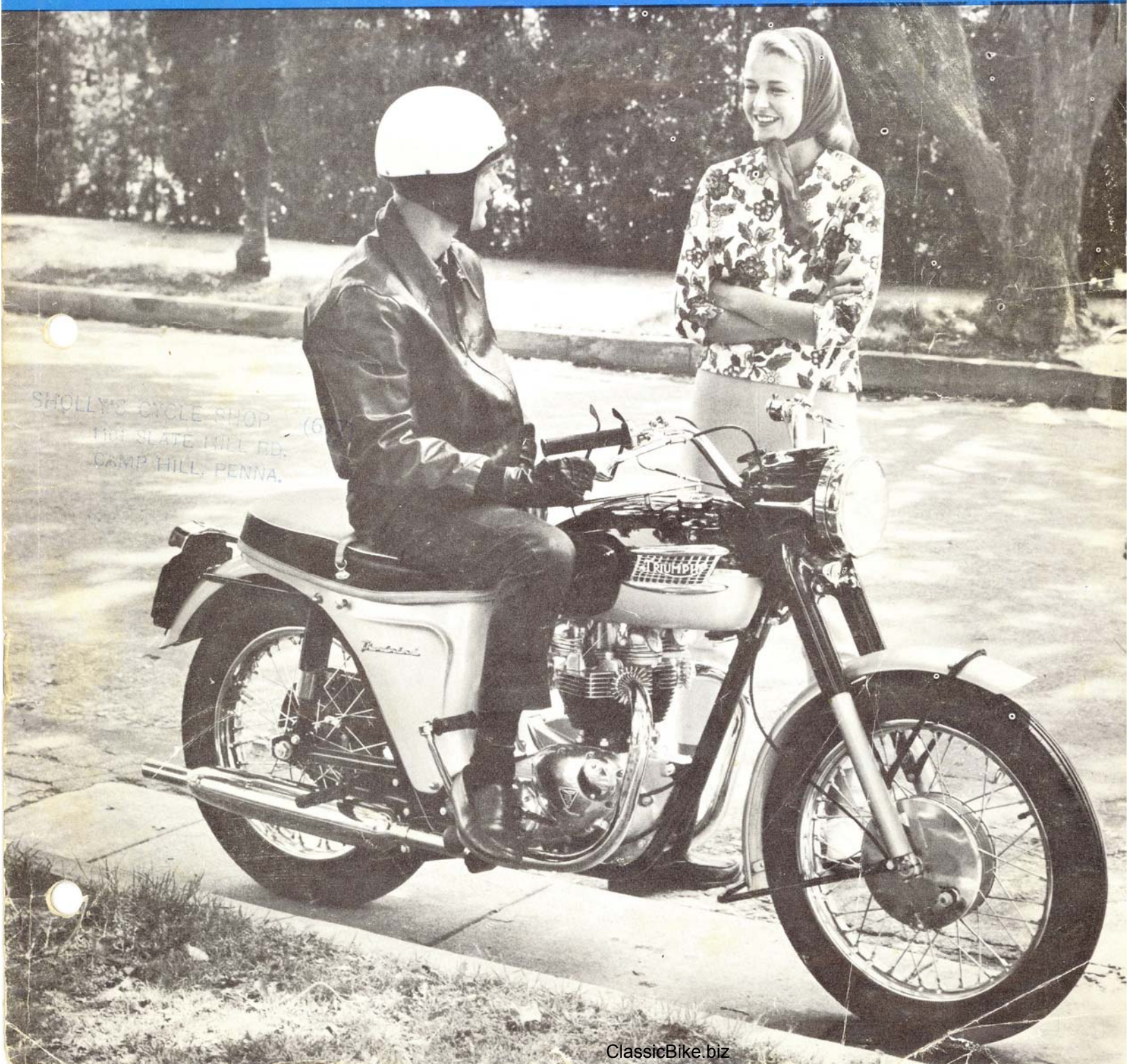


# TRIUMPH

1964



SHOLLY'S CYCLE SHOP (6)  
1101 SLATE HILL RD.  
CAMP HILL, PENNA.

## TRIUMPH FOR 1964

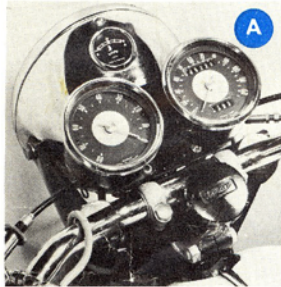
The progressive design and detailed improvement carried out from year to year for over sixty years has established the leading world position of Triumph Motorcycles. In the new models offered for the 1964 season the striking advances recently made by the introduction of the new and completely redesigned and retooled unit construction engine models, new frames, etc. have been consolidated and many refinements are added for the new season. In the past twelve months Triumph sales of Motorcycles in the U.S. have exceeded all previous records and it is with confidence that we present to our Dealers and to their Riders Triumph's great 1964 program.

### 40 CU. IN. (650 c.c.) RANGE

The biggest success ever achieved in Triumph's long history in the U.S. market has been the recent introduction of the unitized construction in the 650 c.c. range which followed early adoption of that principle in Triumph's 500 c.c. and Lightweight models. This has resulted in record-breaking performance with smoother operation, greater reliability, and cleanliness.

The 1964 Vertical Twin overhead valve 650 c.c. models are further enhanced in specification by a redesign and new timing of the engine breather arrangement. The breather tube in the crankcase now connects with the oil tank froth tower vent and thence to the rear of the machine. Attention has also been given to the crankcase internal configuration in the area of the sump filter to assist in the scavenging operation which introduces a new sump filter and drain plug arrangement. Locking clips are now fitted to the oil feed and return lines and all oil tanks incorporate drain plugs. Good engine cleanliness results.

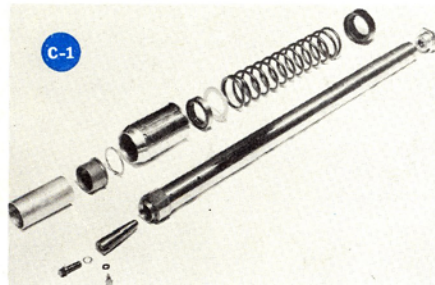
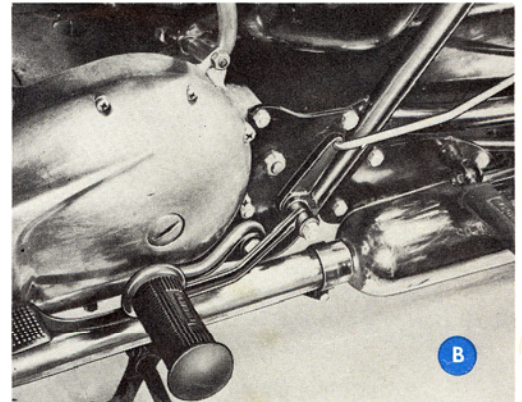
Some models having direct lighting now have the "AC Magneto" ignition coils mounted beneath the fuel tank. The stop lamp switch has been moved to the rear on the chain guard, which in itself has undergone change to give more enclosure of the chain. The stop lamp switch has been rearranged and is operated by a "pull" type spring.



The new Smiths Magnetic Speedometers with internal "Anti-vibration" mountings are now furnished. Matching Tachometers were included in the specifications are of similar new pattern. (Picture "A")

The method of mounting the footrests has been altered so that the new footrests locate on the rear engine plates, providing greater ground clearance. (Picture "B")

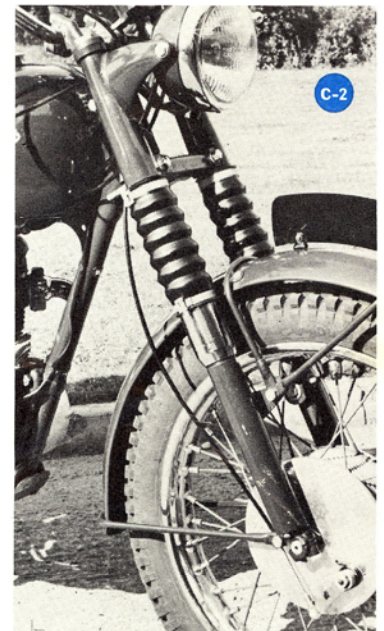
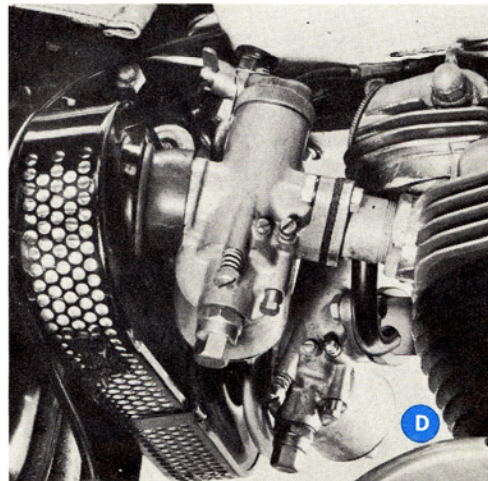
There are improvements to the center stands, the operating arm of which is now brazed.



A major new feature for 1964 is a completely redesigned front fork. This allows the use of an external spring and superior oil sealing arrangement to provide notably improved suspension qualities. A heavy duty large diameter double lip oil seal is now fitted into a substantial housing which also supports the spring. It will be seen that the external appearance has altered considerably as indicated in the pictures "C-1" and "C-2" which illustrate the new type of front competition mud-guard fixing on both 650 c.c. and 500 c.c. models for 1964.

Other changes include a redesigned constant section rear mudguard for machines with Sports Tires and new amended stroke rear suspension units to provide additional tire running clearances.

On the T120 Bonneville a new combined air filter arrangement is now fitted as standard and carburetor sizes are increased to 1 1/4" bore for better performance on both TR6 and T120. (Picture "D") The T120 Bonneville inlet and exhaust valves and port sizes are also increased for 1964 for ever better performance.



New features for 1964 which will be found only on the 6T Thunderbird include a new slotted piston, allowing closer running clearances with quieter operation and which is applicable to earlier models. (Picture "E")

Also the Thunderbird for 1964 now specifies 12 volt electric equipment, utilizing two 6 volt batteries in series, fed from an alternator through a silicon rectifier. Voltage across and current into the batteries is controlled by a Zener Diode eliminating battery overcharge problems.

Clutch spring outer cups are positively located in the clutch pressure plate.

New and handsome color schemes are employed, the details of each model being given in the following catalog pages.

### 30.5 CU. IN. (500 c.c.) RANGE

Triumph's famous 30.5 cu. in. (500 c.c.) range machines are also all of the most up-to-date unit construction engine-gearbox pattern. They continue to incorporate Road and Competition Sports models and are unapproached for Class performance in AMA and Club competition events and following the winning of the 200 Mile Road Race Championship at Daytona Beach, Florida in 1962 (Rider Don Burnett) and Second Place in 1963, they have during the past twelve months gained further great National Championship victories as set out in the center pages of this catalog. These sporting successes again emphasize the high performance and reliability of Triumph.

The 1964 Triumph 500 c.c. models now incorporate the completely redesigned front forks here illustrated (Picture "C") (described in detail under the 650 c.c. range above). This gives not only far better oil sealing, but the suspension qualities are notably improved.

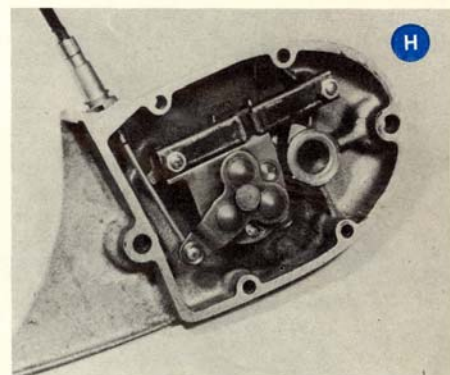


All 500 c.c. models now feature improved and redesigned push rod cover tubes and oil sealing arrangements. (Picture "G")

The clutch operating mechanism has also received attention and in the light of last year's highly satisfactory experience with 650 c.c. range models, the same system of thrust release operation has been applied to all Triumph "C" Range Twins. (Picture "H")

Competition models specify gear clusters incorporating gears of improved and stronger tooth formation for use under arduous competition services.

