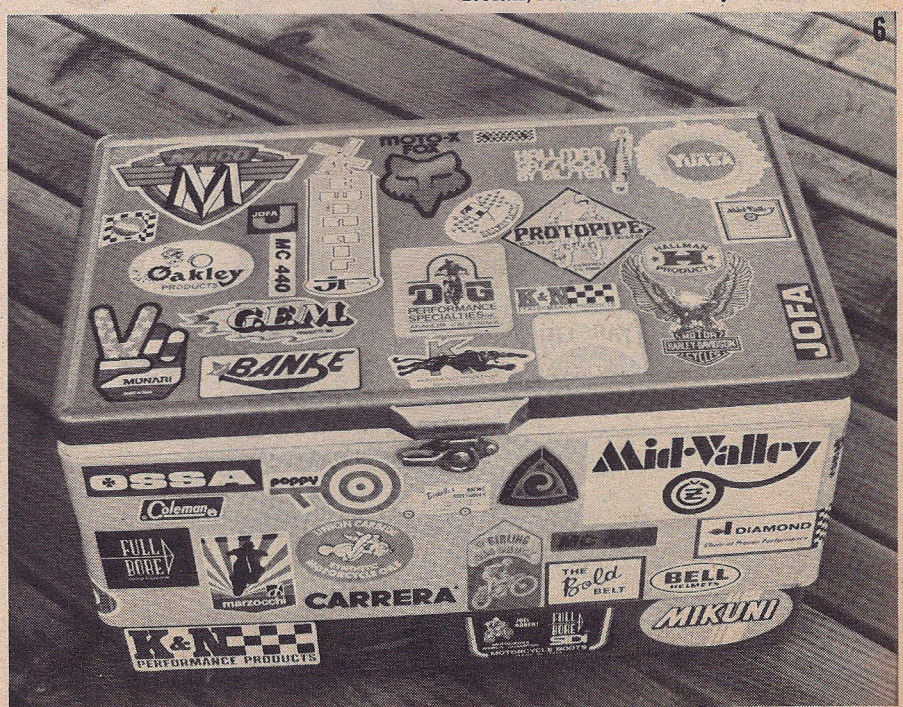
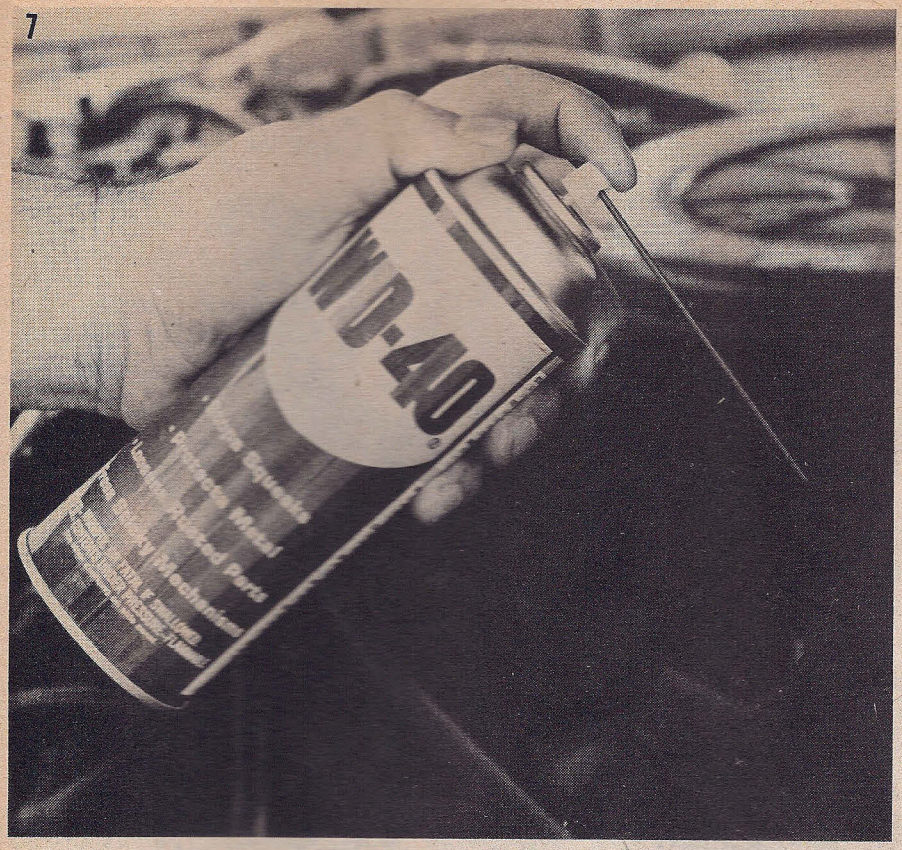
4. ROJEN B
P. O. Box 7380, Dept. CP
Van Nuys, Calif. 91409
(213) 893-7555

LONG DISTANCE TOURING can be a pain in the hand and forearm riding a big multi-cylinder. Most multis have very stiff throttle springs. By the time you add the pull of four carb slide springs to the throttle housing, you start to find out the limits of hand design.

This is where grip design comes in. The FIN-Q has a molded in protrusion that lets the rider use the heel of his hand to keep a desired throttle position. Relax, ride with a FIN-Q.





7. WD-40 Company
1061 Cudahy Place
San Diego, Calif. 92110

Need your terminals cleaned? Remember clean terminals mean longer life for your battery. Use WD-40 to keep those terminals free of corrosive build-up. Spray non-greasy WD-40 is harmless to most rubber, plastic, fabrics and painted surfaces. A variety of sizes are available.

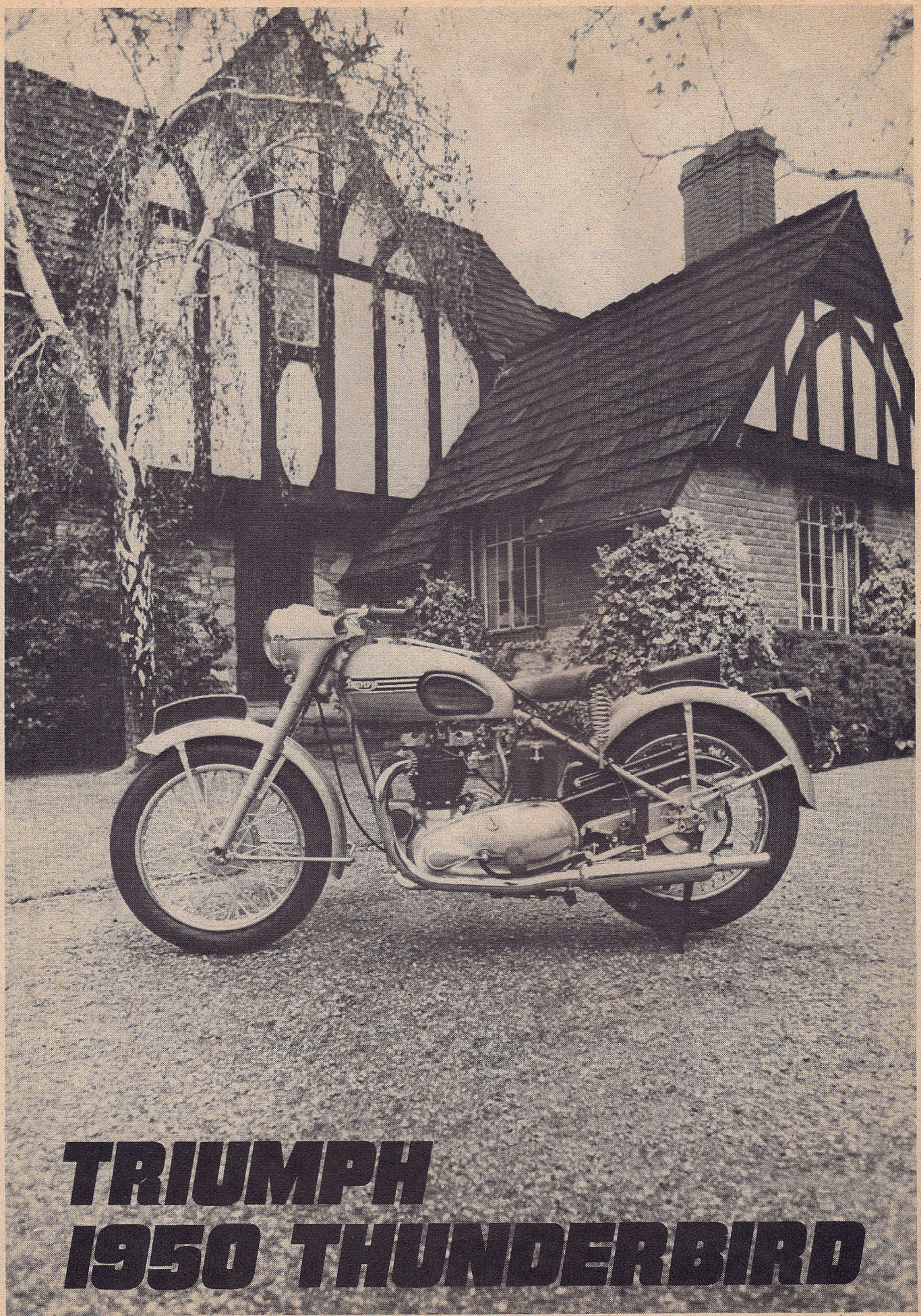
8. More from BATES INDUSTRIES INC.

