A detailed, high-contrast illustration of a Triumph engine, rendered in shades of orange and brown. The engine's components, including the cylinder head, valves, and cooling fins, are meticulously drawn with fine lines and cross-hatching. The overall aesthetic is that of a classic technical manual or a vintage advertisement. The text is overlaid on the right side of the engine, following its curve.

go
modern
go

TRIUMPH

650 c.c.

Bonneville Road Sports



T120/R

The famous Triumph Bonneville Road Sports twin carburetor motorcycle is the acknowledged choice of expert American riders who demand the finest all-round performance and handling. For 1966 the Bonneville features a new sporting look, with small slim gas tank, modern compact tail light assembly and polished stainless steel fenders. Performance has been further increased, yet it still retains the reliability required by road riders under all conditions.

Color: New Alaskan White, Grenadier Red, Racing stripe pattern with Bronze lining. Black frame. Polished stainless steel fenders.

Price \$1,285.

650 c.c. Bonneville

T.T. Special



T120/TT

The Bonneville T.T. Special is designed specifically for the competition expert who wants top twin carburetor performance. These special limited production models are not fitted with lighting equipment, battery, speedometer or mufflers, and are designed for off the road racing and competition use only.

Color: New Alaskan White and Grenadier Red, Racing stripe pattern with Bronze lining. Black frame. Two-tone Alaskan White and Grenadier Red painted steel fenders.

Price \$1,275.

650 c.c. Trophy Road Sports



Also available—the Trophy Competition TR6/C

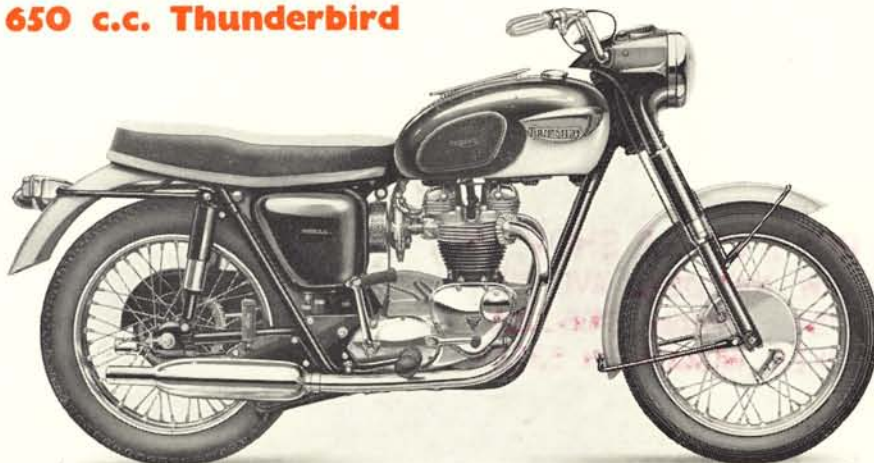
TR6/R

The popular Triumph Trophy Road Sports gives the highest performance possible with the maximum reliability of a single carburetor OHV twin engine. This highly dependable model has great appeal to experienced riders who want the smoothest performance throughout the range, and for the rider who plans to "trade up" from a lightweight model or begin his first riding experience with a powerful yet satisfyingly-reliable 40 cu. in. motorcycle.

Color: New two-tone Pacific Blue and Alaskan White. Black frame. Steel fenders painted Alaskan White with Pacific Blue stripe.

Price Trophy Road Sports \$1,235.
Trophy Competition \$1,225.

650 c.c. Thunderbird



6T

The standard basic road touring model of the 40 cu. in. Triumph range combines all the best features of easy starting, quiet, cool running and excellent performance at a most attractive price. For 1966 the Thunderbird has been given a "Road Sports" appearance with a standard Sports 3½ gal. gas tank, sports type fenders and mufflers without rear enclosure. Retains streamlined nacelle headlamp and instrument panel. 18 in. wheels give lower seating position which appeals to many riders for maneuvering in city "stop and go" traffic conditions.

Color: New two-tone Grenadier Red and Alaskan White—including steel fenders. Black frame.

Price \$1,115.