The new magnetic Tachometer and Speedometer equipment described for the 650 c.c. models incorporating anti-vibration internal mountings are also featured for 1964. (Picture "A")



There are new front mudguard bridge attachments as illustrated (Picture "C") and redesigned rear mudguard. A new switch panel is employed and the semi-enclosed panels are eliminated.

New and attractive color finishes are employed

### LIGHTWEIGHT (200 c.c.) RANGE

Triumph's 4 Cycle OHV Single Cylinder Cub Lightweights incorporate the high performance and smart appearance that characterizes Triumph's larger machines. Further reliability features have been incorporated for the new season.

The Tiger Cubs now have a redesigned crank pin for 1964. This strengthened pin is applicable to previous models and thus insures continued interchangeability. (Picture "I")



The oil pump spiral pinion is changed to "Hidurax" bronze to give improved life. There is a redesigned rear chain guard with an additional lower chain guard cover. There are improved clutch shock absorber rubbers for all Tiger Cubs.

The highly successful TR20 front and rear frame is now incorporated on all Sports Cubs. A combined horn and dip switch is now specified for the T20 Road Cubs in place of previously separate components for greater accessibility and neater appearance. (Picture "J")

New Color schemes are employed on both Tiger Road Cubs and Tiger Sports Cubs.



### THE TINA SCOOTER

This remarkable, extremely simple, reliable and low cost Scooter will appeal to old and young. It has no gears, no clutch—goes at a touch. Detailed improvements are constantly being incorporated. The performance is excellent and the price is right.



Triumph brings to the American Motorcyclist for 1964—those who motorcycle for fun—for transportation—or for sport, the finest range of Motorcycles it has ever produced and its Dealers throughout the country are ready to demonstrate, to finance and to service. See your Triumph Dealer now and enjoy Motorcycling at its best on a Triumph.

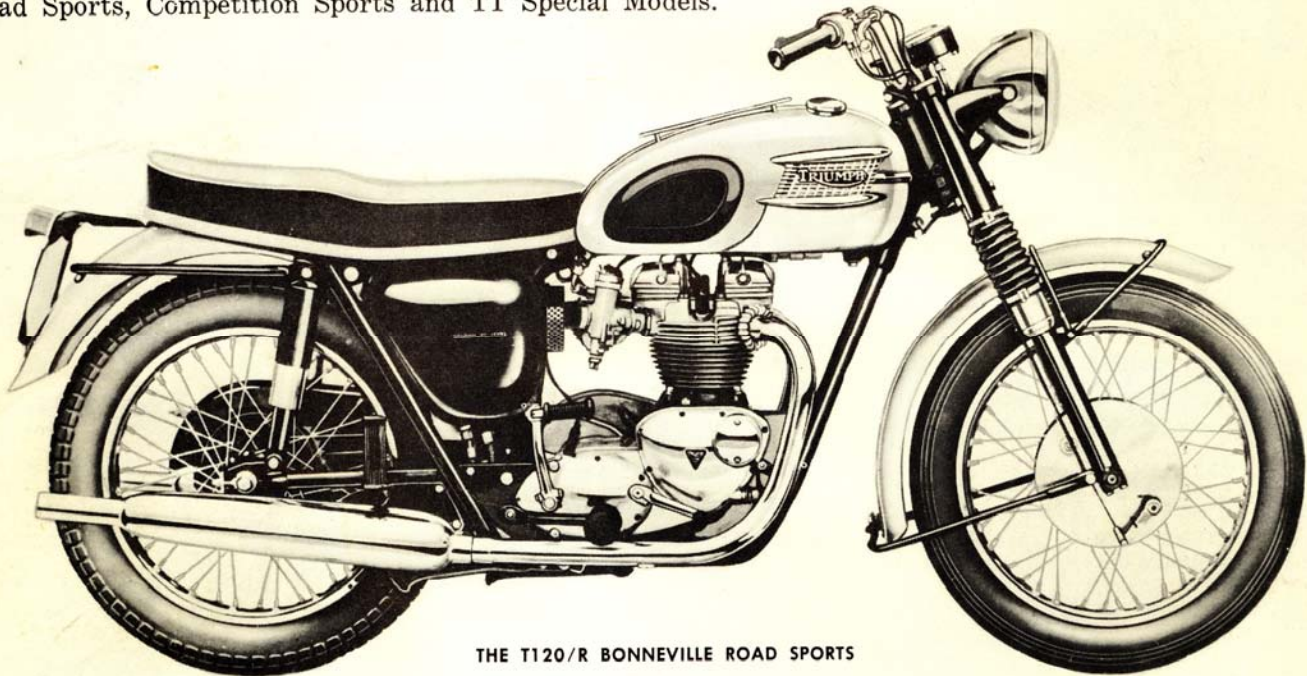
To insure the best of after-sales service to Triumph Owners in the Eastern half of the U.S., Triumph maintains the very finest, best equipped and modern headquarters facilities at Baltimore. From its own Factory branch its Dealers are carefully instructed, absolutely full and complete spare parts are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



**TRIUMPH SERVICE IS THE BEST IN THE WORLD**

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

Well recognized as the leader in the high performance group is the famous Bonneville Range of **Twin Carburetor 40 cu. in.** machines that are demanded by the expert and highly experienced rider for highest possible performance. Detailed improvements incorporated for the 1964 season are listed on Page 1 of this catalog to which please refer. The basic specifications, color schemes, prices are given against the various Road Sports, Competition Sports and TT Special Models.



THE T120/R BONNEVILLE ROAD SPORTS

### T120/R BONNEVILLE ROAD SPORTS— With Twin Carburetors.

**GENERAL:** The fastest standard motorcycle made in the World today\* unitized engine-gearbox construction—for the expert rider.

**ENGINE:** 40 cu. in. (650 c.c.) OHV Vertical Twin (same as the TR6S/R except with splayed port cylinder head, larger inlet and exhaust valves and two large 1 1/8" AMAL Monobloc carburetors and fitted with induction balance tube). Unit construction engine and gearbox gives increased rigidity, better chain alignment with longer life, lowers weight and gives more compact construction yet with maximum accessibility. Of extremely handsome appearance with new alloy cylinder head, finned rocker boxes and locking type rocker box caps. Cylinder barrel with increased bolt centers to allow maximum rebore without sacrificing reliability. 8.5:1 C.R. High performance pistons (CP157), Sports exhaust camshaft and racing inlet camshaft, racing valve springs (E3001/2). New larger 1-19/32" inlet valves and 1-7/16" exhaust valves. 29T engine sprocket. 3/8" duplex primary chain lubricated by feed to inside run of chain and primary chain tensioner insures long trouble-free service. New engine breather arrangement. Arrangement for reserve gasoline supply.

**EXHAUST:** Twin chrome plated downswept exhaust system with two "resonator" type silencers.

**CLUTCH:** The clutch housing is of cast iron design employing a three-paddle shock absorber and clamped up sprocket. The clutch lifting mechanism employs three balls sandwiched between two pressings. A new heavy duty bonded clutch facing material is now specified and extra clutch friction area has been incorporated.

**GEARBOX:** Built in unit with engine, fitted with standard ratio gears (wide ratio or close ratio obtainable as extras from Parts Department) and with folding kickstart, needle roller bearings on gearbox layshaft to give reliability at high output. 58T clutch sprocket. 19T gearbox sprocket. 46T rear wheel sprocket. High gear ratio 4.84:1.

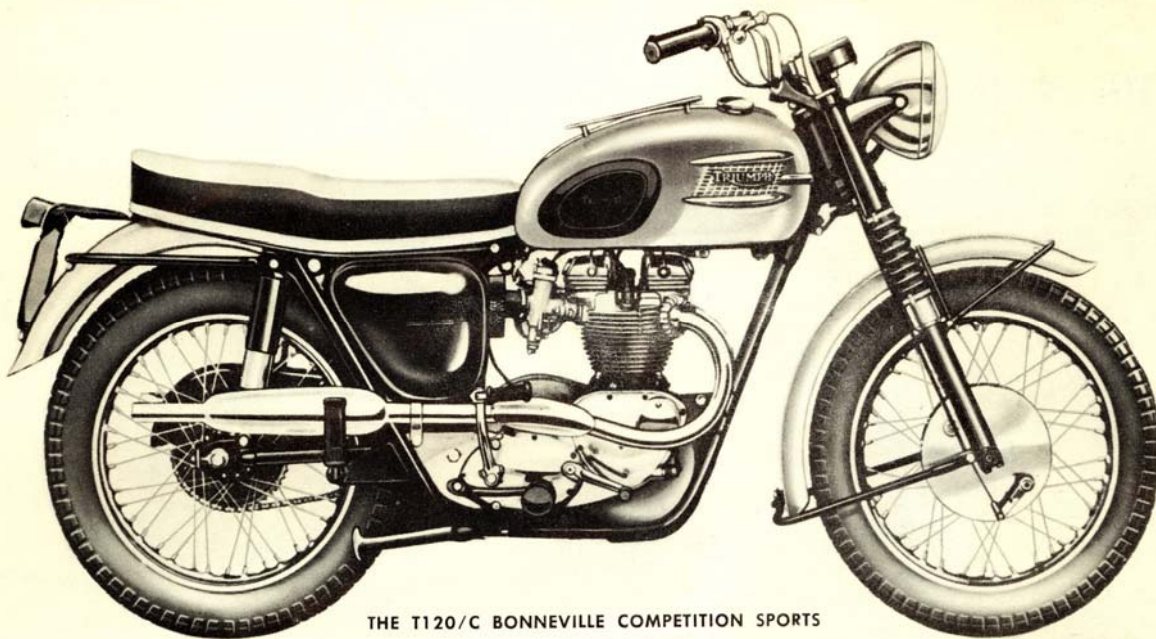
**ELECTRICS:** Twin contact breaker mounted on timing side end of exhaust camshaft. No high tension distributor required with this design. Current is provided by a low output A.C. alternator located on the drive side end of the crankshaft. Improved quality battery MLZ9E is furnished (housed in weather protection enclosure and rubber mounted). Two high tension ignition coils are provided (mounted in recess under tank). Provides easy starting and great reliability with high performance. Two separate ignition and lighting switches have a positive method of attachment to an improved panel with four point mounting, and there is revision to the stoplight switch. Detachable chrome headlight and ammeter. Large tail and stop lamp.

**FRAME:** The frame is of recent and improved design—with single down tube and cradle and of brazed construction. Swinging arm rear suspension runs on large diameter bronze bushes and additional support is given by running the swinging arm fork into the rear engine plate. Girling hydraulic suspension units are adjustable. The Trophy type telescopic hydraulic forks are of completely new design for 1964 (see picture on Page 1) and provide notably improved suspension qualities. Rubber fork covers and standard fork springs. Adjustable steering damper. 3.25x19 Ribbed front tire and 4.00x18 K70 Gold Seal rear tire. 8" full width hub front brake and polished side plates and 7" rear brake both with fully floating shoes give fine efficiency. New magnetic 125 m.p.h. Speedometer and matching 10,000 r.p.m. Tachometer now incorporate internal anti-vibration mountings. Handsomely designed small Sports gas tank (3 1/2 gal. capacity) with handsome trim and chrome emblem. Gasoline tank and oil tank are both rubber mounted and oil tank has redesigned and stronger brackets, the former being by two bolts at the front and one at the rear. Triumph's unique chrome plated parcel grid is furnished at the top of the tank. Non-jamming and leak-proof fuel taps. Two level twin seat, folding pillion footrests, "Easylift" center stand, prop stand and anti-theft lock are furnished. New U.S. pattern 3/8" handlebars with ball end competition type adjustable levers and with dual rotor throttle with friction adjustment and plastic grips and throttle friction adjustment. Battery and tool kit are neatly housed. No frame enclosure is employed. Total average weight 363 lbs.

