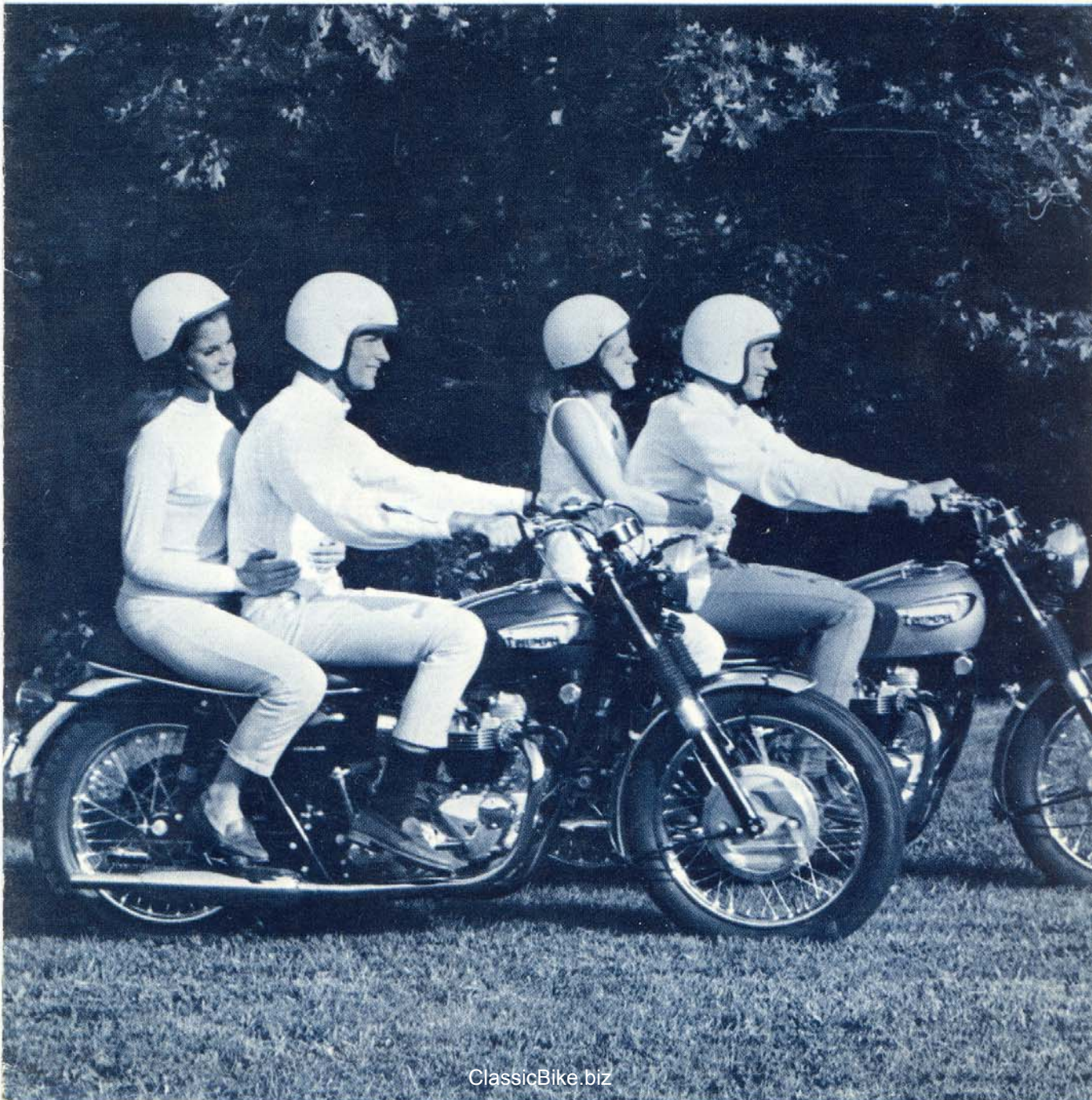
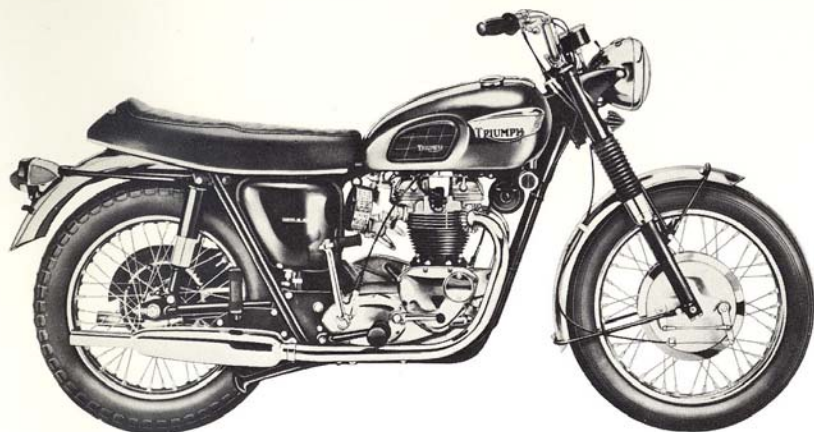