500 c.c. Tiger Road Sports



Also available—
the Competition
Tiger T100/C

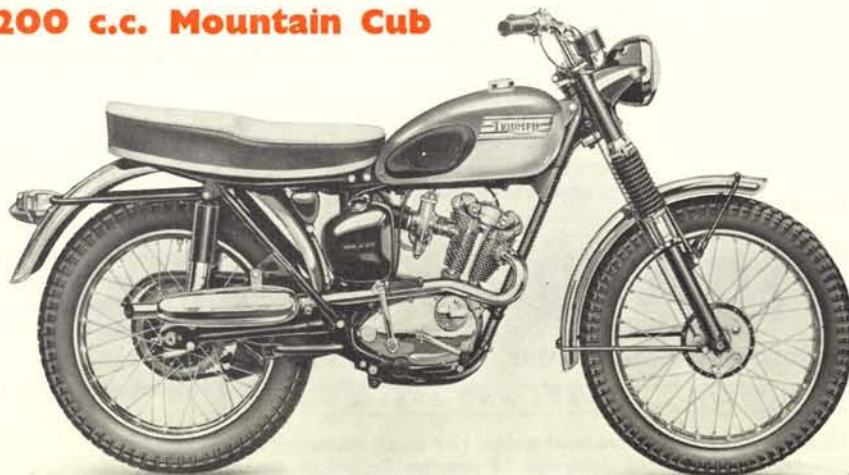
T100/R

Famous throughout the competition world for their consistently-high standard of performance, the Triumph Road Sports and Competition Tigers continue their successes in all the major fields of sporting activity—National Championship Enduros, Scrambles and Road Racing. Many of these are listed below. These highly versatile models are well known to experienced riders for their excellent handling qualities as well as "snappy" performance in the 30.5 cu. in. class.

Colors: New two-tone Sherbourne Green and Alaskan White (including steel fenders). Black frame.

Price Tiger Road Sports \$1,090.
Tiger Competition \$1,075.

200 c.c. Mountain Cub



T20/M

The growing popularity of trail or woods riding has led to an increasing demand for "Trail" bikes of all types. The Triumph Mountain Cub is definitely not a newcomer to this field—it is the outgrowth of many years experience in competition and sporting events. The choice of both experts and novices alike because of its low weight, lasting power, exceptional handling and "big bike" ruggedness (not to mention a long history of competition wins). Whether you are just beginning the exciting sport of trail riding, or looking for a potent lightweight competition machine, the Triumph Mountain Cub is a *real* motorcycle in every way.

Color: Two-tone Grenadier Red and White (including steel fenders). Black frame.
Price \$650.

Major Racing Successes in 1965

In addition to outstanding recent wins, TRIUMPH has amassed over the last several years a sensational record of Events, the most outstanding of which are:—

World Speed Record—230.269 m.p.h.* (Official AMA Record)—Triumph Special Streamliner T120 ridden by Bill Johnson and tuned by Joe Dudek, established at Bonneville, Utah, 1962.

Triumph Motorcycles regularly retain at least 20 assorted Speed Records in special fuel and streamlined categories—all established and held at Bonneville, Utah.

Bill Baird 175 Mile National Championship Enduro, Schererville, Ind., May, 1965 on Triumph T100S/C. (Also 4 Grand National Enduro Championships for 1962, 1963, 1964 and 1965.)

Bob Fusan 250 Mile National Championship Enduro, Columbus, Ohio—May, 1965 on Triumph T100S/C.

Gary Nixon Winner 75 Mile National Marlboro Md. and Class A Short Track, Santa Fe, Ill. 2nd in 10 Mile National Championship Dirt Track Race, Columbus, Ohio, June, 1965 on Triumph Tiger 100. 4th in 200 Mile National Championship Road Race, Daytona, Fla., March, 1965. (Gary ranked 3rd nationally in 1965.)

Dave Palmer 30 Lap Heavyweight Championship TT Race, Castle Rock, Wash., on Triumph Bonneville TT Special, July, 1965. (Dave also won the 50 Lap H/W Championship TT Race, Gardena, Calif. in 1964.)

George Montgomery 3rd in 200 Mile National Championship Road Race, Daytona, Fla., March, 1965 on Triumph Tiger 100.

Dick Dorresteyn Ascot 100 Lap TT, Gardena, Calif., March, 1965 on Triumph Bonneville. (3 Time Winner—also won this event in 1961 and 1963.)

Bill Brandon Alligator Enduro, Daytona, Fla., March, 1965 on Triumph T100S/C.
Jim Brunson Greenhorn 500 Mile Enduro, Pearblossom, Calif. on Triumph TR6, May, 1965.

Eddie Day Hi-Mountain Enduro, San Luis Obispo, Calif., February, 1965.

Leroy Taylor Stone Mountain Enduro, Southeastern Championship, Atlanta, Ga., March, 1965 on Triumph TR6.

Gene Esposito, Sid Payne and Eddie Mulder also won 1965 National Championships for Triumph



GARY NIXON



DICK DORRESTEYN

SPECIFICATIONS

Mountain Cub (T20/M) 30.5 cu. in. (500 c.c.) **Tiger 100 (T100/R-T100/C)**
40 cu. in. (650 c.c.) Thunderbird (6T)—**Trophy (TR6/R-TR6/C)** **Bonneville 120 (T120/R—T.T. Special)**

ENGINE 200 c.c.

Single cylinder O.H.V. die cast-alloy cylinder head. Inclined valves. H section connecting rod with plain bearing big end. Dry sump lubrication. Efficient barrel type silencer. Air cleaner with re-usable element.

ENGINE 500 c.c. (30.5 cu. in.)