**COLOR:** New Gold and White with Black Frame.

**Price:** \$1,170.

\* Holders of the A.M.A. approved World's Absolute Speed Record, Bonneville Flats, Utah 230.269 m.p.h. (Class SA using "fuel" with streamline shell but no supercharger) and the A.M.A. Class SC record of 205.785 on ordinary pump gasoline—no supercharger—and the A.M.A. Class "AA" Record of 159.54 m.p.h. (not streamlined).



THE T120/C BONNEVILLE COMPETITION SPORTS

**T120/C BONNEVILLE COMPETITION SPORTS—** Twin Carburetors.

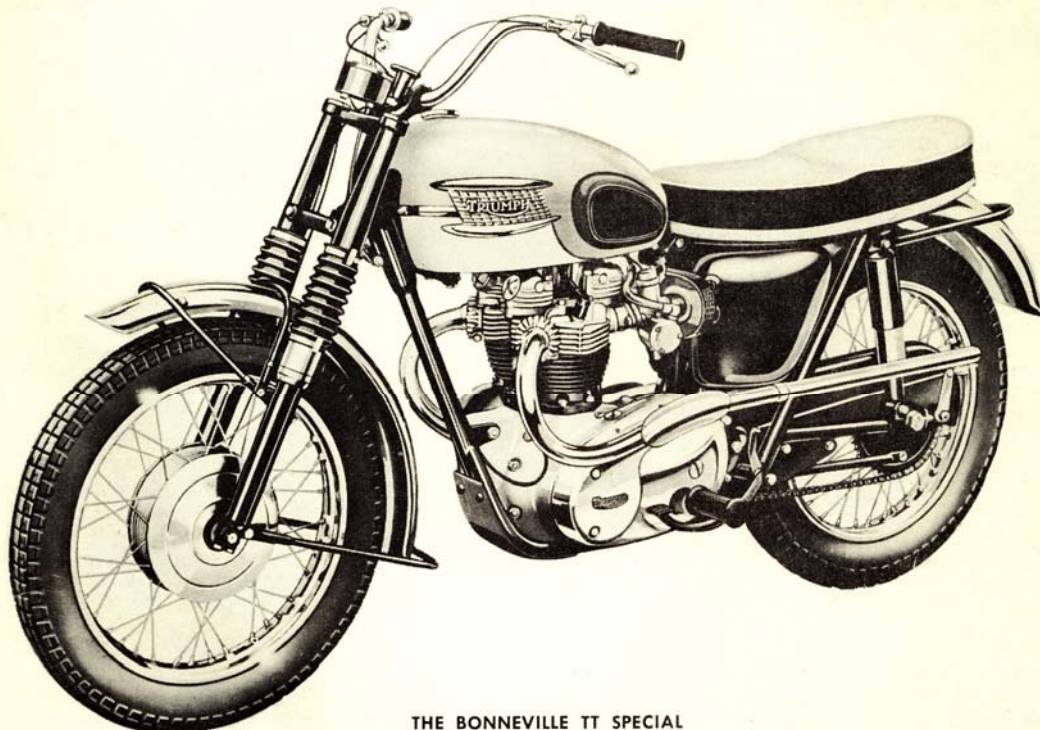
**GENERAL:** For the competition expert who wants top performance with Twin Carburetors and Lighting equipment on a 40 cu. in. (650 c.c.) Model. Incorporates all of the improvements and new designs listed under T120/R on opposite page.

**ENGINE, GEARBOX, ELECTRICS AND FRAMES:** Same as T120/R on opposite page but with Trials Universal tires front and rear—3.25x19 front and 4.00x18 rear. Standard ratio gears. 58T clutch sprocket. 29T engine sprocket. 18T gearbox sprocket. High ratio gear of 5.11:1. New magnetic 125 m.p.h. Speedometer with internal anti-vibration mountings but no tachometer (provision is made for Tachometer drive and Tachometer can be furnished from Parts Department if required). Completely redesigned front forks. Crankcase undershield (skid plate). Small Sports type gas tank and redesigned mounting arrangement. Redesigned front and rear mudguards. Total average weight 363 lbs.

**EXHAUST:** Twin chrome plated upswept exhaust system with two small straight through type silencers and chrome plated leg guards.

**COLOR:** New Gold and White, with Black Frame.

**Price:** \$1,150.



THE BONNEVILLE TT SPECIAL

**BONNEVILLE TT SPECIAL COMPETITION—** Twin Carburetors.

**GENERAL:** For the Competition Expert who wants top performance with Twin Carburetors, without lighting equipment, etc., and primarily for off the road, racing and competition use.

These special limited production models have the T120R Bonneville twin carburetor engine but with 11.2 C.R. pistons (against 8.5:1 on our standard T120/R and T120/C Bonnevilles). They have no mufflers, no lighting or battery; they use A. C. magneto ignition and have two 1 $\frac{3}{16}$ " AMAL Monobloc carburetors; no speedometer is fitted but tachometer is incorporated. K70 Gold Seal tires fitted front and rear, 3.50x19 front, 4.00x18 rear. They are strictly for the expert for competition purposes and they have been timed by the Technical Editor of "Cycle World" in personal tests at 123.5 m.p.h. in a  $\frac{3}{4}$  mile drag.

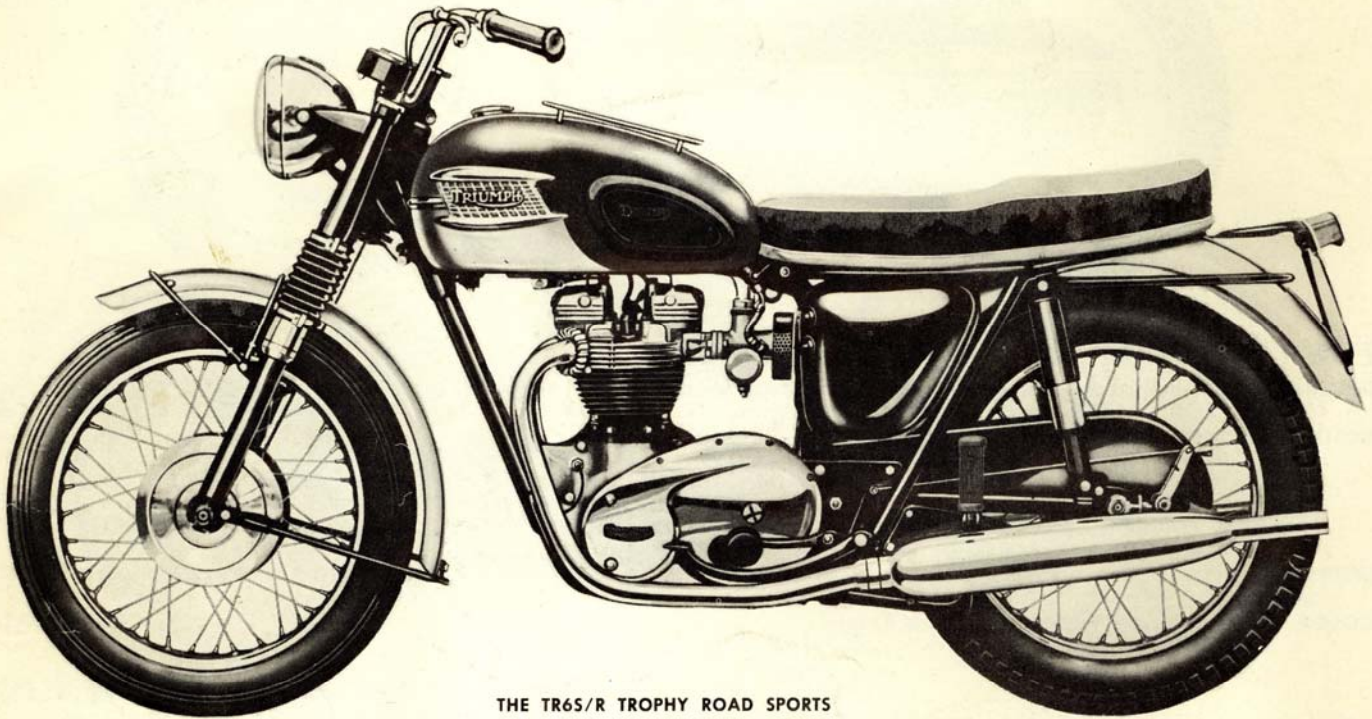
**COLOR:** New Gold and White, with Black Frame.

Polished Aluminum alloy mudguards front and rear.

**Price:** \$1,150.

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

The following models provide very high performance with the simplicity, reliability and smoother operation of a Sports type Single Carburetor OHV Twin engine. This is the Triumph group that has maximum appeal to most riders and which has our unqualified recommendation for the rider who requires high performance at moderate price coupled with distinctive appearance and Triumph prestige.



THE TR6S/R TROPHY ROAD SPORTS

### TR6S/R TROPHY ROAD SPORTS— 40 cu. in. (650 c.c.) Single Carburetor.

**GENERAL:** The highly recommended full powered Single Carburetor model featuring the new Trophy front forks and detachable headlamp. Incorporates all of the improvements and design changes detailed under T120/R earlier in this catalog but with Single Carburetor and standard size valves.

**ENGINE:** 40 Cu. in. (650 c.c.) Single large 1½" diameter Carburetor with air cleaner, otherwise same new unit construction engine as Bonneville Road Sports T120/R machine. 29T engine sprocket.

**EXHAUST:** Twin chrome-plated downswept exhaust system with two "resonator" type silencers.

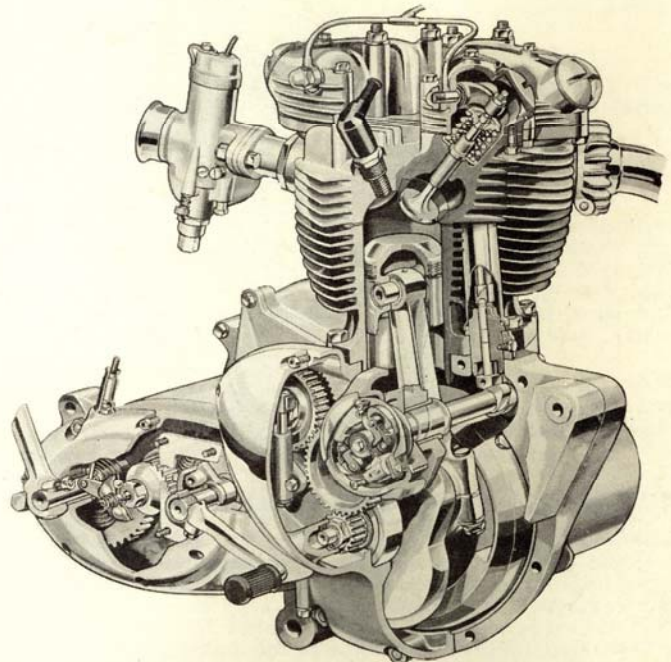
**CLUTCH AND GEARBOX:** Same as T120/R earlier in this catalog and incorporating all of the new improvements: 58T clutch sprocket; 19T gearbox sprocket; 46T rear wheel sprocket; high gear ratio 4.84:1. Read the specifications of the T120/R for details.

**ELECTRICS:** Same as T120/R with two ignition coils and twin contact breaker mounted on timing side end of the exhaust camshaft. No high tension distributor required with this design. Chrome plated detachable headlamp. Large tail and stoplamp.