# TRIUMPH

the Ultimate in Motorcycling





## **T120R BONNEVILLE**

Standard throughout the world for power, performance, pure riding pleasure. Holds the world's record for speed...245 m.p.h. (in streamlined shell, standard twin engines). Bonneville has the look, the feel, and the ride you'd expect from the world's best and fastest motorcycle. More powerful than ever in 1968, the T120R is strictly for the expert rider who demands the ultimate in performance from a road model machine.

Color: New Hi-Fi Scarlet with center silver stripe. Black frame. Polished stainless steel fenders.

Price: \$1,375

650 c.c.



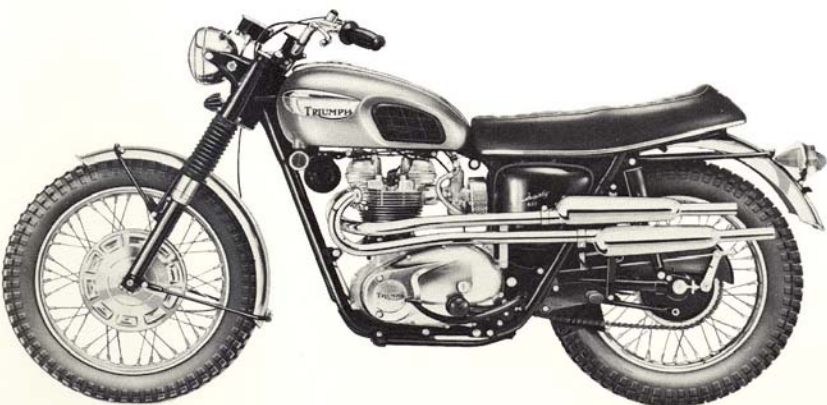
## **TR6R TROPHY SPORTS**

A motorcycle with the stamina that few motorcycles on the road can match. Built in the mold of the Bonneville, the big Trophy has single carburetor flexibility, extra size gas tank, parcel carrier for touring enthusiasts. Has all Triumph's basic safety improvements for 1968, plus new Amal concentric carburetor (with choke) for smooth power even in standstill traffic.

Color: New Hi-Fi Riviera Blue and Silver. Black frame. Painted steel fenders in Riviera Blue with center silver stripe.

Price: \$1,280

650 c.c.



## **TR6C TROPHY SPECIAL**

An uncluttered motorcycle! The TR6C is the big competition machine in the Triumph line. Called the "Desert Bike" for its record of wins in the West, the Trophy Special inherits the durable virtues of its brother, the TR6R. For the experienced rider with an eye on winning the most demanding long distance competition events.

Color: New Hi-Fi Riviera Blue with center silver stripe. Black frame. Polished stainless steel fenders.

Price: \$1,270

650 c.c.