Four new sweaters that say motorcycling in an attractive yet unique way. All are machine washable and come in sizes small through extra large for men and small through large sizes for women. "OPEN ROAD" a lightweight, striped pullover with a do-it-all collar,sells for $24.95.

"TOURER" has a touring bike design and a do-it-all collar, priced at $25.95.

"MX'er" is a sporty, crew neck sweater in a standard weight featuring a motocrosser, at $25.95.

"CARDIGAN" lightweight, with zipper front, features a motorcycle design with complimentary stripes, priced at $27.95.



TRIUMPH 1950 THUNDERBIRD

An Aesthetic Look of a '50s Roadburner

By D. W. Mellon
Photography D.W. Mellon

■ In 1934 Edward Turner began work on a parallel, vertical twin engine design for Triumph Engineering. Prior to his new job at Triumph he had been the major influence behind the Ariel square four motorcycle. It wasn't until 1937 that Triumph put into production a 500cc speed twin, and somewhat later the famous Tiger 100. These machines set a trend in the British motorcycle industry and even today are basically the same engine designs Mr. Turner drew back in 1934.

Triumph continued to innovate in motorcycle design. Their bikes came out in 1946 with hydraulically damped telescopic forks and automatic ignition advance. A 350cc vertical twin, a first of it's type in this displacement, was introduced the same year.

In 1948 Triumph built a special version of the Tiger 100 (called the Grand-Prix) with dual carburetors, aluminum cylinder heads, roller cams, and heavier alloy connecting rods. The bike became one of the most successful production racers ever.

The Trophy, a 500cc twin with a single carburetor was also introduced in 1948. It was intended for trials-type riding with lots of low end torque and high road clearance. Styling came about in 1949 with a streamlined headlamp enclosure. All the instruments and gauges fit within the bullet housing.

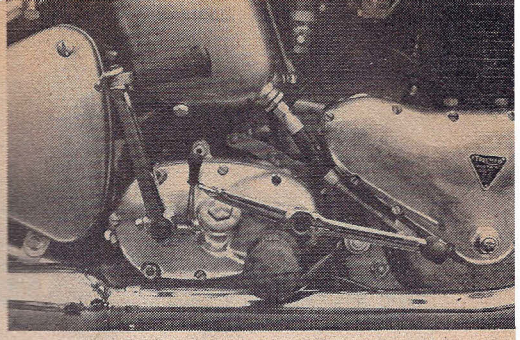
In 1950 the first Triumph Thunderbird was brought to the North American shores. Using basically the same engine as the stock 500cc models, but bored out to 649cc, the Triumph reputation of zestful performance continued to grow. Along with a first-class standard of quality and desirable features, the Thunderbird became very popular. The Thunderbird was a high speed touring machine, acceleration being it's main forte. Full-bore acceleration to 85 mph over a quarter mile from a standing start was not uncommon. At idle, mechanical noise from the engine was not excessive, nor did it seem noisy at speeds over 35 mph.

The Thunderbird's handling on good road surfaces was excellent at all speeds. At 100 mph one could lean into a turn and ride true to the selected line. Steering and cornering at speeds over 70 mph on irregular road surfaces was more than satisfactory, and at speeds around 30 mph on the roughest roads, it proved excellent.

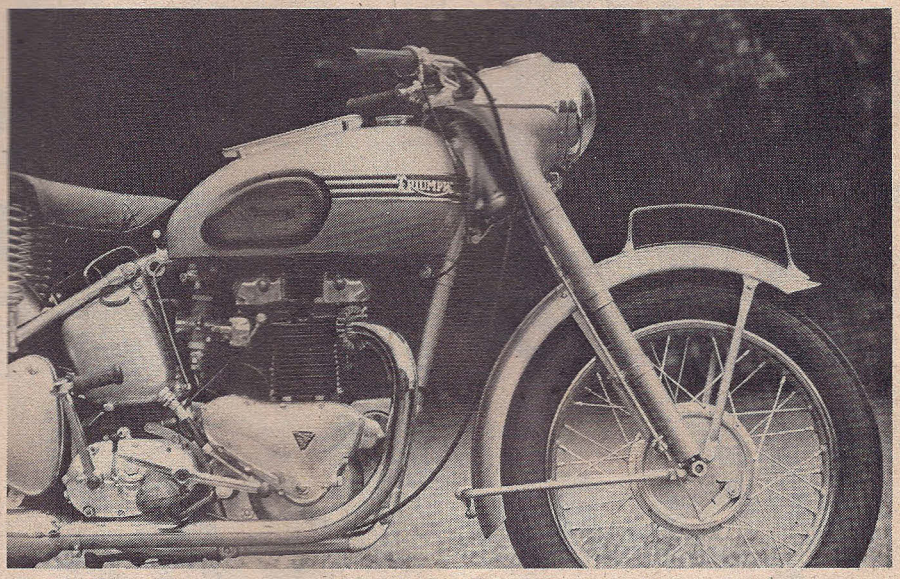
Front and rear brakes were outstanding in efficiency and proved entirely adequate for the bike's performance. Fading was never experienced, no matter how hard or often they were used.

In general, the feel of the 650 is one of compactness, neatness and trim. Height from the ground to the seat is 31½ inches. The fuel tank holds approximately four gallons. Although the handlebars swerve back from the steering head more than is usual on other British machines, the grips are a comfortable reach.