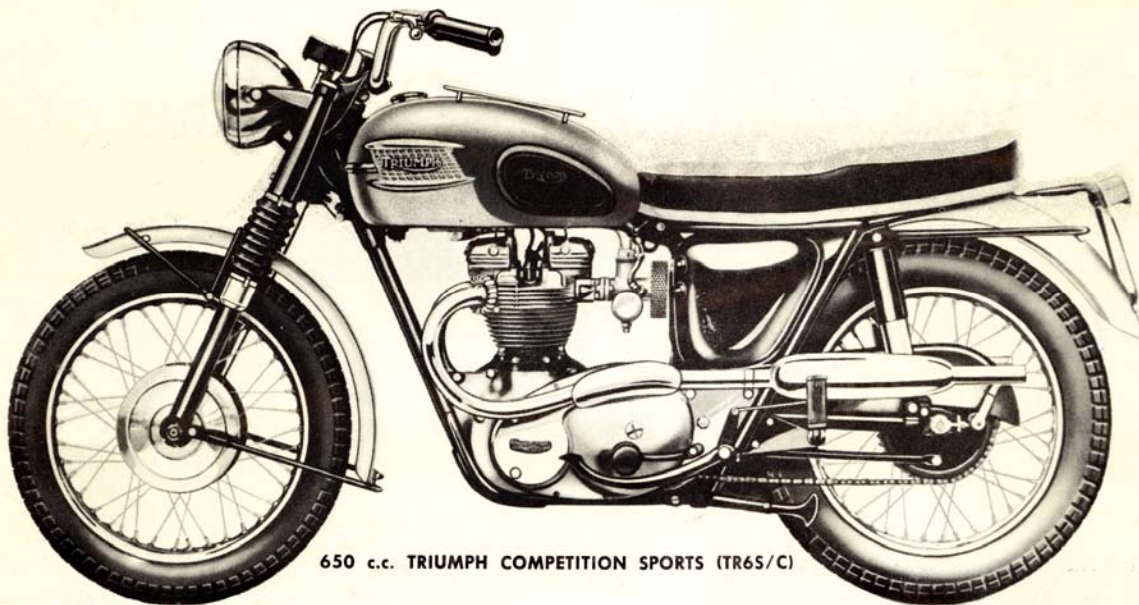
**FRAME:** Of the same new design and detailed specifications as T120/R earlier in this catalog, including 3.25x19 Ribbed front tire and 4.00x18 K70 Gold Seal rear tire. New 125 m.p.h. magnetic speedometer and 10,000 r.p.m. illuminated tachometer, both with internal anti-vibration mountings. Rubber mounted oil tank. U.S. pattern 7/8" handlebars with ball end levers, plastic twist grips and throttle friction adjustment. Total average weight 363 lbs.

**COLOR:** New Two-tone Flamboyant Scarlet and Silver with Black Frame. **Price:** \$1,125.

## THE HEART OF A TRIUMPH IS ITS FINE ENGINE



UNEQUALED SINCE TRIUMPH  
FIRST PRODUCED THE  
VERTICAL TWIN OHV



650 c.c. TRIUMPH COMPETITION SPORTS (TR6S/C)

**TR6S/C COMPETITION SPORTS—** 40 cu. in. (650 c.c.)—Single Carburetor.

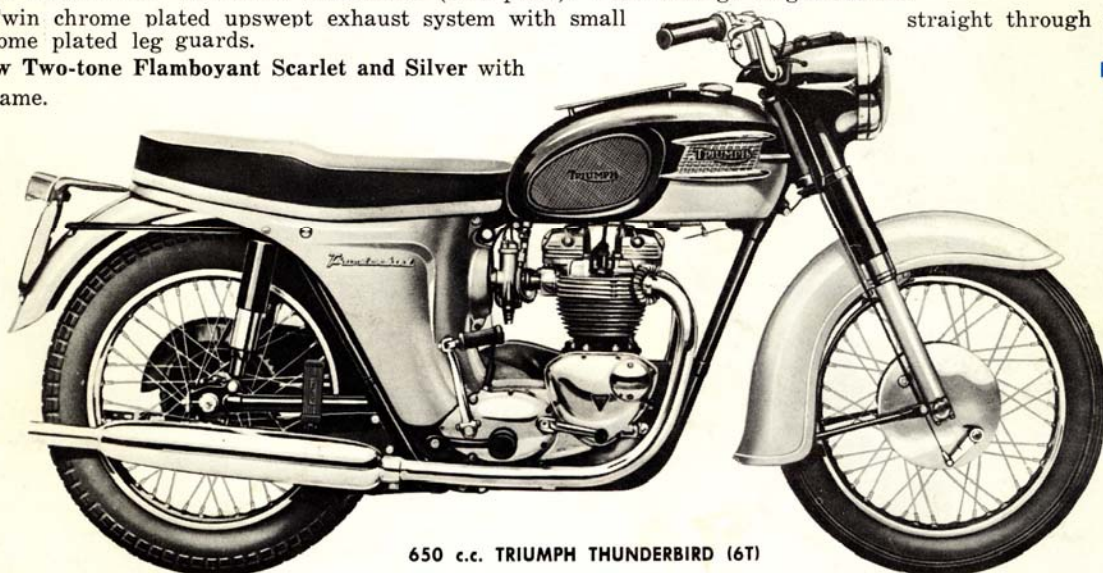
**GENERAL:** For the competition enthusiast who desires top performance with Single Carburetor.

**ENGINE, CLUTCH, GEARBOX, ELECTRICS AND FRAME:** Same as TR6S/R above and as T120/R earlier in this catalog with Single Carburetor and in competition form with wide ratio gears; 3.25x19 Trials Universal front tire; 4.00x18 Trials Universal rear tire. Speedometer but no tachometer (provision is made for tachometer drive and tachometer can be furnished from Parts Department if required). 29T engine sprocket. 48T clutch sprocket. 18T gearbox sprocket. 46T rear wheel sprocket. High gear ratio 5.11:1. Crankcase undershield (skid plate). Total average weight 363 lbs.

**EXHAUST:** Twin chrome plated upswept exhaust system with small straight through type silencers and chrome plated leg guards.

**COLOR:** New Two-tone Flamboyant Scarlet and Silver with Black Frame.

**Price:** \$1,100.



650 c.c. TRIUMPH THUNDERBIRD (6T)

**6T THUNDERBIRD—** 40 cu. in. (650 c.c.) with unitized engine-gearbox and with semi enclosure and streamlined nacelle headlamp carrying handsome instrument panel.

**GENERAL:** The basic standard Road Model of Triumph's 40 cu. in. (650 c.c.) OHV motorcycle now incorporating all of the redesign and improvements of Triumph's unitized 650 c.c. range yet at a most attractive price. Quiet and reliable yet with full power. Fine value for money and highly recommended.

**ENGINE:** 40 cu. in. (650 c.c.) OHV Vertical Twin. Engine in unit construction with gearbox. All of the basic features of the New Bonneville illustrated on Page 3 of this catalog but with Single 1 1/16" AMAL Monobloc Carburetor. Air cleaner. 7.5:1 C.R. pistons. A new slotted piston is introduced allowing closer clearance and quieter running. Sports type silent ramp cams (E4220 inlet and E4848 exhaust). 29T engine sprocket. Gives brilliant performance with easy starting, quietness and great reliability.

**EXHAUST:** Twin chrome plated downswept exhaust system and with two "resonator" type silencers.

**GEARBOX:** In unit construction with engine, with standard ratio and duplex primary chain. 58T clutch sprocket. 20T gearbox sprocket. 46T rear wheel sprocket. High gear ratio 4.6:1. Clutch is of the new design incorporating the new three-paddle shock absorber and clamped up sprocket. The clutch lifting mechanism employs three balls sandwiched between two pressings.

**ELECTRICS:** RM19 alternator. Completely new 12 volt electrical equipment with two six volt batteries in series, fed from an alternator through a silicon rectifier. Voltage across, and current into the batteries is now controlled by a Zener Diode eliminating battery overcharging problems under various service conditions. Reliable twin coil ignition with auto advance and new twin contact breaker mounted on end of camshaft same as T120. Handsome nacelle pattern instrument panel and headlamp and new improved stoplight switch. New separate ignition and lighting switches.

**FRAME:** Frame has handsome semi-enclosure for added cleanliness and weather protection. Completely new telescopic hydraulic front forks with larger and improved oil seals and external standard spring. 3.25x18 Ribbed front tire; 3.50x18 K70 Gold Seal rear tire. 8" full width hub front brake with polished side plates and 7" rear brake, both with the floating shoes giving increased efficiency. New magnetic speedometer. Handsomely designed large rubber mounted gas tank and rubber mounted oil tank. Triumph's unique Chrome plated parcel grid is furnished at top of tank. Full valenced Touring type front fender. Folding pillion footrests, "Easylift" center stand, prop stand and anti-theft lock. U.S. pattern 1" handlebars (H1247). Total average weight 369 lbs.

**COLOR:** Two-tone Black and Silver with Black Frame.

**Price:** \$1,050.

# 8 National Championships

Prove Top

**TRIUMPH**

Performance



**1** 50 MILE NATIONAL CHAMPIONSHIP ROAD RACE, Windber, Pa., August 1963—Champion Gary Nixon riding a Triumph Tiger 100.

**2** 7 MILE OPEN CLASS NATIONAL CHAMPIONSHIP TT RACE, Peoria, Ill., August 1963—Open Class Champion Sid Payne on Triumph Bonneville.

**3** CLASS A NATIONAL CHAMPIONSHIP SHORT TRACK RACE, Santa Fe Speedway, Chicago, Ill., August 1963—Gary Nixon on a Triumph Tiger Cub.

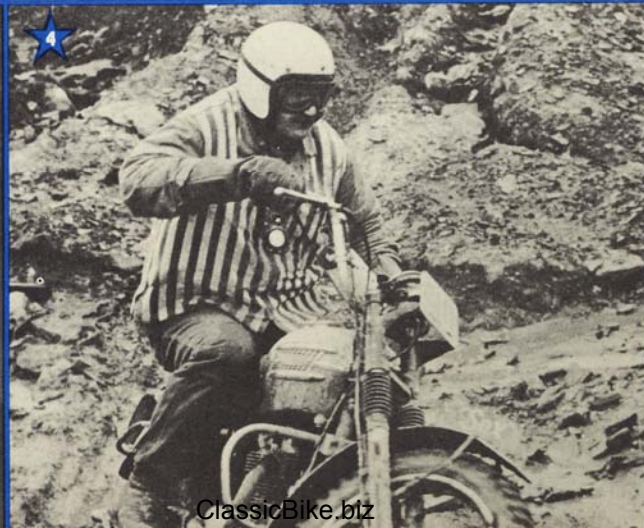
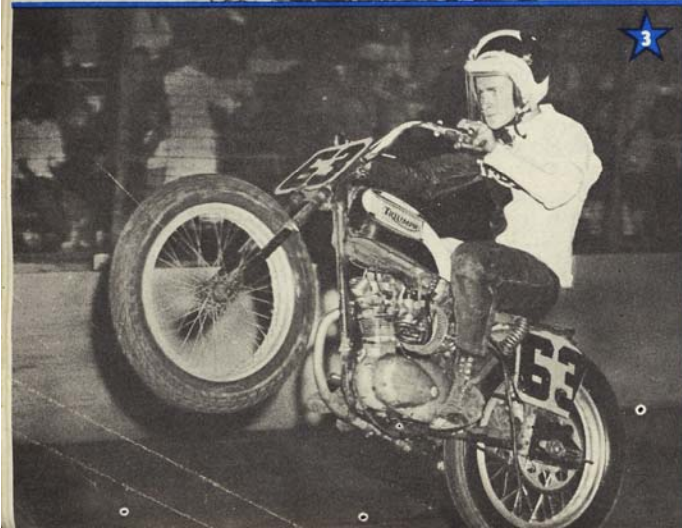
**4** 250 MILE NATIONAL CHAMPIONSHIP ENDURO, Columbus, Ohio, May 1963—Grand Champion Sox Brookhart on Triumph TR6 Trophy

**5** OPEN CLASS NATIONAL CHAMPIONSHIP SCRAMBLES RACE, Perris, Calif., August 1963—Overall Champion Clark White on Triumph Bonneville.

**6** 120 MILE NATIONAL CHAMPIONSHIP CROSS-COUNTRY ENDURO, Ridgecrest, Calif., April 1963—Grand Champion Eddie Mulder on Triumph TR6.

**7** 200 MILE NATIONAL CHAMPIONSHIP ENDURO, San Luis Obispo, Calif., February 1963—Grand Champion Al Rogers on Triumph TR6.

