

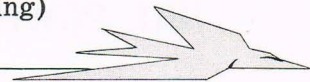


# TRIUMPH

1962

®





• SALES DISTRIBUTION • PARTS AND SERVICE • FOR THE WORLDS BEST MOTORCYCLE •

TELEPHONE  
252-1700

CABLE ADDRESS  
TRIUMPH-BALTIMORE

### TRIUMPH 1962 PROGRAM—DETAILED SPECIFICATIONS

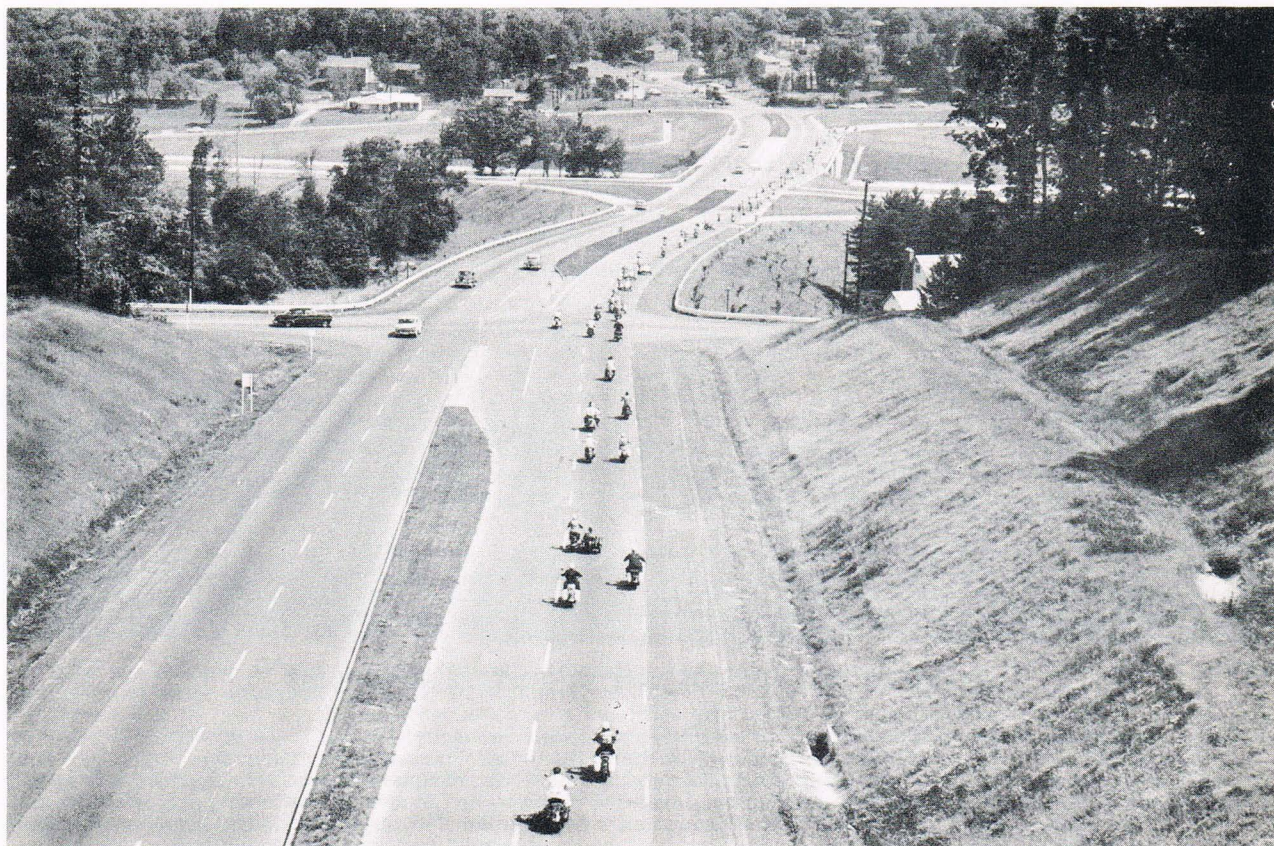
The Triumph Program for 1962 is based on a tradition of constant improvement. The needs and desires of the American Motorcycle public are continually surveyed and reported by Triumph Representatives from the field—and analyzed by Triumph, so that our entire line is tailored to the expressed wishes of the U.S. Rider. Every effort is made to assure the rider road happiness by good after sales service today—with constant study for tomorrow's improvements.

Other values accrue to Triumph riders—the financial and technical stability of the company behind the product, which includes not only a Tenth Anniversary of Triumph-Baltimore but goes decades beyond that for the parent company. This is proof-positive that there can be no quick obsolescence in a Triumph and accounts for the fact that the trade-in value of your Triumph remains high and will continue to do so.

With this background of long service to older motorcyclists, Triumph stands ready to serve the new motorcycling rider. We have, for this eager market, a really tried-and-true vehicle for **Fun**. It offers an opportunity to combine sport, pleasurable zest for living and economical transportation.

Our extensive line covers the complete range of motorcycling interest from the pure sportsman who "Scrambles" over the weekends or rides to win a high speed Road Race or pursues a tortuous cross-country run in an Enduro—as well as the rider who wants high road performance, easy handling, low maintenance and high trade-in value.