Twin cylinder O.H.V. with two camshafts driven by gears. Pushrod operated valves in a light alloy cylinder head. Dry sump lubrication. Split connecting rod with plain bearing big-ends. Silent Duplex primary chain with tensioner. Air cleaner.

ENGINE 650 c.c. (40 cu. in.)

Twin cylinder O.H.V. with two gear driven camshafts. Light alloy cylinder head, high compression pistons, large bore carburetor. Splayed port head with two carburetors on T120. One piece forged crankshaft with bolt-on central flywheel. H section RR56 alloy connecting rods with plain bearing big ends. Dry sump lubrication. Air cleaner.

GEARBOX

Four speeds with positive foot operation. Multiplate clutch with cork sheet linings and rubber torsion shock absorber.

ELECTRICAL AND LIGHTING EQUIPMENT

A/C D/C lighting-ignition system with crankshaft mounted alternator. 12 volt on all twin cylinder coil ignition models.

FORKS

Triumph telescopic type giving a comfortable ride and accurate steering.

FRAME

Strong heavy duty brazed frame. Swinging fork rear suspension. Hydraulically damped.

BRAKES

Efficient, smooth acting with large diameter drums and finger adjustment.

FUEL TANKS

All steel welded gasoline tank. Ample capacity oil tank. Quick release filler caps.

NACELLE

6T only (Patent No. 647670). Integral with top of forks enclosing headlamp unit, instruments and switchgear.

WHEELS AND MUDGUARDS

Plated spokes and rims. Sports mudguards on T20/M, 6T, T100/R, T100/C, TR6/R, TR6/C, T120/R, and T.T. Special. Stainless Steel guards on T120/R.

TWINSEAT ASSEMBLY

Cushioned twinseat covered with black/grey "Vynide" completely waterproof. Seat is hinged on T100, TR6, 6T and T120 models for access to oil tank, tools, batteries, etc.

HANDLEBAR

Chrome plated bar with smooth action twistgrip. Heavy duty cables with built in adjusters.

TOOLS

Kit of good quality tools.



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Write to Department J for 1966 full catalog and address of nearby Triumph Dealer.

TECHNICAL DATA

MODEL	T20M	Tiger 100	Thunderbird	Trophy	Bonneville 120	Bonneville TT.
	Mountain Cub	T100/R T100/C	(6T)	TR6/R TR6/C	T120/R	Special
4-cycle Engine Type	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
Number of Cylinders	1	2	2	2	2	2
Bore/Stroke, mm.	63 x 64	69 x 5.5	71 x 82	71 x 82	71 x 82	71 x 82
Bore/Stroke, ins.	2.48 x 2.52	2.72 x 2.58	2.79 x 3.23	2.79 x 3.23	2.79 x 3.23	2.79 x 3.23
Capacity, cu. cms.	199	490	649	649	649	649
Capacity, cu. ins.	12.2	30	40	40	40	40
Compression Ratio	7 : 1	9 : 1	7.5 : 1	8.5 : 1	9 : 1	11.2
B.H.P. and R.P.M.	16 @ 6,800	*38 @ 7,000	34 @ 6,300	*45 @ 6,500	*50 @ 6,500	*52 @ 6,500
Camshaft Type	Racing	Racing	Std.	Racing	Racing	Racing
Gearbox Ratios	Wide	Std. Wide	Std.	Std. Wide	Std.	Std.
Carburetors	One	One	One	One	Two	Two
Tires—Front, ins.	3.00 x 19	3.25 x 19	3.25 x 18	3.25 x 19	3.25 x 19	3.50 x 19
Rear, ins.	3.50 x 18	4.00 x 18	3.50 x 18	4.00 x 18	4.00 x 18	4.00 x 18
Brake Diameter, ins. (cms.)	5½" (13.97)	7" (17.78)	8"F. (20.32) 7"R. (17.78)	8"F. (20.32) 7"R. (17.78)	8"F. (20.32) 7"R. (17.78)	8"F. (20.32) 7"R. (17.78)
Color	Red/White	Green/White	Red/White	Blue/White	White/Red	White/Red
Ignition	Energy Transfer	Coil Energy Transfer	Coil	Coil Energy Transfer	Coil	Energy Transfer
Lighting	Direct	Alt. Direct	Alternator	Alternator	Alternator	—
Seat Height, ins.	30"	30"	30"	30½"	30½"	30½"
Wheel Base, ins.	50"	53½"	55"	55½"	55½"	55½"
Length, ins.	78½"	84½"	84"	84½"	84½"	84½"
Width, ins.	26"	26½"	27½"	27"	27"	27"
Ground Clearance, ins.	6"	7½"	5"	7½"	7½"	7½"
Weight, lbs.	223	336	365	363 360	363	360
Gas, Gals.	2½	2¾	3½	3½ 2½	2½	2½
Oil, Pints	2¾	6	6	6	6	6
Prices (F.O.B. Baltimore)	\$650	\$1090 \$1075	\$1115	\$1235 \$1225	\$1285	\$1275

*Straight through exhaust system