**8** 125 MILE NATIONAL CHAMPIONSHIP ENDURO, Atsion, N. J., Sept. 1963—Grand Champion Bill Baird on Triumph T100S/C (Baird also Grand National Point Champion for 1962)





# ... Plus a New AMA Speed Record

## Bonneville Salt Flats, Utah

On August 21, 1963—Gordon Jennings qualified and later made the usual double run of 140 M.P.H. PLUS for an average of 137.075 M.P.H. for a new record in P.S. (Partially Streamlined) Class "C" using standard dual upswept exhaust pipes and the standard 1-1/16 Amal Monobloc Carburetors. See bottom listing below.

In addition to this new record, Triumph Motorcycles still hold the A.M.A. World's Speed Record of 230.269 M.P.H. also shown below.

## To Add To Our Existing Speed Records

Speed (MPH)	A.M.A. Class	Engine Size	Engine Type	Date of Record	Rider	Tuner
212.28	"SA"	500 cc	T100	8/28/58	Jess Thomas	Jack Wilson
147.42	"CC"	650 cc	6T	8/28/58	Bill Johnson	Joe Dudek
133.39	"CC"	500 cc	T100	8/28/58	Bill Johnson	Bill Graves
139.82	"SC"	200 cc	T20	9/6/59	Bill Martin	Bill Martin
120.80	"CA"	350 cc	3T/A	8/27/60	Danny Macias	Danny Macias
116.41	"CC"	350 cc	3T/A	8/24/60	Danny Macias	Danny Macias
159.54	"AA"	650 cc	T120	8/25/61	Gary Richards	Rich Richards
205.785	"SC"	650 cc	T120	8/21/62	Bill Johnson	Joe Dudek
230.269	"SA"	650 cc	T120	8/24/62	Bill Johnson	Joe Dudek
137.075	"PSC"	650 cc	TT120	8/21/63	Gordon Jennings	Gordon Jennings

## And Many Other Important Regional Championships

SOUTHEASTERN SCRAMBLES CHAMPIONSHIP—Augusta, Ga., Sept. 1963—Ray Durham on a Triumph Bonneville; NEW YORK STATE TT CHAMPIONSHIP SCRAMBLES—Knox, N.Y., August 1963—Richard Loud on a Triumph TR6; TENNESSEE STATE CHAMPIONSHIP ENDURO, Oak Ridge, Tenn., February 1963—Carroll Greene on a Triumph TR5A/C; STAGE COACH ENDURO—New Foundland, N.J., April 1963—Jim Fennell on Triumph '63 T100S/C; CLEVELAND INDOOR ARENA CHAMPIONSHIP SCRAMBLES—Cleveland, Ohio, February 1963—Ronnie Rall on Triumph Cub; PENNA. STATE CHAMPIONSHIP MOTO-CROSS TT SCRAMBLES—Pine Grove, Pa., September 1963—Al Riffard on a Triumph Tiger; MISSOURI BORDER REGIONAL TT CHAMPIONSHIP—Riverdale Speedway, Ill., August 1963—Joe Evans on a Triumph '63 T120/R; TOBACCO TRAIL CLASSIC ROAD RACES—75 MILE EXPERT PLUS 50 MILE AMATEUR—Marlboro, Md., September 1963 by Gary Nixon and Bill Lloyd, respectively, both on Triumph Tigers; TRI-STATE TT CHAMPIONSHIP—Medina, Ohio, September 1963—Dave Estep on Triumph Bonneville; PAUL BUNYAN CROSS COUNTRY ENDURO—Blanchard, Idaho, May 1963—Dale Richardson on Triumph T120 and GREENHORN 500 MILE ENDURO—Pear Blossom, Calif., May 1963—Mike Konle on Triumph T100/S.

## OTHER STAR TRIUMPHS

GRAND NATIONAL CHAMPION ENDURO RIDER FOR 1962, Bill Baird riding a Triumph Tiger 100.

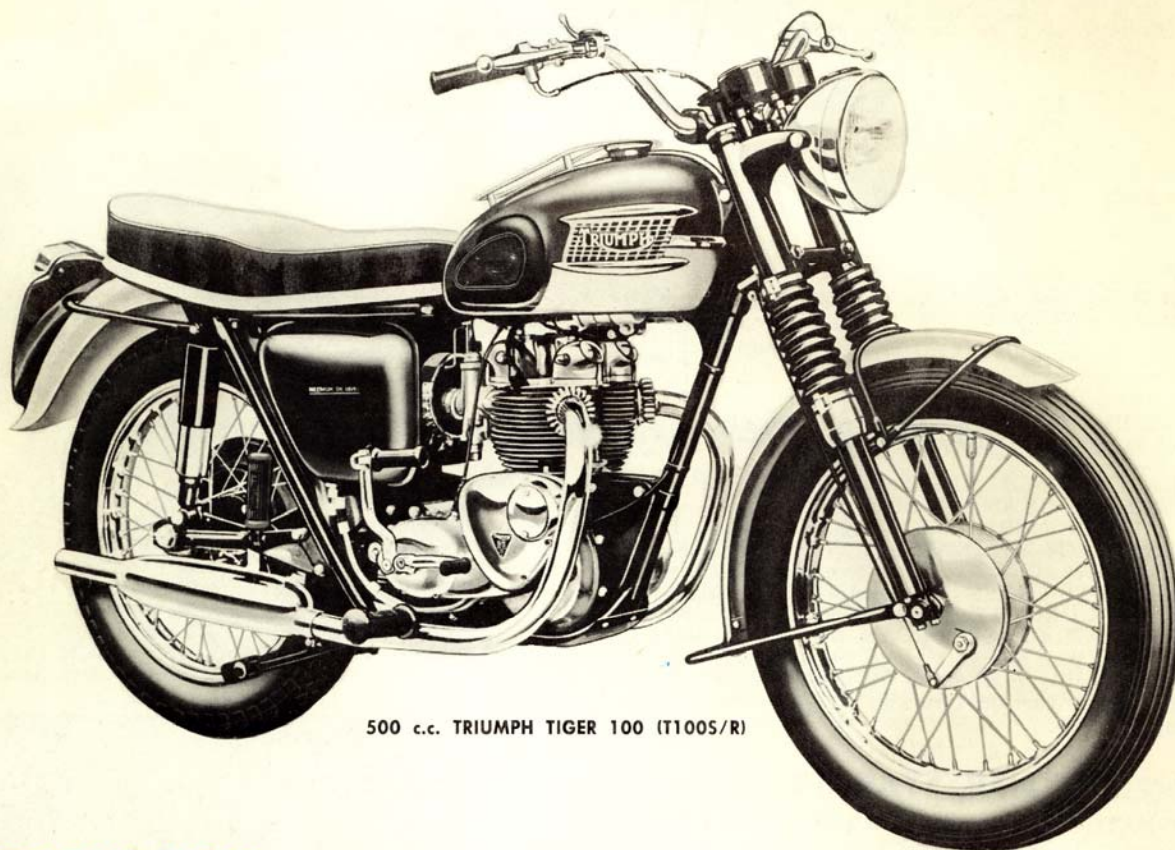
INTERNATIONAL SIX DAYS TRIALS, Czechoslovakia, Sept. 1963—Bud Ekins, International Star Rider of Sherman Oaks, Calif., winner of Gold Medal on Triumph TR6 (for 2 years in a row).

5 CLASS CHAMPIONSHIPS IN JACK PINE 500 MILE NATIONAL CHAMPIONSHIP ENDURO, Lansing, Mich., Sept. 1963—Mediumweight Champion Bill Baird, Triumph Tiger; Bantamweight Champion Charles Thiakos, Triumph Cub; Buddy Class Champion Leroy Winters and son Mike, Triumph Tiger; Powder Puff Champion Karol K. Noss, Triumph Cub; Team Champions Bill Baird—Triumph Tiger, Bill Maxey—Triumph TR6/C and Charles Thiakos, Triumph Cub.



## MEDIUM POWERED 30.5 CU. IN. (500 c.c.) OHV VERTICAL TWINS

The unchallenged supremacy of the famous Triumph 30.5 cu. in. (500 c.c.) OHV Vertical Twins is constantly emphasized by the winning of major National Championship events, enduros, scrambles and club activity throughout the country (see pages 7 and 8). The Road Sports and Competition models of the Triumph 500 c.c. motorcycles have been further improved and refined for the new season. See details on pages 1 and 2 of this catalog.



500 c.c. TRIUMPH TIGER 100 (T100S/R)

### T100S/R TIGER ROAD SPORTS— 30.5 cu. in. (500 c.c.)—no enclosure.

**GENERAL:** This brilliant model carries forward the famous Triumph Trophy tradition, incorporating latest high performance 30.5 cu. in. (500 c.c.) unit construction engine-gearbox and oversquare engine with 1964 improvements. See listing of major competition successes on pages 7 and 8. **The famous Daytona Model.**

**ENGINE:** 30.5 cu. in. (500 c.c.) high performance oversquare OHV Vertical Twin engine with 9:1 C.R. pistons (CP179), racing inlet camshaft (E4678) and Sports exhaust camshaft (E4786). 26T engine sprocket. Large AMAL 1" Monobloc carburetor (376/273) with air cleaner fitted directly to carburetor. The 1964 engine incorporates up-to-date improvements, including improved push rod cover oil seals—(see illustration on pages 1 and 2).

**EXHAUST:** Chrome plated twin downswept exhaust pipes and chrome plated straight through silencers.

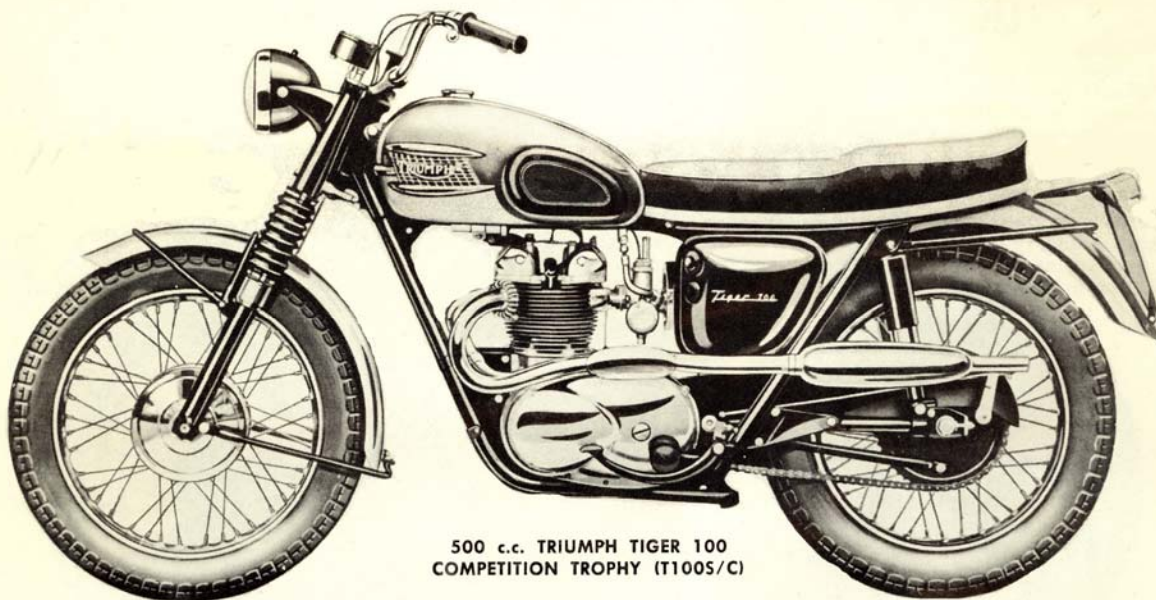
**GEARBOX:** In unit construction with engine. Standard ratio gears are incorporated. 58T clutch sprocket. 19T gearbox sprocket. 46T rear wheel sprocket. Top gear ratio of 5.40:1. Revised form stronger gears and needle roller bearing on both ends of layshaft. Heavy duty clutch and brake cables with facility to permit cable change without removing gearbox outer cover. Three paddle shock absorber and clamped up sprocket. Improved clutch operating mechanism. Improved camplate with reinforced bridge piece provides easier and more reliable shifting. Folding kickstart. A new heavy duty bonded clutch facing material is now used with extra clutch friction area.