We expect 1962 to be a big year for motorcycling in which we also expect to maintain Triumph's full share of growth.



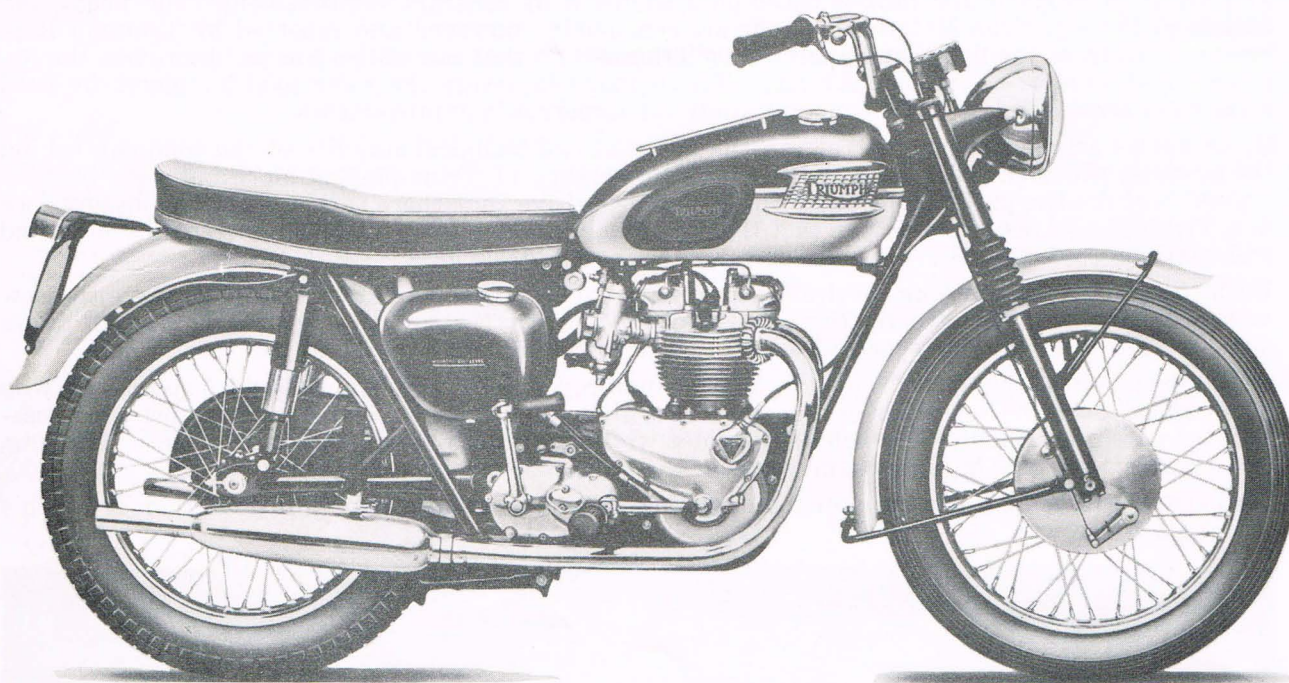
The call of the open road and the fun that is motorcycling can be best enjoyed on a trusty Triumph whether it be one of the smart 4-Cycle OHV Cub Lightweights—the Sporting 500 c.c.'s—or the full powered and famous Triumph 40 cu. in. (650 c.c.) Twins. Here a group of Motor Maids and their friends approach Triumph's fine Eastern headquarters travelling on one of America's excellent new super highways.

**—TRIUMPH AGAIN OFFERS THE U.S. MOTORCYCLIST WHAT HE WANTS AND AT A PRICE HE CAN AFFORD TO PAY—**



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

Triumph Twin Carburetor Bonneville Models offer, to the expert and highly experienced rider, the highest possible performance. The Bonneville range in fact represents the **World's fastest standard production motorcycles**, but should obviously be confined to those who have ability to handle the high speeds and to keep such machines in expert tune. Riders should carefully choose between the maximum performance of the Bonneville **Twin Carburetor** line and the greater reliability and smoother running at lower speeds in traffic that is afforded by our 40 cu. in. (650 c.c.) Single Carburetor Models that are set out further on in this catalog.



650 c.c. TRIUMPH BONNEVILLE 120 (T120/R)

## **T120/R—BONNEVILLE ROAD SPORTS**—Twin Carburetor—No rear enclosure.

**GENERAL:** The fastest standard motorcycle made in the World today\* again with many new season's features and designed for the expert rider.

**ENGINE:** 40 cu. in. (650 c.c.) OHV Vertical Twin (Same as the TR6S/R except with splayed ports and twin complete Monobloc carburetors). Alloy cylinder head. 8.5:1 C.R. High performance pistons (CP157). Sports exhaust camshaft (E3325) and racing inlet camshaft (E3134). Racing valve springs (E3001/2). 22T engine sprocket. Froth tower on oil tank for continuous high performance operation. Inter-connecting fuel pipe between carburetors arranged to provide for reserve gasoline supply.