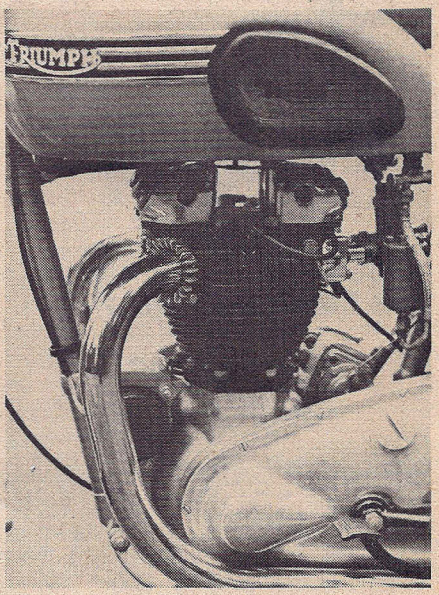
(Continued on page 65)



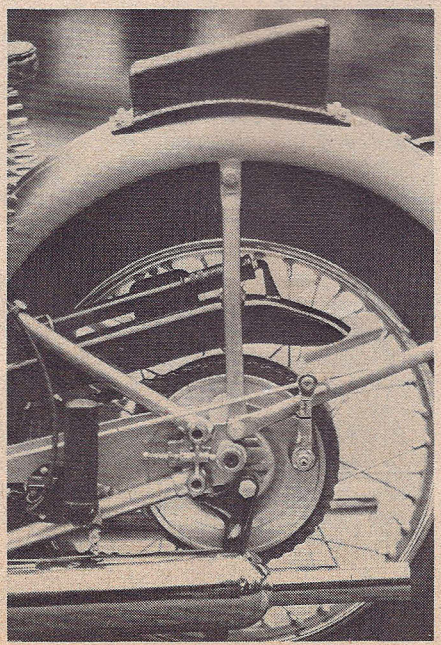
Pre-unit construction, the Thunderbird featured a separate engine and gearbox design, which was considerably heavier than the more modern unit construction, introduced in '63.



The 1950 Thunderbird, a neat 34 HP model, could churn an honest 100 mph. At 385 pounds, the 650 performed better than the 500, and weighed little more.

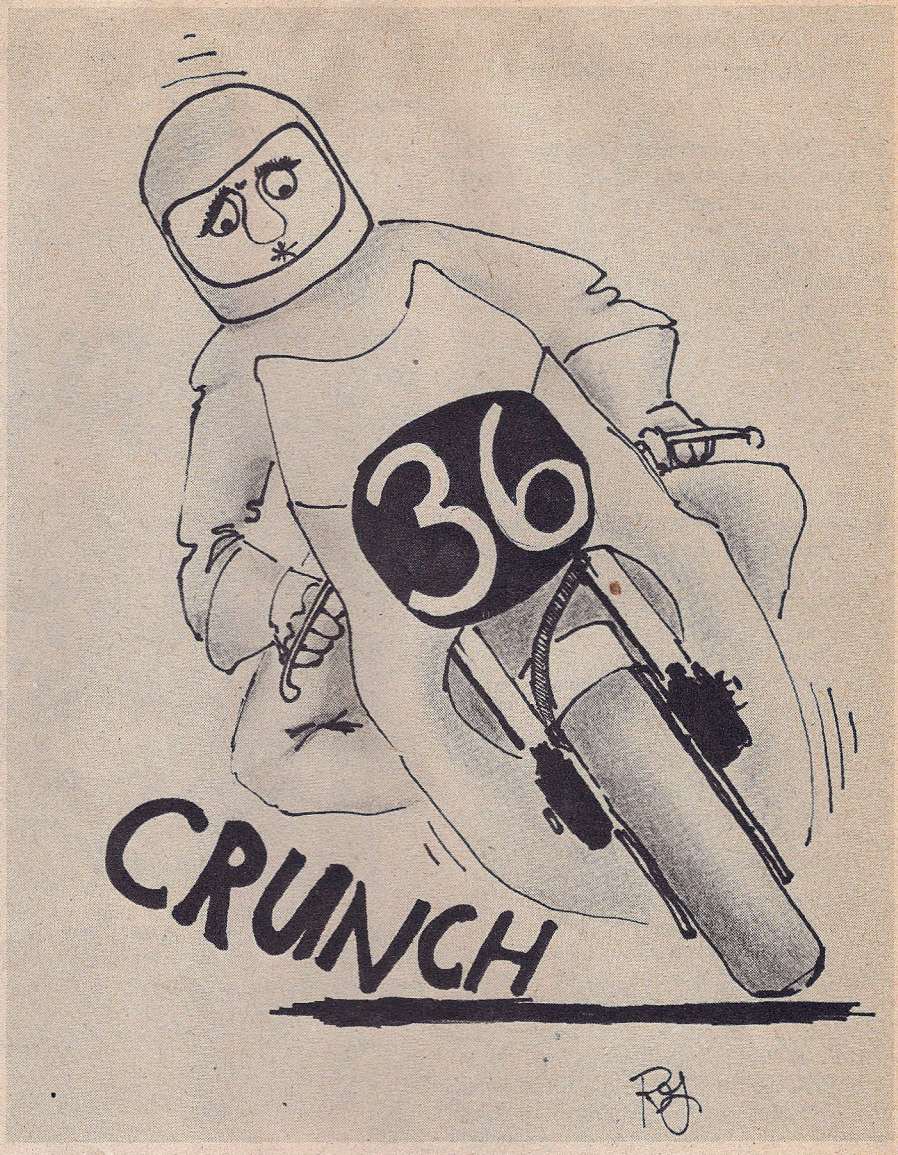


The Thunderbirds "Cast iron engine" was capable of terrific acceleration, with a power output of 34 HP at 6000 rpm and a strong torque curve. Bore and stroke measured 71 x 82 mm, and compression ratio was 7 to 1.



No hydraulic damping was used in the Thunderbird's unique rear suspension. The rigid frame models were, at this point, fading fast, as they were not as comfortable as the newer sprung hub model. Travel was here limited to 2½ inches.

READ THIS It May Save Your Life



The Safety Hub Story

By Mary & Ronnie Grothe

In 1974 Joe Zeigler of Penguin Racing (Marlboro, Mass.) introduced to the motorcycling public his lifesaving invention, the safety hub. It had been patented and proven. Major motorcycling publications (and Popular Science) had evaluated and praised it. Today, despite the publicity and the hub's proven effectiveness, there are only three riders in the world who value their lives enough to employ it. They are AAMRR and AMA roadracers, Joe Zeigler, sponsored by Kodiak Enterprises, Jerry Wood, sponsored by NEMPCO, and John Bettencourt of Bettencourt's Honda.

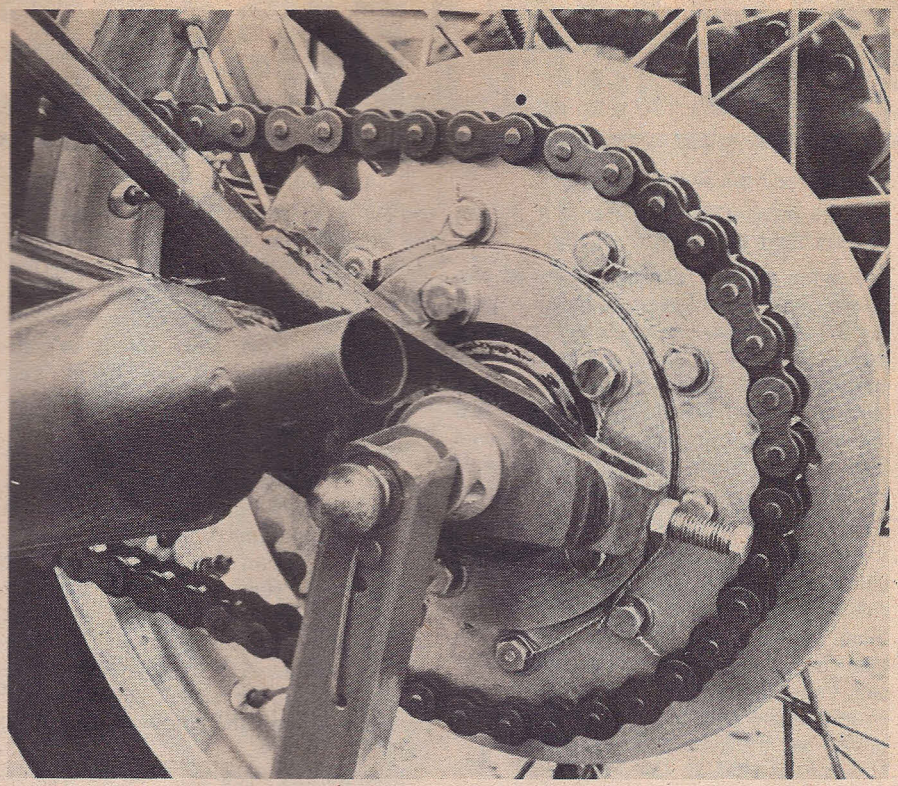
Zeigler's hub is designed to allow your rear wheel to continue to rotate in the event of an engine seizure. Zeigler has race tested the device eight times (he's had eight seizures with the hub employed) and it has proven 100 percent effective. John Bettencourt seized his first time out after recently installing the hub. His rear wheel rotated instead of locking up and he was able to bring his motorcycle to a safe stop.