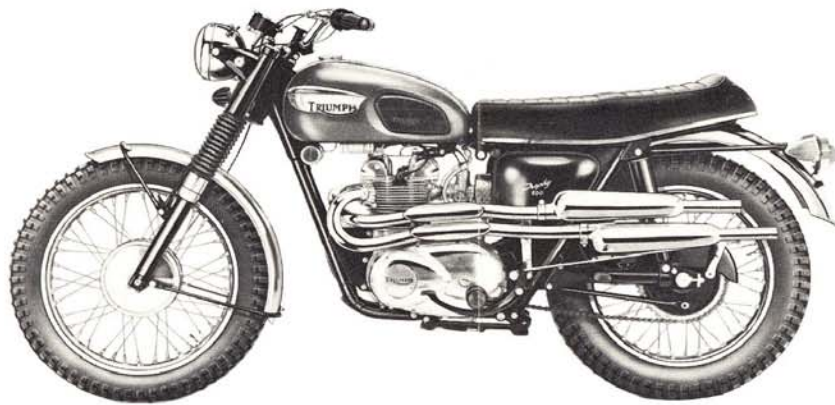
## **T100R DAYTONA SUPER SPORTS**

Winner in '66 and '67 of the Daytona (Florida) 200 mile National Championship—the biggest motorcycle event in America. Twin cylinder, twin carburetors. For those who want a medium-size motorcycle with the brawn of a heavyweight. The perfect combination of championship handling and power.

Color: New Hi-Fi Aquamarine and Silver. Black frame.

Price: \$1,185

500 c.c.



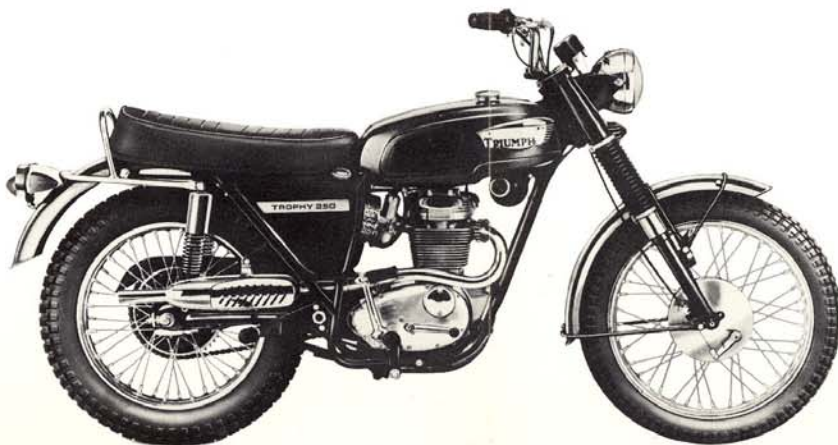
## **T100C TIGER COMPETITION**

This bike is for sheer excitement! Competition brother of the famous Daytona, the Tiger is now a true dual-purpose machine. Quickly convertible to racing trim, this power package is available with optional road tires for everyday riding or with Trials Universal tires for trail and competition. Has twin unswept pipes, detachable lighting equipment, wide-ratio gears for tough woods riding. The economy twin in the Triumph line, with single carburetor simplicity.

Color: New Hi-Fi Aquamarine. Black frame. Polished stainless steel fenders.

Price: \$1,095

500 c.c.



## **TR25W TROPHY 250**

A brand new Triumph for 1968, in the popular 250 range. Mounts a powerful OHV 4-cycle, single cylinder engine to a rugged Trophy-type frame. Equipped with full battery electrics, new style sports gas tank, skid plate, upswept exhaust, Trials Universal tires for rough terrain or road riding. Just the bike for the beginner who wants to discover what a real motorcycle is all about.

Color: New Hi-Fi Scarlet. Black frame.

Price: \$695

250 c.c.