**ELECTRICS:** Includes the twin contact breaker (same as T120/R) mounted on timing side of the exhaust camshaft. No high tension distributor is required with this design. Current is provided by an alternator located on the drive side end of the crankshaft. Two high tension coils are employed. Improved quality battery MLZ9E is furnished. Provides easy starting and great reliability with high performance. Two separate switches—ignition and lighting—are mounted in new switch panel eliminating semi-enclosure. Large tail and stoplight. Chrome plated detachable headlamp with rugged pattern ammeter.

**FRAME:** Swinging arm rear suspension with adjustable hydraulic shock absorbers. Redesigned Trophy type telescopic hydraulic front forks with improved and larger oil seals and external springs and with rubber covers and standard springs. New pattern Trophy type reinforced front and rear fenders. 3.25x19 Ribbed front tire; 3.50x18 K70 Gold Seal rear tire. 7" full width hub front brake and 7" rear brake, both with the improved fully floating shoes which give high efficiency. New magnetic speedometer and matching tachometer. 3½ U.S. gal. gas tank (F4232). The oil tank and battery carrier are rubber mounted. Triumph's unique chrome plated parcel grid is furnished for top of tank. Folding pillion footrests. "Easylift" center stand and improved prop stand. U.S. pattern ⅝" wider handlebars with ball end competition adjustable levers. Total average weight 336 lbs.

**COLOR:** New Two-tone Flamboyant Scarlet and Silver with Black Frame.

**Price:** \$1,030.



500 c.c. TRIUMPH TIGER 100  
COMPETITION TROPHY (T100S/C)

**T100S/C TRIUMPH TIGER 100 COMPETITION TROPHY—** 30.5 cu. in. (500 c.c.)—no enclosure.

**GENERAL:** A famous motorcycle in its right up-to-date design for 1964. Ideal for the Woods, Enduro and Club competition. **The Famous Jack Pine Model.**

**ENGINE:** 30.5 cu. in. (500 c.c.) Triumph Trophy oversquare unit construction engine is the same as the high performance T100S/R Tiger with the large AMAL 1" carburetor, racing camshaft and air cleaner. See description of T100S/R.

**EXHAUST:** Chrome plated upswept 2-into-1 Enduro type exhaust system with single left hand chrome plated silencer.

**GEARBOX:** Unit construction same as T100S/R except that wide ratio gears are fitted with new stronger gear tooth form. 58T clutch sprocket. 18T gearbox sprocket. 46T rear wheel sprocket. High gear ratio 5.70:1. All improvements to the 30.5 cu. in. models are incorporated.

**ELECTRICS:** A.C. "Magneto" ignition and direct lighting—no battery. The twin contact breaker unit is located in the timing cover with easy accessibility and driven directly off the timing side end of the exhaust camshaft. Sports headlamp and improved wiring harness and waterproof switches. Large stop and tail lamp. **Ignition cut-out button.**

**FRAME:** Similar to T100S/R but incorporates an additional stiffening strut between seat and head lug to withstand heavy cross country use. A 2 $\frac{3}{8}$  gal. small rubber mounted Sports gas tank (F5421) is mounted on improved frame tube brackets. The oil tank is also rubber mounted. Also latest style front forks same as T100S/R. Available with 3.50x19 Trials Universal front tire and 4.00x18 Trials Universal rear tire or optionally with Sports tires front and rear—state preference. 7" full width hub front brake with polished side plates. Both front and rear brakes have the fully floating shoes giving increased efficiency. Crankcase undershield (skid plate). Pillion footrests not provided. Prop stand but no center stand. U.S. pattern  $\frac{7}{8}$ " handlebars with ball end competition type adjustable levers. New magnetic speedometer but no tachometer but provision is made for tachometer drive on drive side of exhaust camshaft (tachometer and cable available extra from Parts Department). Total average weight 330 lbs.

**COLOR:** New Two-tone Flamboyant Scarlet and Silver with Black Frame.  
New Polished Aluminum Alloy Front and Rear Fenders.

**Price:** \$998.

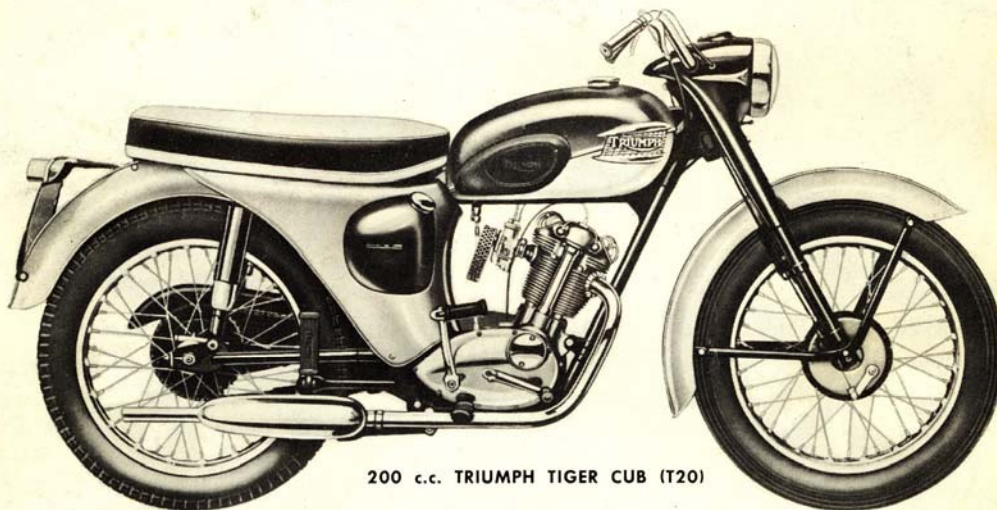


**TRIUMPH—THE IDEAL MOUNT FOR THE ENDURO ENTHUSIAST**

(Photograph by Bill Newrock)

## LIGHTWEIGHTS—4 CYCLE OHV SINGLE CYLINDER

The Triumph Tiger Cub Lightweight range continues its outstanding success and is available in Standard Road Model—the Road Sports Model—and the Competition Sports Model. Many improvements are incorporated for the new season, the basic engine arrangement being unit construction with gearbox, and including the new connecting rod and flywheel assembly incorporating a ball bearing on the timing side mainshaft in place of the earlier plain bearing. This basic change in design greatly improves the reliability and performance of the Cub engine especially at high rpm and the connecting rod has been recently redesigned and the diameter of the big end bearing increased from  $1\frac{1}{8}$ " to  $1\frac{5}{16}$ " to give a 16% greater bearing area. The new larger crankpin for 1964 is of improved construction for greater strength and durability. The high efficiency engines provide performance and general specifications matching Triumph's larger and more expensive machines. They have the good all around appearance and reliability of the bigger Triumph models. Easy starting, great flexibility of power and fine comfort with road holding quality insured by the full swinging arm rear suspension and the hydraulic shock absorbers and hydraulic front forks. The Triumph Cub is the outstanding Lightweight on today's market and is a real motorcycle in every way.



200 c.c. TRIUMPH TIGER CUB (T20)

### T20 TIGER CUB—ROAD MODEL—200 c.c. Lightweight.

**GENERAL:** Reliable, easy starting, high performance, economical—the leading 4 cycle OHV Lightweight Road Model. Oil is supplied from a separate tank (no messy mixing of oil and gasoline).

**ENGINE:** 200 c.c. OHV 4-cycle single cylinder engine in unit construction with gearbox. 7:1 C.R. piston. Alloy cylinder head fitted with large inlet valve. Finned rocker box covers improve both appearance and oil tightness. The highly successful AMAL carburetor (32/1) for full power is fitted. Standard camshaft and valve springs are employed. Air cleaner (E4060) is fitted and there is now embodied redesigned and heavier bottom end so that complete reliability is insured. See above for listing of further improvements. 19T engine sprocket. New Hidurax bronze oil pump spiral drive pinion material to give improved life.

**EXHAUST:** Chrome plated downswept exhaust pipe with muted silencer is of restyled and reinforced pattern and fixed to frame by bracket.

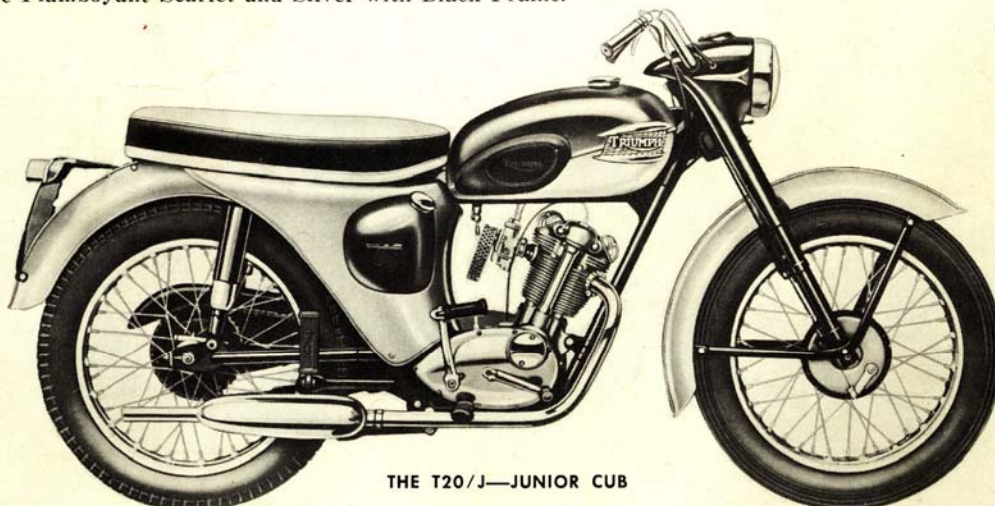
**GEARBOX:** Unit construction with engine and with standard ratio gears and improved folding kickstart. 48T clutch sprocket. 17T gearbox sprocket. 46T rear wheel sprocket. High gear ratio 6.84:1. Rubber plug permits access to the clutch cable for easy replacement of cable assembly. New clutch absorber rubbers.

**ELECTRICS:** RM18 alternator with battery lighting. Coil ignition with silicon diode rectifier and type H8 horn. Contact breaker unit located in the timing cover and driven off end of camshaft with easy accessibility. Triumph's handsome streamlined nacelle instrument panel and headlamp. Large tail and stop light. Separate ignition and lighting switches (located on each side of the nacelle). New Combined horn and dip switch is now specified. Modified primary cover gives complete protection for alternator stator leads.

**FRAME:** Swinging arm rear suspension with fully adjustable "three position" hydraulic shock absorbers. Telescopic hydraulic forks and standard fork springs. 3.25x17 Ribbed front tire; 3.25x17 K70 Gold Seal rear tire. Speedometer is fitted with built in anti-vibration mounting. DeLuxe 3 gal. Touring gas tank (E4496). Drain plug in oil tank. Twin seat, folding pillion footrests, center stand, prop stand.  $\frac{7}{8}$ " U.S. pattern handlebars. Generous front fender and semi-enclosed rear for added cleanliness. Combined battery and tool box with tool kit. Total average weight 215 lbs.