Initially the safety hub had been labeled "anti-seize hub," but this is a misnomer because it does not prevent engine seizures. Pistons can still stick and your gearbox self-destruct, but the hub prevents crashes caused by these mechanical failures. When engine seizure occurs it frequently causes rear wheel lock-up, resulting in the loss of control.

It was this chain of events, seizure, rear wheel lock-up and crashing which served as inspiration for Joe's invention. Three years ago he broke both bike and body when his engine seized during a roadrace at Bridgehampton, Long Island. During his recuperation, Joe conceived the safety hub's design. He then sought and received help in its production from Joe Bolger, of Bolger Tool Products and John Richards, a retired research and development man from Pratt and Whitney Aircraft. The finished prototype weighed six pounds and cost $1500.00 to construct.

The safety hub employs a clutch-like mechanism inside the hub which disconnects the engine, transmission, and chain from the rear wheel should any of them lockup. To prevent sudden freewheeling which could be as dangerous as sudden lock-up, the hub is equipped with an externally adjustable device which allows any desired amount of drag to be dialed in. The hub was also found to eliminate rear wheel hop caused by hard braking or premature downshifting.

With these characteristics the safety hub could prevent countless street and racetrack accidents if motorcycle manufacturers would adopt it as a standard item. Two notable personalities among others whose lives might have been saved had they had access to and



The Safety Hub recently installed on John Bettencourt's GP machine does not appear to be dramatically different from any other hub. The additional screws are for adjustment of drag, thus offsetting danger of free-wheeling unexpectedly.

employed the hub are Jarno Saarinen and Cal Rayborn. Both were killed in seizure-induced crashes when their rear wheels locked up at speed.

Curious as to why in three years' time, this life saving device has not received worldwide acceptance, we contacted Joe Zeigler.

"Yamaha doesn't care about safety. Kawasaki doesn't care either." Joe stated in a matter of fact manner, "They told me so in their letters. I still don't know about Suzuki," Joe continued. "They never answered my letter."

"What d'ya mean, 'They told you so?' "

Joe removed a folder from his filing cabinet and handed us a letter typed on Yamaha stationery. It was the reply to a letter in which Joe had sought financial aid in producing the hub. Yamaha's response read as follows: "At the present time this effort of yours is somewhat removed from the current activity of the Yamaha organization and is therefore not compatible with our interests." Kawasaki's letter was less blunt but interpreted by Joe to mean the same thing: They weren't interested in safety.

Perhaps Joe is just a frustrated inventor with a chip on his shoulder. Perhaps rightfully so.

If the manufacturers' lack of interest is mystifying to Joe, the general consumer's indifference is equally so. Roadrace clubs, riders and tuners alike seem to dismiss the safety hub as just a non-essential accessory.

The AAMRR, WERA, and AMA all allow certain modifications in their production classes. AAMRR and WERA, whose rules are relatively strict, allow only minor changes, i.e., shocks, probably in the name of safety. Additionally, we all know that the machinery that hits the track in the AMA superbike production events is light years removed from what it was on the showroom floor. Yet all three organizations have voted, in turn, to reject the safety hub in production racing. They have ignored its life saving features because they consider it to be a borderline speed modification, i.e., it eliminates rear wheel hop, thereby improves handling, thus increasing speed.

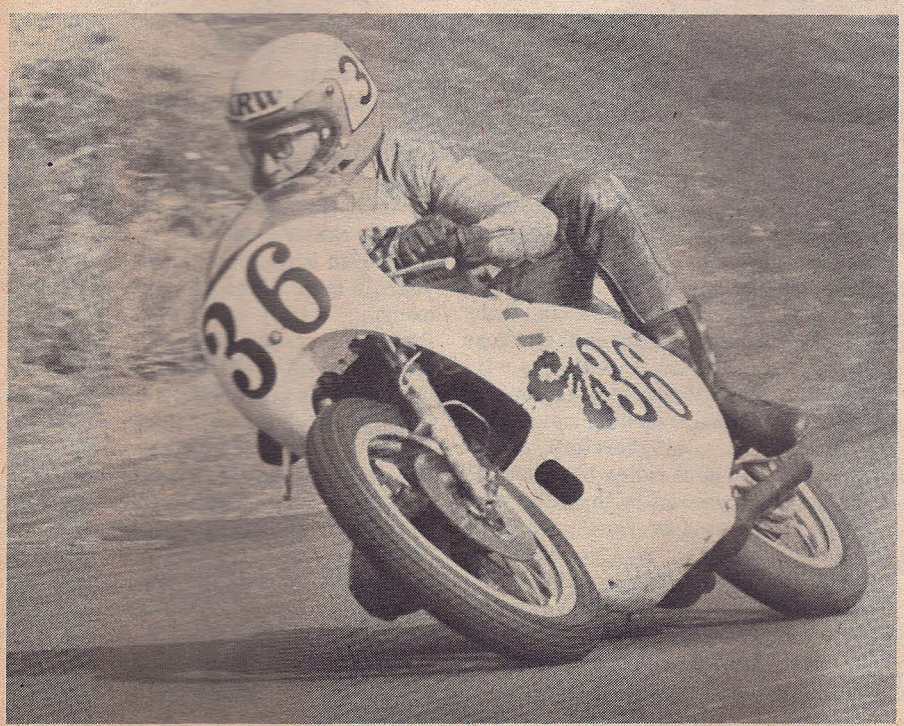
The tuners too, have turned thumbs down on the safety hub. Said one famous tuner in response to Joe's questions, "If everything is going right, you don't need it." The same might be said of a tight-rope walker's net. But it's mighty nice to have when things don't go just right. Evidently this tuner would have us believe that his engines *never* seize.

Another well known tuner places the burden of responsibility on the rider, indicating that if the rider is truly competent he will sense the problem and grab the clutch in time to avoid disaster. Of course, *no* rider is infallible. Additionally, even if the rider is faster on the draw than Billy the Kid, if the culprit is in the transmission, his timeliness in reaching the clutch will not spare him rear wheel lockup.

It is Joe's viewpoint that the tuner's responsibility is to make every effort possible to minimize the risk to his rider, just as manufacturers also have a responsibility to make their products as safe as possible.

The riders have only to be responsible to themselves, and their shortsightedness is as disturbing as everyone else's indifference. Although several riders expressed interest in the hub, they found the cost prohibitive. At $465.00 per unit the price does seem staggering

(Continued on page 66)



Freed from worry about seizure-induced crashes, Joe Zeigler can now devote full attention to race strategy.

THE MELLING LINE

(Continued from page 6)

enough mechanics to maintain it during the six days of non-stop racing.