# TECHNICAL DATA

MODEL	Bonneville (T120R)	Trophy Sports (TR6R)	Trophy Special (TR6C)	Daytona Super Sports (T100R)	Tiger Competition (T100C)	Trophy 250 (TR25W)
Engine type	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
Number of cylinders	2	2	2	2	2	1
Bore/stroke, mm.	71 x 82	71 x 82	71 x 82	69 x 65.5	69 x 65.5	67 x 70
Bore/stroke, ins.	2.79 x 3.23	2.79 x 3.23	2.79 x 3.23	2.72 x 2.58	2.72 x 2.58	2.64 x 2.75
Capacity, cu. cms.	649	649	649	490	490	250
Capacity, cu. ins.	40	40	40	30.5	30.5	15
Compression ratio	9:1	9:1	9:1	9:1	9:1	8.5:1
B.H.P. and R.P.M.	52 @ 6,500	45 @ 6,500	45 @ 6,500	41 @ 7,200	38 @ 7,000	22 @ 8,250
Engine sprocket teeth	29	29	29	26	26	23
Clutch sprocket teeth	58	58	58	58	58	52
Gearbox sprocket teeth	19	19	18	18	18	16
Rear sprocket teeth	46	46	46	46	46	49
R.P.M. 10 m.p.h. top gear	634	634	666	744	744	905
Gear ratios — top	4.84	4.84	5.11	5.7	5.7	6.92
"    "    — third	5.76	5.76	6.09	6.97	6.97	8.6
"    "    — second	8.17	8.17	8.63	9.16	9.16	11.4
"    "    — first	11.81	11.81	12.46	14.10	14.1	18.3
Carburetor — make	Twin Amal	Amal	Amal	Twin Amal	Amal	Amal
"    — type	930	930	930	626	626	928
Front chain size	3/8" x .225" x.25" Duplex	3/8" x .225" x.25" Duplex	3/8" x .225" x.25" Duplex	3/8" x .225" x.25" Duplex	3/8" x .225" x.25" Duplex	3/8" x .225" x.25" Duplex
Rear chain size	5/8" x 3/8"	5/8" x 3/8"	5/8" x 3/8"	5/8" x 3/8"	5/8" x 3/8"	5/8" x 1/4"
Tire — front, ins.	3.25 x 19	3.25 x 19	3.50 x 19	3.25 x 19	3.50 x 19	3.25 x 19
"    — rear, ins.	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18
Brake diameter — ins. (cms)	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)	7 F (17 • 78) 7 R (17 • 78)	7 F (17 • 78) 7 R (17 • 78)
Finish	Scarlet/ Silver	Riviera Blue/ Silver	Riviera Blue/ Silver	Aquamarine/ Silver	Aquamarine/ Silver	Scarlet
Seat height — ins.	30 1/2	30 1/2	30 1/2	30	30	30
Seat height — cms.	77.5	77.5	77.5	76.2	76.2	76.2
Wheelbase — ins.	55 1/2	55 1/2	55 1/2	53 1/2	53 1/2	52
Wheelbase — cms.	141	141	141	136	136	132
Length — ins.	84 1/2	84 1/2	84 1/2	83 1/4	83 1/4	82
Length — cms.	214.5	214.5	214.5	211.5	211.5	208
Width — ins.	27	27	27	27	27	28
Width — cms.	68.5	68.5	68.5	68.5	68.5	71
Clearance — ins.	7 1/8	7 1/8	7 1/8	7 1/8	7 1/2	7 1/2
Clearance — cms.	18.1	18.1	18.1	18.1	19	19
Weight — lbs.	386	386	384	354	340	285
Weight — kilos	175	175	174	161	154	130
Gas — gals.	2 1/2	3 1/2	2 1/2	2 3/8	2 3/8	2 1/2
Gas — litres	11	16	11	10.8	10.8	11
Oil — pints	6	6	6	6	6	4
Oil — litres	3.4	3.4	3.4	3.4	3.4	2.27

## Prices

(F.O.B. Baltimore, Md.)

\$1,375

\$1,280

\$1,270

\$1,185

\$1,095

\$695

## SPECIFICATIONS

40 cu. in. (650 c.c.) — Bonneville (T120R), Trophy Sports (TR6R), Trophy Special (TR6C).

30.5 cu. in. (500 c.c.) — Daytona Super Sports (T100R), Tiger Competition (T100C).

15 cu. in. (250 c.c.) — Trophy 250 (TR25W).