**COLOR:** Two-tone Flamboyant Scarlet and Silver with Black Frame.

**Price:** \$598.

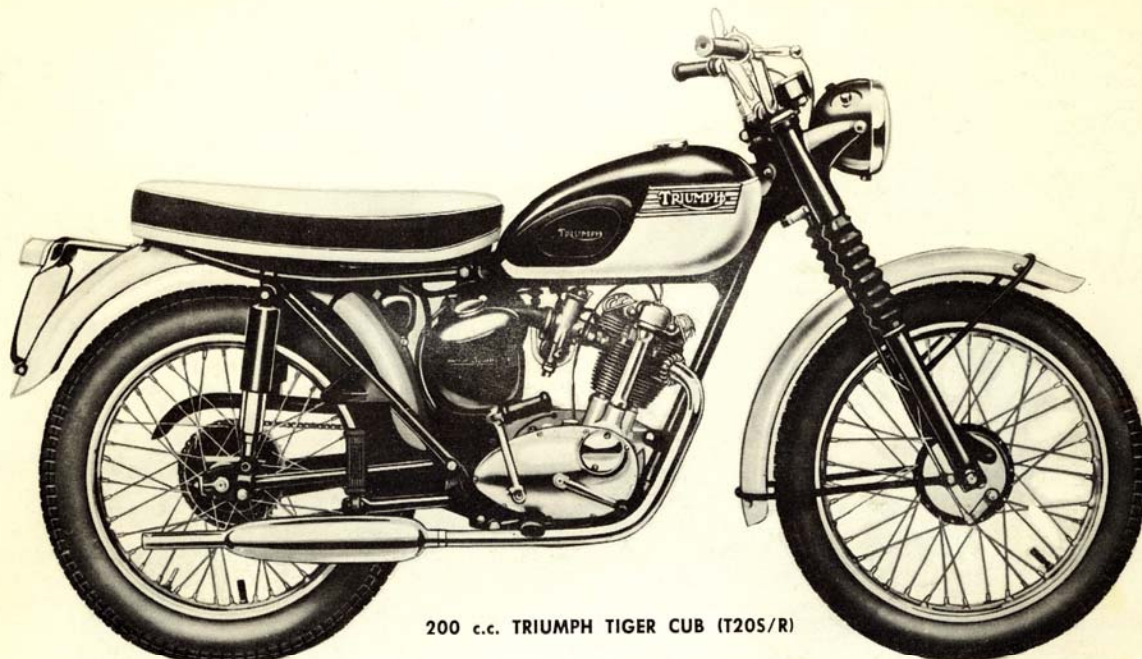


THE T20/J—JUNIOR CUB

**T20/J—JUNIOR CUB—** Similar to the T20 Road Cub but specially fitted with junior form carburetor. (Engine is certified by the Factory not to exceed 5 b.h.p. as required by those states with special legislation providing for 14-16 yr. old riders). Triumph owners who are parents will be reassured in respect to the safety and reputation of this machine. Performance is very quiet, operates very simply and Triumph Dealers are happy to teach beginners to ride.

**COLOR:** Two-tone Flamboyant Scarlet and Silver with Black Frame.

**Price:** \$598.



200 c.c. TRIUMPH TIGER CUB (T20S/R)

**T20S/R ROAD SPORTS TIGER CUB—200 c.c. Lightweight—no rear enclosure.**

**GENERAL:** The high performance Road Sports Model of the famous Tiger Cub with all the latest improvements.

**ENGINE:** 200 c.c. OHV 4-cycle single cylinder engine. 9:1 C.R. high performance piston and cylinder head with large inlet valve and inlet port. Dry felt type air cleaner with easily accessible element which can be cleaned or replaced at low cost. Racing camshaft, racing valve springs (E3965/6).  $\frac{15}{16}$ " AMAL Monobloc carburetor 376/272 with integral float chamber. 19T engine sprocket. New Hidurax bronze oil pump spiral drive pinion for longer life. The "hottest" engine in its class.

**EXHAUST:** Chrome plated downswept exhaust pipe and silencer.

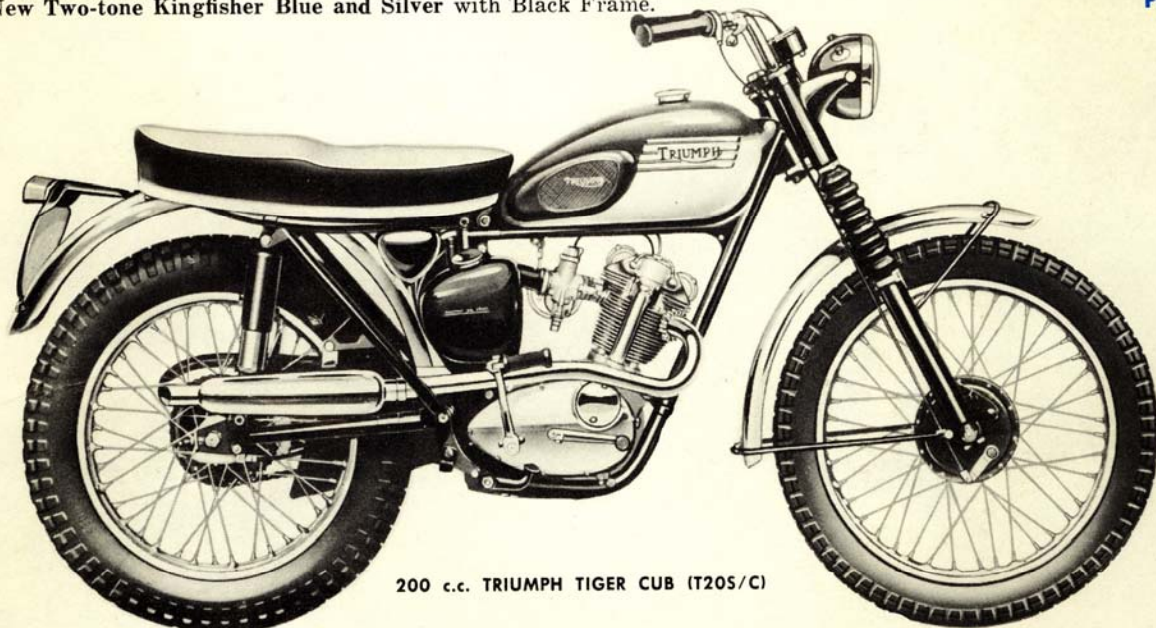
**GEARBOX:** In unit construction with engine and fitted with close ratio gears and improved folding kickstart. No gearshift indicator. 48T clutch sprocket. 17T gearbox sprocket. 48T rear wheel sprocket. High gear ratio 7.13:1. Rubber plug permits access to the clutch cable for easy replacement of cable assembly. New clutch shock absorber rubbers.

**ELECTRICS:** A.C. "Magneto" ignition, no battery, direct lighting (with stoplight) operated directly from alternator. Small Sports type detachable headlamp equipment with built-in switch and no nacelle. Contact breaker unit located in the timing cover and driven off end of camshaft with easy accessibility. Modified primary cover gives complete protection for alternator stator leads.

**FRAME:** Swinging arm rear suspension with adjustable hydraulic shock absorbers. Telescopic hydraulic forks of competition pattern with rubber fork covers and standard fork springs. 3.00x19 K70 Gold Seal front tire; 3.50x18 K70 Gold Seal rear tire. Speedometer (tachometer available from Parts Department extra). Sports type gas tank (F3505). Twin seat, folding pillion footrests, prop stand but no center stand. Crankcase undershield (skid plate). U.S. pattern handlebars with ball end competition type adjustable levers. Sports type front and rear fenders (no rear enclosure). Toolbox and tool kit. Total average weight 223 lbs.

**COLOR:** New Two-tone Kingfisher Blue and Silver with Black Frame.

**Price:** \$675.



200 c.c. TRIUMPH TIGER CUB (T20S/C)

**T20S/C TIGER CUB COMPETITION SPORTS—200 c.c. Lightweight.**

**GENERAL:** The Competition Model of the famous Tiger Cub—Winner of many Enduro and Competition events.

**ENGINE, GEARBOX, ELECTRICS AND FRAME:** Same high performance engine as T20S/R above except that 3.00x19 Trials Universal front and 4.00x18 Trials Universal rear tires are fitted. 48T clutch sprocket. 17T gearbox sprocket. 54T rear wheel sprocket. High gear ratio 8.02:1. Wide ratio gears. Crankcase undershield (skid plate). A.C. magneto ignition, direct lighting and no battery is employed. New magnetic speedometer is furnished. No pillion footrests are furnished. Redesigned chain cover with additional lower chain cover. Total average weight 223 lbs.

**EXHAUST:** Latest Enduro type chrome plated upswept "tucked-in" exhaust pipe and silencer.

**COLOR:** New Two-tone Kingfisher Blue and Silver with Black Frame. Polished Aluminum Alloy Fenders.

**Price:** \$670.



## TINA SCOOTER

The fundamental requirements for a modern Scooter are low cost, reliability, performance without the need for mechanical skill on the part of the operator, simplicity and safety. These are the characteristics built into the new Tina Scooter where motoring is reduced to its easiest, safest and simplest. Old and young will immediately find themselves able to operate this vehicle with confidence for it is simpler to ride than a bicycle, provides great fun and utility with considerable weather protection. It will appeal to all members of the family as a second vehicle and at very nominal cost. Built by the famous Triumph organization, we thoroughly recommend the new Tina Scooter which has **no gears, no clutch—goes at a touch.**

### SPECIFICATIONS

**ENGINE:** High efficiency single cylinder two-stroke horizontally mounted, fan cooled, the fan being integral with the flywheel magneto-alternator which provides ignition and lighting. Aluminum piston, steel connecting rod with heavy duty roller bearing big end.

**TRANSMISSION:** Fully automatic variable speed drive by heavy duty vee-belt to a single stage reduction gear at the rear hub.

**FRAME:** Channel section pressed steel backbone type frame of unique design. Immensely strong and rigid.

**BODY:** Pressed steel construction, beautifully styled, encloses the engine-transmission unit. The platform and front apron provide very adequate weather protection. Comfortable twinseat with latex foam cushion and vynide cover.

**SUSPENSION:** Trailing link front suspension controlled by rubber incompression. Swinging arm rear suspension with single spring loaded hydraulic shock absorber.

**WHEELS:** Pressed steel car type, quickly detachable and interchangeable.

**FUEL TANK:** Beneath twinseat, with external quick release filler cap at rear which incorporates an oil measure.

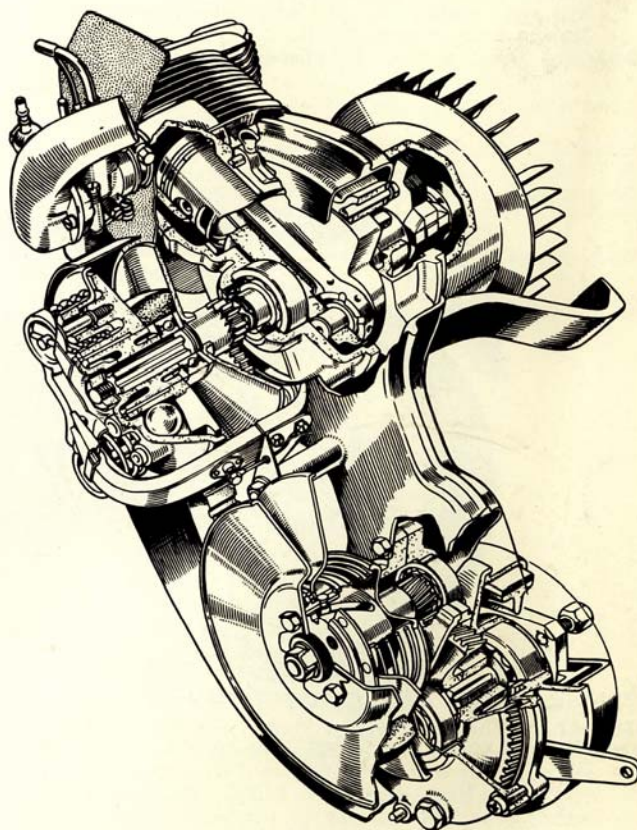
**ELECTRICAL EQUIPMENT:** 6 volt flywheel magneto with A.C. lighting coils. Powerful head and tail lamps, integral rear reflector and stoplight.