Having painted a rosy picture of the sport, there would seem to be no reason for it to be endangered. However, there is one flaw, and that is, where does one run an ISDT? I have mentioned that a normal sort of event uses about 2,000 miles in all, comprising about 200 miles a day for five days and then a series of road races or some allied fun to round off the proceedings on the Saturday.

Generally speaking, a route cannot be used twice since after one pass, the riders will have learned some of it, at least, and the idea of an ISDT event is that the course is ridden unseen. A route can, and often is, reversed since riding a course backwards is virtually as good as never having seen it before. Even so, this means that at the very least, 500 miles of roads, tracks and woods must be located. To put this into perspective, the average MotoCross circuit is about 1½ miles long. Imagine a track 330 times as long as your local course.

Just to add even more problems, it is no use taking the ISDT to outer Mongolia, where no doubt there is ample room to run several ISDT events without causing anyone much of a problem. Unfortunately, in addition to the 300 plus riders who will take part in the event, there will be several thousand service crew members, the same number of organizers and officials and pressmen into the hundreds, whilst spectators will arrive by the busload. All these people have to be housed, fed and watered for the ten days they are in the host country, and this means that the course has to be adjacent to some sort of urban area.

Now where do we get 500 miles of tracks, next to sufficient hotels to house the ISDT fraternity and in an area where people are very pro-motorcycling? In Britain's case, the answer often turns out to be the Isle of Man, home of the T.T. races, with all the criteria I have outlined so far. Other countries have major problems.

Then the real difficulties begin in earnest, and they fall firmly in the lap of the motorcyclists themselves. As I intimated, the ISDT is in danger of killing itself, for since the advent of the trail bike, spectating at an ISDT has become THE event of the year for any Enduro or trial enthusiasts. And if the trial is in an easily accessible Western country, like the Isle of Man, then it is fun to ride the course before, or after, the event on your 175 Yamaha just like the hotshots do, even if you are asked not to because the track runs on private land and the farmer is already worried sick about the damage caused by the competitors. Even more fun is to ride the course DURING the event and thereby causing even more trouble — and some people do.

So not only is the terrain ripped to shreds by 300 sets of knobbly tires, but the spectators also do their bit to maximize the damage to hard-won land.

However, even this stupidity is not the biggest reason for the growing unpopularity of the ISDT amongst non-motorcycling members of the community. What really causes the damage is the continuous speed schedule and how this affects the competitors' riding habits.

Imagine the situation. You have spent all your riding career building up to this one event and have invested thousands of dollars in shipping yourself and your bike over to Europe. You are having a good ride and seem set for winning a medal. Then you are faced with a very tight section, and it is obvious that you are going to be late at the next check. However, before the check is two miles of public roads. The speed limit is 60 mph but you know your bike will do 95. So what do you do? The sensible thing would be to stick to the limit and arrive late at the check, thereby throwing away all the blood, sweat, toil and tears (not to mention cash) which it has cost you to compete. The irresponsible choice is to get the throttle open, tuck in on the gas tank and make up the lost time.

Now let us look at the picture from the other side. You are a retired office worker with a cottage in the country. You are just helping your elderly wife, who has recently returned from hospital having had an operation, into the car. She is still very weak and you are nervous about her well-being. Suddenly, from down a muddy track, a filthy motorcycle comes hurtling on to the road and then screams away with the rear wheel sliding and the rider lying down as if he were in a race. You have never seen an ISDT rider and therefore cannot appreciate why he is riding like that. All that you are aware of is that he swept past your wife as if he were insane. He could have crashed into you, and he definitely frightened your wife. If you behaved like that in your car, you would be prosecuted. Why aren't the Police doing their job? A strong letter to the local newspaper is needed.

This scenario, while fictitious, is very much true to life, and as each ISDT goes by and bikes get faster, there will be more road racing as riders scratch harder and harder to stay on schedule.

I would claim to be a responsible member of the motorcycling community. Certainly anyone with access to the mass media has got to be careful in committing themselves in print. So it is with embarrassment that I have to admit to behaving in a reckless manner when I have been competing in British Enduros which have been run on ISDT lines. In Britain, the organizers use all sorts of ploys to persuade riders not to roadrace, but the problem still remains.

The best event in Britain is the International Welsh Two-Day Trial which is just like an ISDT except for the fact that it is of two days duration instead of six. This is organized so that the really tight checks are almost all off road and those where there is a degree of road work have easier schedules so that theoretically there is no need to go quickly on the tarmac. This is fine, except that the riders tend to go fast on the easy sections in order to have time to work on their machines. The other problem is if (as I experienced in this year's meeting) the rider has a puncture or some allied malady, and is able to repair it quickly, then he can make up lost time if he rides very hard. In my case, this meant indulging in some road racing which would have done credit to Kenny Roberts. While it is an exhilarating experience wearing away the side knobs on my 5.00 x 18 MotoCross tire and no doubt spectacular to watch for those many interested local inhabitants with whom the Welsh is very popular, I could not help but think that the sight of a knobbly tired "MotoCross" machine scratching round narrow country lanes as if there were no tomorrow cannot have done a great deal to improve motorcycling's image.

The damage done to motorcycling as a whole by the ISDT, and for that matter, similar events held in Europe, is unquestionably great. The key question is whether the events are worth the tarnish they put on motorcycling's already rather jaded image. To my mind the Welsh is the best event I ride in all year. In fact, if I had to choose, I would exchange all my other racing activities for this one fabulous Enduro. What the ISDT must be like I can only dream, for I will never be good enough to find out at first hand. Even so, more than the ISDT, I love motorcycling and if the choice arises between abandoning the traditional long distance enduro voluntarily, or suffering a concentrated bout of anti-motorcycling legislation, particularly if it were directed against the off-road rider, then reluctantly the ISDT would have to go.

Perhaps it won't be long before I, and many others, are asked to make the choice. ●

AMA CAMEL PRO SERIES NATIONAL

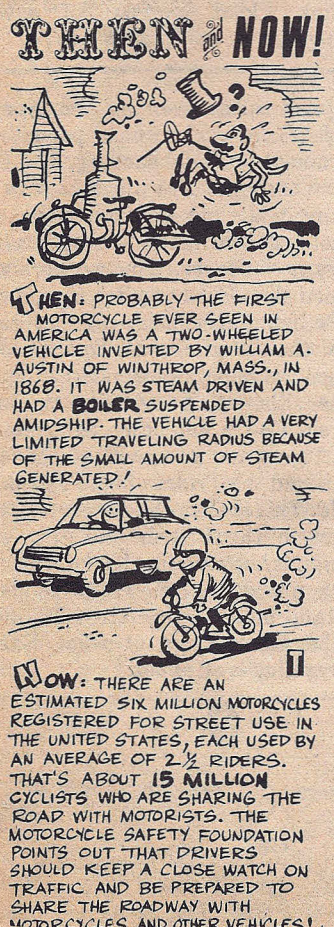
(Continued from page 31)

Superbike race for the first time this year. Lapping deep into the 1:50s, Pridmore is riding a flawless and energetic race. Having talked to a number of Z1 Superbike racers I can assure you that what he's doing is a lot harder than it looks.

The pace barely slows to the last lap and Pridmore delivers on the promise that he could win a Superbike race with a Z1 Kawasaki. Second was Baldwin and third Liebmann, who said afterward the Guzzi was geared a little too low and he backed off the hunt because of concern for over-revving the engine and possibly not lasting the distance.