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

- Twin cylinder O.H.V. with high compression pistons.
- Alloy cylinder head and alloy connecting rods.
- Large 30 mm carburetor. Splayed port head with dual carburetors on T120R. Removable air cleaners.

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

- Twin cylinder O.H.V. with high compression pistons, racing camshafts. Dual 26 mm carburetors on T100R, single carburetor on T100C. Removable air cleaners.

### ENGINE 250 c.c. (15 cu. in.)

- Four cycle, single cylinder O.H.V. with high compression pistons, sports camshaft.
- 28 mm concentric carburetor and air cleaner.
- One-piece forged crankshaft with bolt-on flywheels.
- Double-gear driven oil pump.
- Alloy cylinder head and barrel.

### GEARBOX

- Four speed gearbox with positive stop gearchange mechanism.
- Multiplate clutch with indestructible linings and rubber torsion shock absorber.
- Standard ratio gears (wide ratio on T100C).

### FRAME

- Strong heavy duty brazed frame.
- Swinging arm rear suspension. Hydraulically damped.
- Anti-theft lock on twins.

### FORKS

- Triumph Trophy type telescopic hydraulic forks with new internal "shuttle valve" design gives excellent suspension under all conditions.

### BRAKES

- Full-width 8" diameter front brake with twin leading brake shoe design and racing air scoop on all 650 c.c. twins (full-width 8" single leading brake shoe T100R).
- 7" diameter rear brake with detachable sprocket.

### EXHAUST

- Twin downswept chrome plated exhaust system with high performance sports mufflers on T120R, TR6R and T100R.
- Twin upswept exhaust and sports mufflers on TR6C and T100C. (Single upswept on TR25W).

### ELECTRICAL EQUIPMENT

- 12 volt battery ignition electrical system with full lighting equipment.
- Electrical output is supplied from AC Alternator and charging rate controlled by Zener Diode voltage control.

### OTHER DETAILS

- Illuminated tachometer and speedometer on T120R, TR6R and T100R (speedometer only on TR6C, T100C and TR25W).
- Standard equipment for all models — two-passenger twin seat, folding passenger footrests, tool kit, adjustable clutch and brake levers, side and/or center stand.



## CHAMPIONS '67

Triumph and Gary Nixon share National Number 1 honors for '67. Throughout the '67 racing season, Gary Nixon, on Triumphs, led in A.M.A. National Point Standings. He won five National Championship Events.

1. Nationally famous Daytona 200 Mile Road Race.
2. Loudon, Laconia, N. H. 100 Mile Road Race.
3. Santa Fe Class A Short Track Race.
4. Portland, Oregon 20 Mile Dirt Track Race.
5. Carlsbad, California 75 Mile Road Race.

Plus other second positions at Peoria, Ill., Charity Newsies and Oklahoma City Dirt Tracks to become undisputed National Rider No. 1.

Other Dominant Spots on the TRIUMPH National Sports Scene.

**HILLCLIMBS:** Joe Hemmis — winner of Formula A Hillclimb National Championship, Jefferson, Pa., August 1967 (4-time National Hillclimb Champion who also won in 1959, 1962 and 1964).

**DIRT TRACK:** Gary Nixon, Dick Hammer, Eddie Mulder and other top Triumph Riders kept National Dirt Track events high on TRIUMPHS.

**TT SCRAMBLES:** Skip Van Leeuwen — winner of 50 Lap TT National Championship, Ascot, Gardena, Calif., July 1967 on a Triumph Bonneville TT.

**ENDUROS:** For the last six years, Triumph Champion Bill Baird has led the U. S. Enduro Riders in point standings. He won the 175 Mile National Championship Enduro Run, Schererville, Ind., May 1967, on a Triumph Tiger T100C... and in Sept. 1967 the 150 Mile Championship Enduro clinched the 1967 Enduro title.

**TOP SPEED:** Bob Leppan in Gyronaut X-1 set record of 245.667 MPH (average 2-way speed) at Bonneville Salt Flats, Utah, August 25, 1966 (which is still unbeaten). This is the ultimate in straight-away drag racing exemplified in hundreds of less ambitious but equally important wins on small drag tracks throughout the U. S.

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