### TECHNICAL DATA

Engine type	2 stroke
No. of cylinders	1
Bore/Stroke	1.940"x1.969"
Cylinder capacity	99.75 c.c.
Compression ratio	7:1
B.H.P. at R.P.M.	4.5 @ 5,000
Carburetor	Amal
Transmission ratio range	15:1 to 5:1
Tires	Avon 3.50x8
Brakes diam.	5"
Seat height	26"
Wheelbase	46 $\frac{3}{8}$ "
Length	63 $\frac{1}{2}$ "
Width	24"
Clearance	5"
Weight	143 lbs.
Fuel capacity	1 $\frac{3}{8}$ gal.

**COLOR:** Lilac.

**Price:** \$332.



## GENERAL

Parts for all models are available for immediate delivery from Triumph Dealers through Triumph's Eastern and Western Headquarters. Efficient Triumph Dealers everywhere insure the best of service from Coast to Coast. Your Triumph will never become an "orphan." Speed tuning, competition and racing parts are available for Triumph Twins and Lightweights. A range of well-designed and easily attached Accessories, designed to suit Triumphs, are obtainable through Triumph Dealers, and a separate Catalog of Accessories is available on application to Baltimore. Steib Sidecars of handsome streamlined design and in Deluxe, Standard and Commercial models are available on special order from The Triumph Corporation.

All list prices are F.O.B. Baltimore. State or local taxes, net cost of transportation from Baltimore, and a set-up charge of \$17.50 on Twins are charged by Dealer. Prices and specifications subject to change without notice. Eastern U.S. prices are shown in this catalog. Western prices and specifications may vary.

Triumph Motorcycles are carefully designed to meet requirements of the U. S. rider and continue to outsell all other vertical twins in U. S. A. and other World markets.

Triumph has what the U. S. rider wants to buy at prices he can afford to pay.

**IMPORTANT**—Delivery of new models will be made in strict rotation. Order at once to secure delivery of '64 models. Your Triumph Dealer is prepared to finance your purchase and to make the best allowance on a trade.

Write to Dept. J for 1964 Color Catalog and address of nearby Triumph Dealer.

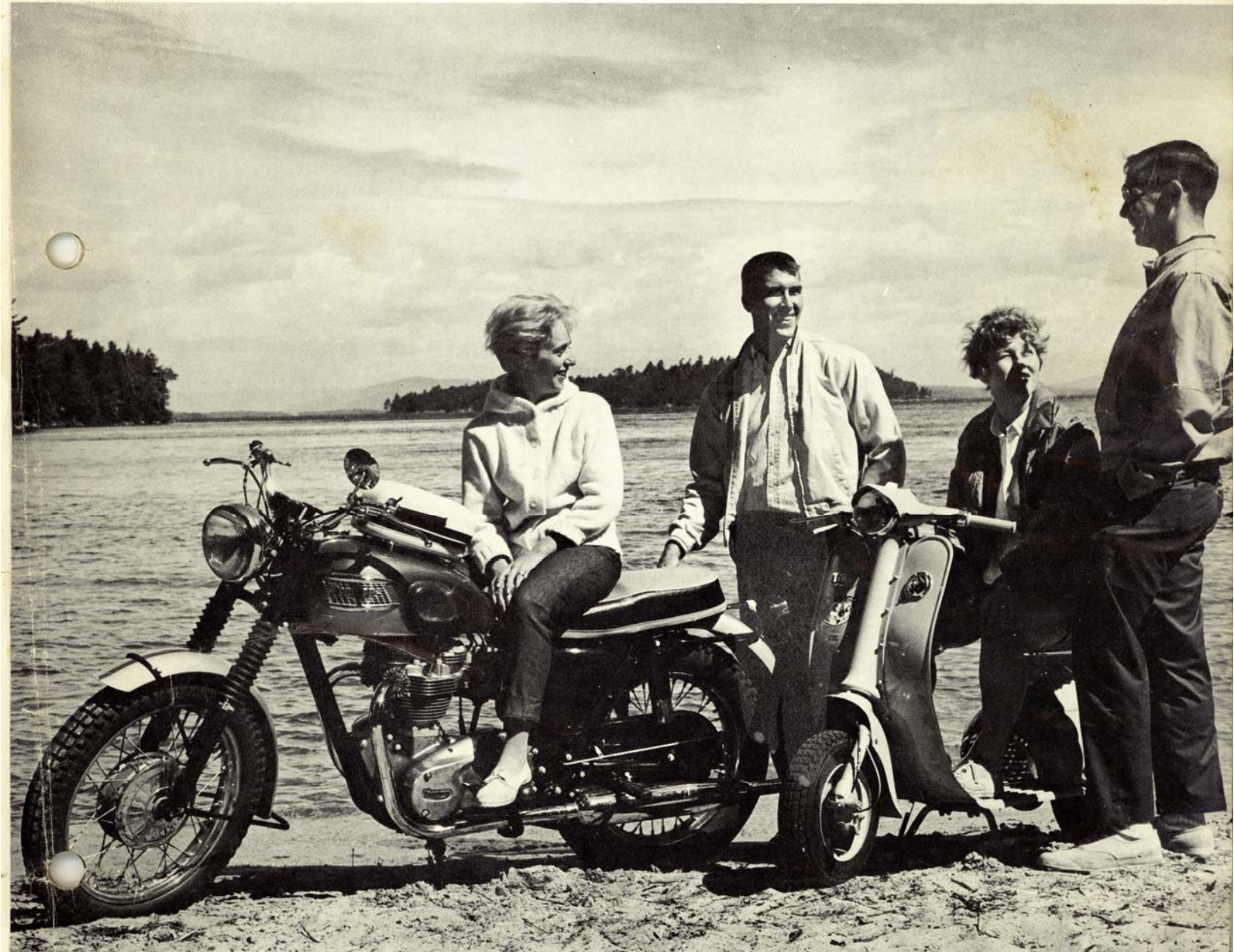
**THE TRIUMPH CORPORATION, TOWSON, BALTIMORE, MD. 21204 USA—Phone: Baltimore 252-1700**



**PHOTOGRAPHIC NOTE:** Our front cover picture by Bill Bagnall won first place in The Triumph Corporation's 1963 Photographic Contest (Professional Class).

The photograph below is by Boyd Reynolds who won second prize in that same contest.

Record your Triumph motorcycling pleasure and enter our 1964 photographic contest in the professional or amateur classes. Your Triumph Dealer is the man to see.



Those who motorcycle for transportation, for sport or just for fun—enjoy the versatility of Triumph's various models.



# Deluxe Accessory Kits

for

- Savings
- Service
- Safety

## Equip Your Triumph With Comfort-Luxury-Convenience, Too!

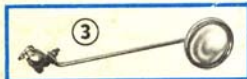
Order the Complete DeLuxe Kit and Save 10%.

Deluxe Accessory Kit for Triumph "B" Range 650 c.c. and "C" Range 500 c.c. Twin Cylinder Models Includes the Six Deluxe Items Shown Below.

1. Large Saddlebags  
\$44.40 B  
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shield (Complete)  
\$24.75 B



3. Chrome Plated  
Handlebar Mirror  
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4. Deluxe Seat Rail  
\$8.85 B



5. Luggage Carrier  
(Fits Saddlebag  
Brackets)  
\$12.00 B



6. Chrome Safety  
Bars  
\$17.94 B



Complete DeLuxe Accessory Kit—SPECIAL PRICE \$110.00

See Your Dealer for This Special Offer for 1963 and 1964 Model Road Sports "B" Range 650 c.c. Twins T120/R, TR6S/R and 6T with nacelle. Also T100S/R "C" Range 500 c.c. Road Sports Twin. State year and model—we furnish proper fittings etc.

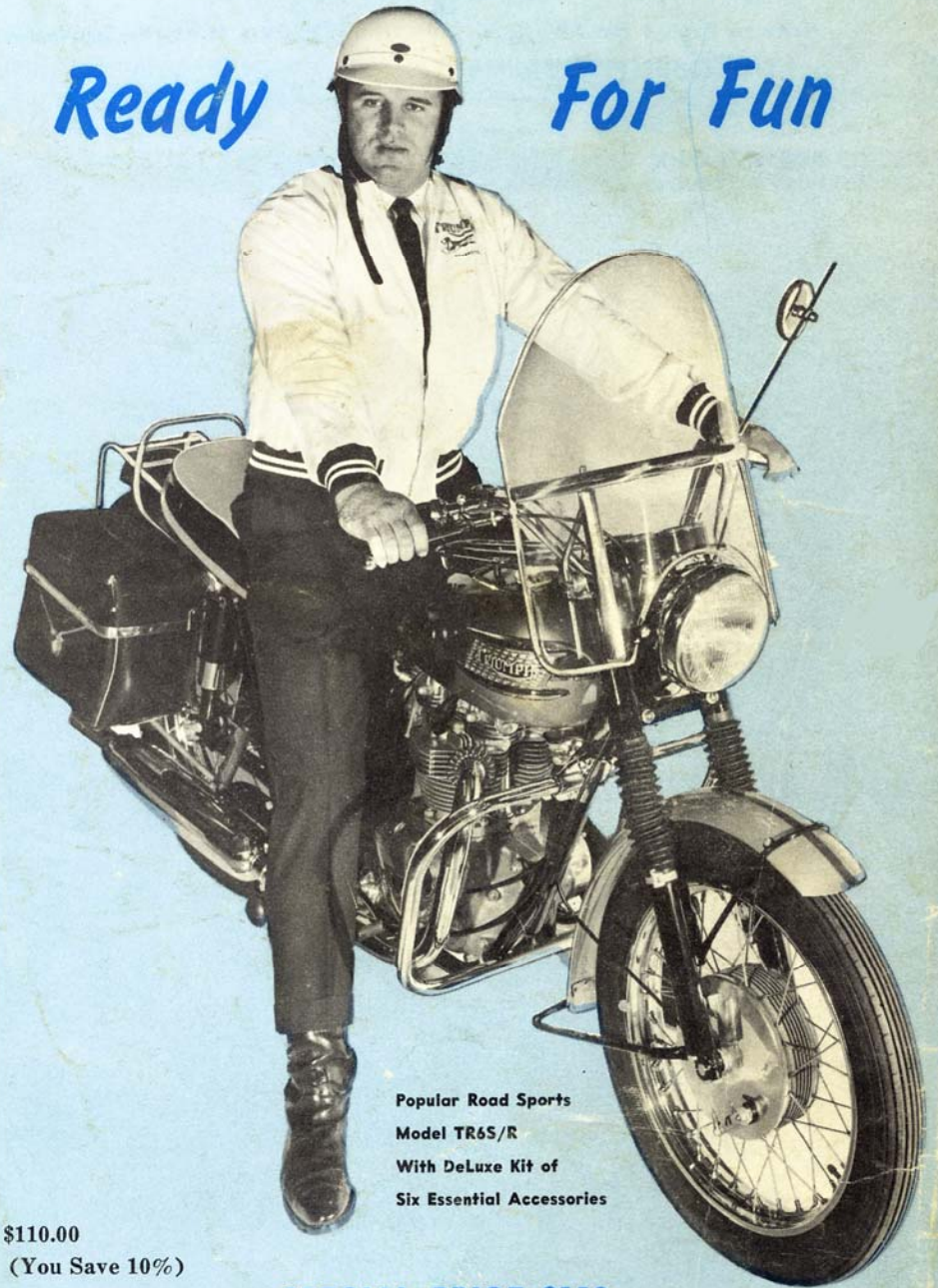
For Tina Scooter and Cub Accessories, Inquire.

(You Save 10%)

**SPECIAL PRICE \$110**

IMPORTANT: Always specify *Model and Year* when ordering the DeLuxe Accessory Kit at this Special Price.

Ask Your Triumph Dealer for Latest Tri-Cor Accessory Catalog with Complete Listing of Motorcycle Accessories, Bell Safety Helmets, Castrol Oil, Dunlop Tires, KLG Spark Plugs, Renold Chains, Special Racing Parts and Speed Equipment.



## Ready For Fun

Popular Road Sports  
Model TR6S/R  
With DeLuxe Kit of  
Six Essential Accessories

The TRIUMPH Corporation TOWSON, BALTIMORE, MD. 21204, U. S. A.  
PHONE 252-1700

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