Superbike Production Final—Pocono, August 21, 1977

1)	Reg Pridmore	Kawasaki
2)	Michael Baldwin	Moto Guzzi
3)	Kurt Liebmann	Moto Guzzi
4)	John Long	Ducati
5)	Kurt Lentz	Ducati
6)	John Fuchs	Honda
7)	Erik Buell	Ducati
8)	Arthur Wickes III	Honda
9)	Arthur Kowitz	Kawasaki
10)	Jerrold Wood	Yamaha



The stands have filled up and the spectators break into a rousing cheer as the track announcer introduces Gary Nixon at the number 1 position of the front row of the Expert Final grid. The rest of the row is made up of Baldwin, Roberts, Allen and Gene Romers.

At this point in time Kenny Roberts is all alone out there. Pocono awards National points, and nobody needs them more than he. As he waits for the green flag, he's second in series points standings behind National Number 1 Jay Springsteen, who isn't even at Pocono. Every point Roberts makes here he can put in the bank, and a win will put him in the lead. He obviously isn't going to make any mistakes.

The green flag waves and the pack is off on their 75-mile trip. Roberts put his yellow and black Yamaha into the lead with Aksland, Baldwin and Singleton following. Nixon has a poor start. By the 4th lap Roberts has a 7½ second lead on Aksland and Nixon carves his way to fifth. By lap 10 Roberts has stretched his lead to 19½ seconds while Aksland, Baldwin, Singleton and Nixon maintain their places. Roberts is lapping at 1:43.9 on the 11th lap. The course record for motorcycles is/was 1:46.

Aksland appears to be closing on Roberts with a 1:45.4 lap, and Nixon takes Singleton at the hairpin on the 11th go around. There's 35.4 seconds separating the first 6 places.

Roberts gets it down to 1:43.6 on lap 16. Behind him things have changed a bit with Aksland, Nixon, Singleton and Baldwin in that order. Baldwin takes Singleton on lap 20 and Allen takes him on lap 24. There are no more changes, and it's Roberts, Aksland, Nixon, Baldwin and Allen at the flag.

So Kenny Roberts did it wire-to-wire to win the Expert final at Pocono this year. He took no chances, getting out of reach early and staving off any possible challenges by cutting 2.4 seconds off the lap record at one point. His margin of victory was 23.6 seconds, and during the post race press interview it was clear that Aksland could only marvel at Roberts' mastery, having tried everything he had to close the gap.

National Expert 750 Final Pocono—August 21, 1977

1)	Kenny Roberts	Yamaha
2)	Skip Aksland	"
3)	Gary Nixon	"
4)	Michael Baldwin	"
5)	James Allen	"
6)	Dale Singleton	"
7)	Gene Romero	"
8)	Ron Mass	"
9)	Robert Rectenwald	"
10)	David Emde	"
11)	Robert Wakefield	"
12)	John Fuchs	"
13)	Aurum Gudelsky	"
14)	John Clark	"
15)	Cory Ruppelt	"
16)	Gary Blackman	"
17)	Kurt Liebmann	"
18)	James Metrando	"
19)	John Samways	"
20)	Greg Bonelli	"

Mark Jones won the Novice Final followed by Dan Warren. Cox and Davidson took the Sidecar Race with a commanding lead.

Late note: Conrad Urbanowski put a claim in for Kenny Roberts motor, and Roberts counter-claimed. Kenny's name was pulled out of the hat and he got to keep his engine.

Bottom-line-tire-prints-in-the- sands-of-time-we-did-it-for-some -obscure-reason-award goes to #139 Robert Coy. Bob brought out his 1956 Norton DOHC 500 Single and raced it in the National. The DOHC Norton had never been allowed to compete in AMA Expert events but since Pocono was co-sanctioned by the FIM he just had to enter and run. With a baby diaper wrapped around the exposed valve springs to catch the oil drips, the venerable old dear lasted 3 laps and then headed for the pits, and history. ●

TRIUMPH

(Continued from page 24)

the engine in shape and performing well). 3.25 X 19 tires in the front and a 4.00 X 18 in the rear keep the power on the ground relatively well with standard shock absorption systems (the new Silver Jubilee has gas shocks in the rear). The machine is light for a 750, tipping the scales at a low 390 pounds dry. This, compared to a 550 Honda which weighs almost 70 pounds more, makes the Tiger 750 a pleasure to whip through fast corners and tight action. We could only call the weight deceiving. You just don't expect the amount of power you get from a machine that is as light as some four cylinder 400 models we can think of readily.

When you are ready to stop, the TR-7 does that as well as it takes off. Triumph/Lockheed discs, almost identical in style, are attached to both the front and rear wheel, one brake per wheel. Modern bike riders know the advantages of having discs, and the Triumph proves the point well.

Controls are marked and easy to handle, something new for Triumph. However, there are still two buttons on the right side control that don't do anything but confuse the rider. Headlight controls are mounted on the top of the headlight, which is somewhat of a bother. Turn indicator, oil lamp and high beam light are also on the headlight cover. At least they are well labeled on this machine, if not with the most aesthetic methods of marking. Foot

brake is on the right, shift lever is on the left with the standardized one-down four-up pattern popular with most manufacturers. Triumph recommends the engine be kept above 2,100 rpm if the rider uses the headlight, something to be aware of especially during daytime city driving. Turn signals and the large rear lamp appear to have been thrown on as an afterthought and as a concession to Federal regulations in this country. They just don't fit in with the rest of the bike as far as appearance goes, though their performance was excellent.

The overall ride of the bike, at moderate to high speeds, is good. Don't expect to buy one and turn it into a road racer, though. A top speed of around 115 miles an hour is all you should reasonably expect, and acceleration, while great for a four stroke twin, is nothing compared to the screeching beehive of two stroke racing machines. Let's not fool ourselves into thinking we are dealing with something other than an expensive ($1,949), limited edition (1,500 to America) European motorcycle.

In general, the Tiger has great potential. In a couple of years it will have an electric start and probably a more refined transmission. Until then, for lovers of British discipline and working in the garage on Sunday, the Tiger, economical and ecological little brother to the Bonneville, could be the bike for you. Fast, and reliable as any British engine, and damn good looking with what can only be called classic British lines, the Tiger is a nice bike in a somewhat overpriced package. For the British enthusiast, though, there can be nothing else. There will always be an England...always be a Triumph, and as Pink Floyd is fond of saying, "Desperation is the English way." ●

TRIUMPH TIGER 750

Price:	**$1,949**
Warranty:	**6 mos. or 6,000 miles**
Engine:	
Type:	**4-stroke vertical twin**
Displacement:	**744cc (45 cu. in.)**
Bore & Stroke:	**76mm x 82mm**
BHP @ RPM:	**HP @ RPM MAX @ 7,000**
Advertised C.R.:	**7.9 : 1**
Carburetion:	**1,30mm Amal**
Overall Gearing Ratios : 1	
First:	**12.25**
Second:	**8.63**
Third:	**6.58**
Fourth:	**5.59**
Fifth:	**4.70**
Frame:	
Rake & Trail:	**N/A**
Suspension:	**Telehydraulic Frt. swingarm, shocks**
Tires:	
Front:	**3.25 x 19**
Rear:	**4.00 x 18**
Brakes:	
Front:	**Triumph/Lockheed disc**
Rear:	**Triumph/Lockheed disc**
Gross Measurements:	
Weight:	**390 lbs. (dry)**
Wheelbase:	**56 inches**
Seat Height:	**32 inches**
Handlebar width:	**30 inches with 8 inch rise**
Fuel Capacity:	**2.5 U.S. gals.**

THE CLASSIC MARQUE

(Continued from page 39)

engine and gearbox. In 1959 the famous twin-carb Bonneville 650 was introduced, which acquired the unit construction design in 1963.

Triumph also began producing some 650cc TR6 models in the late 1950s, which were single-carb 45 HP beasts that were a combination street and scrambles bike par excellence. Until the fast lightweight two-strokes took over in the late 1960s, the TR6 dominated the American cross-country, enduro and desert racing scene.

Triumph also achieved a great deal of fame in 1959 when Roy Peplow won the Scottish Six Days Trial on a works Cub—the first win by a "lightweight" in the history of this famous trial. The company then began production of a trials Cub in 1962, which became highly successful in European trials events. The Cub was last produced in 1967 when the Spanish two-strokes made it obsolete.

The marque also achieved two stunning wins at Daytona in 1966 and '67 when Buddy Elmore and Gary Nixon trounced the favored 750cc side-valve Harleys with their works 500cc twins. With a Reynolds frame, Italian hubs, and a weight of only 280 pounds, the twins would do 140 mph.

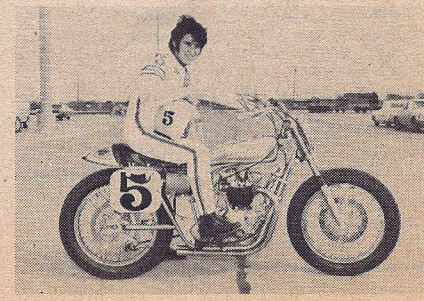
The next improvement came in 1968 when a large twin leading shoe front brake was adopted, followed in 1969 by the three-cylinder Trident. The new 750 pumped out 58-60 HP for a speed of over 120 mph. In 1972 the Trident acquired a five-speed gearbox and disc front brake, and then in 1977 the engine was canted forward in the frame along with the addition of electric starting.

Meanwhile, the trusty old 650 twin had not been forgotten. In 1974 the bore was increased to 75 mm for 735cc, and then on up to 76 mm for 743cc in 1975. Produced as a single-carb Tiger 750 or the Twin-carb Bonny, the twin is still in production as a lean 390 pound bike that really handles. The 750's performance was also enhanced with the switch to a five-speed gearbox, which began as an option on the 1971 models.

Triumph also produced some new dirt bikes in 1974, with a 500cc moto-cross single and a 500cc enduro twin. The single was actually just a BSA B-50 M-X model, but these new bikes were soon dropped when the factory got into deep financial trouble.

During this financial crisis the company was taken over by the Norton-Villiers Company with a promise of government financial backing. The NVT concern then got into a hassle with the workers in the old Meriden plant, who did not want to move south to a new factory in Andover. The workers then occupied the old factory for a year until the British government agreed to finance the Workers Co-Operative to produce Triumph motorbikes.

After the dust settled, the new Workers Co-Op got down to producing 750cc Tigers and Bonnevilles—the 500cc models and the Trident being lost in the shuffle. This is thus the current state of the art in the British industry, since Triumph is the only one left of what was once a proud and successful industry. Lean and hungry, the latest Triumphs are the last vestige of what English motorcycling is all about. ●



THE SCOTTISH CUB

(Continued from page 49)

tionally good trials bike for its day. With a modest price tag of just a little over $700, it sold very well wherever trials riding was popular. By using as many standard parts as possible from their road model, Triumph succeeded in offering a competitive trials bike at a modest price.

During the middle 1960s the Cub continued to perform in an impressive manner in trials events all over Europe. It was an especially popular bike with beginners due to its modest price tag and ease of handling, so that it acquired a great following of enthusiastic riders.

The Cub never did win again in the Scottish, however, since the big single fought back like a champion. By reducing the weight to 245 pounds on the works 350cc AJS, Gordon Jackson was able to score convincing wins in 1960 and '61, followed by Sammy Miller's first win in 1962 on his 242 pound Ariel 500. Arthur Lampkin then won in 1963 on a 250cc BSA single, but Sammy got it back again in '64 on his famous old Ariel.

The Ariel company then disappeared from the scene, so that Miller switched to Bultaco where he helped design a new 250cc trials bike. Sammy won in 1965 on the Spanish two-stroke, which started the era of two-stroke trials bikes that has endured to this day.

Triumph fought back gamely during these years, with Ray Sayer finishing sixth in 1964 and fifth in 1965, followed by Peplow in sixth. After this the Cub slowly faded away as the Spanish armada began its conquest of the trials game. With 18 HP the two-stroke Bultaco had nearly double the power of the Cub, plus more bottom end punch to boot. And then there was the advantage of a Ceriani suspension, followed by a five speed gearbox. By the late 1960s the Triumph was obsolete—just like the big singles it helped put to rest.

During the 1960s Triumph imported a variation of the Trials Cub to America called the Mountain Cub. Intended as a trials bike, the American version had a larger carburetor that allowed the engine to produce a claimed 16 HP at 6800 revs. A 19 inch wheel also graced the front, plus lights, a dual seat, standard footpegs, and wider fenders. The Mountain Cub, however, could be easily converted to trials specifications, which I did to one myself in 1967. I even won some trials events with the little single, but then along came the first Sherpa Ts to our valley to end my short reign as trials champion.

The last of the Triumph Cubs were produced in 1967. Few mourned its passing, mostly because it had earned a reputation for having a weak lower end. Still, it was a pretty bike and one with a unique claim to history. It all happened in the highlands of Scotland in 1959, when David rose up to slay Goliath. True, Goliath took a bit more killing than the Cub could administer, yet history now records that the first fatal blow had been struck. The big single had been hit, and the 200cc Triumph was the bog wheel that did the hitting. ●

Ten Years

(Continued from page 54)

and Suzuki, had shoved Triumph into the background. The surge of motorcycle mania in America lasted roughly 10 years, from 1963 to 1973. By the time Triumph was able to build and market a competitive machine, they were bankrupt and the boom was over.

Each year the Japanese companies offered improved engines and appealing features. Faced with widespread availability of overhead cams, disc brakes, electric starters and low maintenance requirements, Triumph was treading water.

So, with 1978 looming on the horizon, what does it all mean? Will there be motorcycles coming out of England in the Eighties? Will Triumph achieve some remarkable breakthrough in motorcycle design, and regain some of its past glory? Who knows.

As it stands now, the Triumph factory is wholly owned by a workers cooperative named Meriden Motorcycles, Ltd. The factory employees were never happy with the conditions imposed by Norton-Villiers-Triumph, and finally convinced the government that the organization should be owned by the workers themselves.

Whether or not Norton has gone belly up is a question that remains unresolved. Some say a Wankel-powered Norton is in the wings. Who knows.

At this point the factory co-op is producing 750cc Tigers and Bonnevilles for sale in America. The line-up includes the limited edition Silver Jubilee Bonneville, featured elsewhere in this issue. Anybody who can afford it should go out and buy one. They may be the final examples of a long and illustrious line of British motorcycles, and destined to become extraordinarily valuable collectors items. On the other hand, your support may enable the Triumph workers to carry on into the Eighties, designing and building sophisticated machines to rival all competitors.

Who knows. ●

TRIUMPH 1950 THUNDERBIRD

(Continued from page 59)

The Triumph Thunderbird was capable of sustaining 90 mph speeds without engine fatigue becoming apparent. At 50 mph in top gear, the engine ran along in the most effortless manner. At 60 or 70 mph it would cruise quite well, but above 70 mph there was considerable vibration.

Cold starting the 650cc engine could usually be accomplished on the second or third kick, with a definite effort required. But the effort was rewarded once the engine fired. Engine idle was satisfactory, although there was

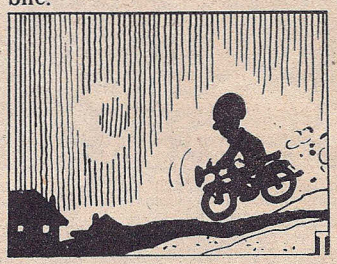
Driving Safety Tips

Hints For Motorcyclists

NIGHT RIDING

If you're one of America's 15 million motorcyclists the chances are that sometimes you're a night rider. Here from the experts at Motorcycle Safety Foundation are some tips to make your night riding safer.

• Learn to use the lights from other vehicles. Don't override your headlight which may not cover the road as well as those of an automobile.



• Take extra care to make sure others see you. Your riding gear is important. Wear light, bright clothing. Reflective tape on your helmet and clothing may help catch another driver's eye.

• Don't wear a scratched face shield or goggles. At night it would be particularly dangerous because of the poor vision caused by the reflective glare from oncoming lights. If you use tinted eye protection during the day remember to carry a clear face shield or goggles for night riding.

• If the high beam of your headlight goes out, use the low beam, but get the lighting system fixed at the first opportunity. If your low beam goes out, switch to high beam, and turn or twist the headlight lower so it does not annoy other drivers.

Remember, when riding at night, to take extra care.

always the chance that the engine would stall unless the throttle was opened gently. With the engine idling and the machine stationary bottom gear could be easily engaged. Clutch operation was light, and the transmission entirely positive. The indirect gears were known to be quiet and mechanical noise not excessive.

That was 27 years ago. The 1950 Triumph Thunderbird was a high speed tourer par excellence. It was finished well and showed quality throughout. Americans bought them by the thousands. ●

READ THIS—IT MAY SAVE YOUR LIFE

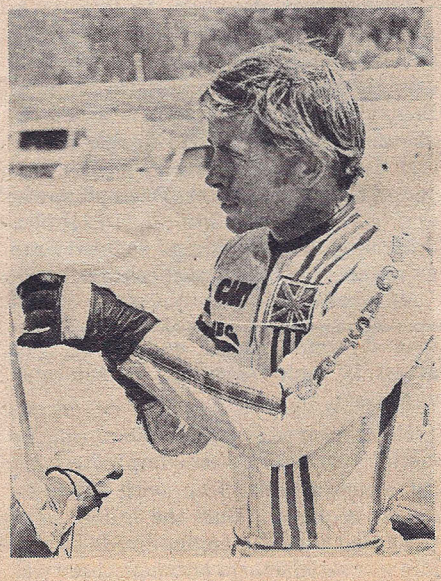
(Continued from page 29)

at first, but not if you analyze it. The cost of the various components that can be damaged in an accident can easily transcend the price of the hub. Then there is probable damage to your helmet and leathers and possibly a trip to the hospital. If you seize while street riding you may be issued a ticket for failure to control your vehicle. This, coupled with the claim filed against you by the pregnant lady your errant scooter struck will send your insurance premium to the moon.

Even if you restrict your riding to the track, you can lose more than the price of the hub in a crash. This year Gary Nixon's engine seized at Daytona causing him to crash and break his wrist. In addition to his medical and repair expenses, his travel expenses were wasted. He lost prize money he might have won and was out of action for several weeks also missing out on a chance at prize money offered at other national events.

Of course, the ultimate loss to be considered is your life. What price do you put on that? In this light, the outlay of $465 should seem quite reasonable.

If manufacturers were to develop an interest in mass producing the safety hub it could be produced considerably cheaper, perhaps under $100 per unit. It would become a stock item. Thus there would be no reason to ban it from production racing, tuners would have less crash repair work, and riders would be safer.

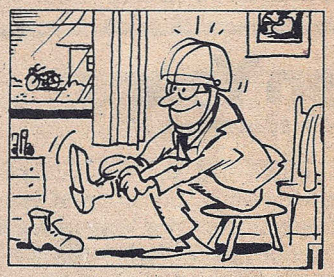


Penguin Racing now has seven safety hubs in stock for Yamaha TZ 250's. At additional cost the hub can be adapted to fit any machine. If you are interested in acquiring one for your mount, they are available from: Penguin Racing, 166 Cullinane Drive, Marlborough, Mass. 01752.

Take care. ●

GET INTO GEAR

Whether you've been riding your motorcycle 10 days or 10 years, the one thing you should always be aware of is that what you wear on a cycle is more important than what you wear in a car. Here, from the Motorcycle Safety Foundation, are some tips on what kind of gear to wear when motorcycling.



The first piece is the helmet. Wearing one when riding is just common sense. For both comfort and protection your helmet should fit snugly but not tightly.

The second is eye protection. You must be able to see clearly to ride safely. Personal preference for face shield or goggle will determine which type of eye protection you wear.

The third: footwear. Sturdy leather boots which rise over the ankle are best for riding.

Gloves: When you wear leather gloves for riding, you are not only protecting your hands but also improving your grip on the handlebars.

Other clothing: Long-sleeved jacket and long pants are the minimal clothing requirements for good riding protection.

By getting into gear—protective riding gear—before you ride, you're well on your way to safe motorcycling.

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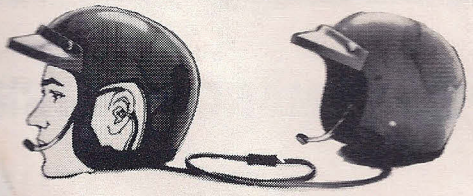

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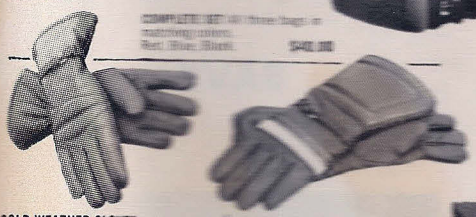

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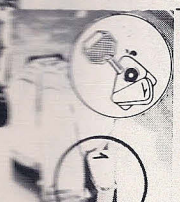

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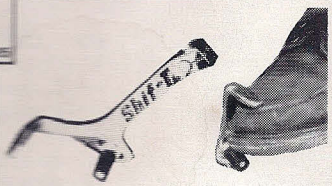

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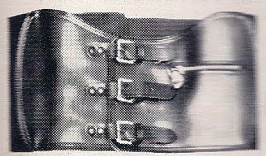

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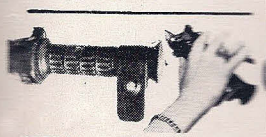

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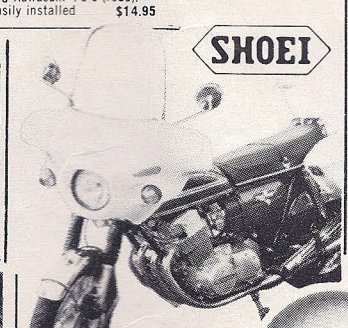

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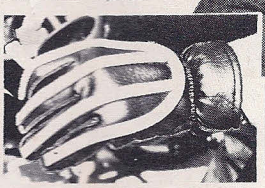

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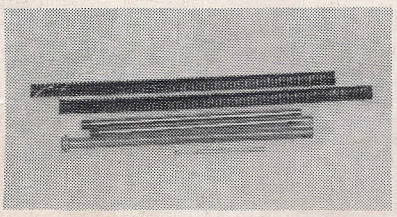

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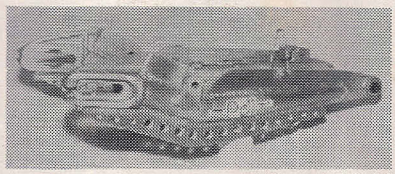

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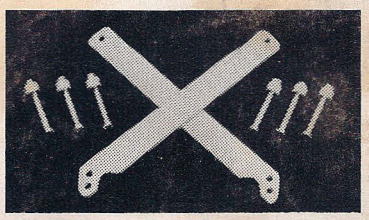

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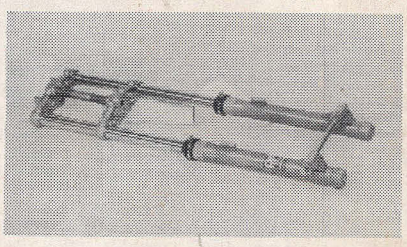

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