**GEARBOX:** Standard ratio (Wide ratio or close ratio gears obtainable as extras from Parts Department) and with folding kickstart. Heavy duty clutch springs (T1560). Dual gearbox adjusters. Needle roller bearings on gearbox layshaft to give reliability at high output. 18T gearbox sprocket. 43T rear wheel sprocket. High gear ratio 4.67 to 1.

**ELECTRICS:** Similar to TR6S/R incorporating new reduced output alternator (47171) to allow for continuous high speed work. No ammeter. Sports type chrome plated detachable headlamp. New enclosed lighting switch with appropriate new wiring harness and new plug-in connector will give added weather and dirt protection and greatly improved service. Neoprene protected stoplight switch (34381). New type 8H horn is now supplied with modified horn bracket to suit. K2FC auto advance magneto ignition.

**FRAME:** Similar to TR6S/R. Trophy duplex frame (no enclosure) with swinging arm rear suspension and with adjustable hydraulic shock absorbers, provides fine handling. Trophy type telescopic hydraulic forks (with rubber fork covers) and standard fork springs. 3.25x19 Ribbed front tire; 4.00x18 Universal rear tire. 8" full width hub front brake with polished side plates and 7" rear brake, both with new fully floating shoes giving an increase of 25% efficiency. 140 m.p.h. speedometer and 10,000 r.p.m. illuminated tachometer. Sports type 3 gal. gas tank and redesigned stainless steel mounting strip. Triumph's unique chrome plated parcel grid is furnished at the top of the tank. New fuel taps have a non-jamming taper angle loaded by a light internal spring with the seal made by a fuel resistant "O" ring. Two level twin seat, folding pillion footrests, "Easy-lift" center stand, prop stand and anti-theft lock. U.S. pattern handlebars with ball end competition type adjustable levers. New heavy duty clutch and brake cables give better operation and greater reliability. New rubber mounted oil tank at all three fixing points. Improved filler cap to prevent leakage. Battery and toolbox combination. Total average weight 390 #.

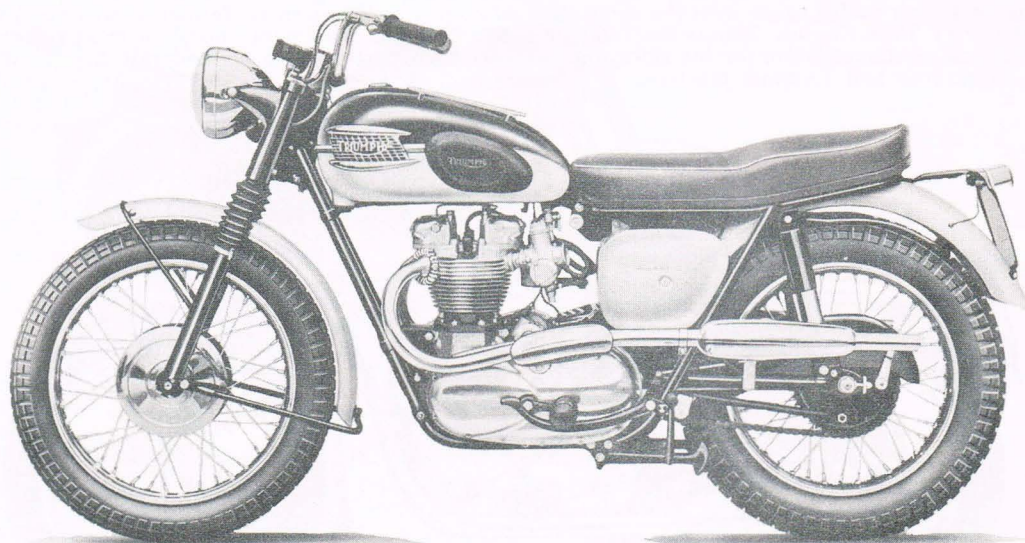
**EXHAUST:** Twin chrome plated downswept exhaust system with twin straight through silencers.

**COLOR:** New Flamboyant Flame and Silver Sheen with Black Frame.

**Price:** \$1,130.

\* Holders of the A.M.A. approved World's Absolute Speed Record, Bonneville Flats, Utah, 214.47 M.P.H. (with streamlined shell) and the A.M.A. Class "AA" new (8/25/61) Record of 159.54 M.P.H. (not streamlined).





THE T120/C ECONOMY MODEL BONNEVILLE COMPETITION AND SCRAMBLER

**T120/C ECONOMY MODEL BONNEVILLE COMPETITION AND SCRAMBLER**—Twin Carburetors.

**GENERAL:** For the competition expert who wants top performance with twin carburetors. At a very attractive price.

**ENGINE, GEARBOX, ELECTRICS AND FRAME:** Generally similar to T120/R but in competition form including Trials Universal Tires front and rear. 3.25x19 front and 4.00x18 rear. Standard gearbox ratio. 21T engine sprocket. High gear ratio 4.89 to 1. 140 m.p.h. speedometer but no tachometer. Heavy duty fork springs. K2FC auto advance competition type magneto. Crankcase undershield (skid plate).

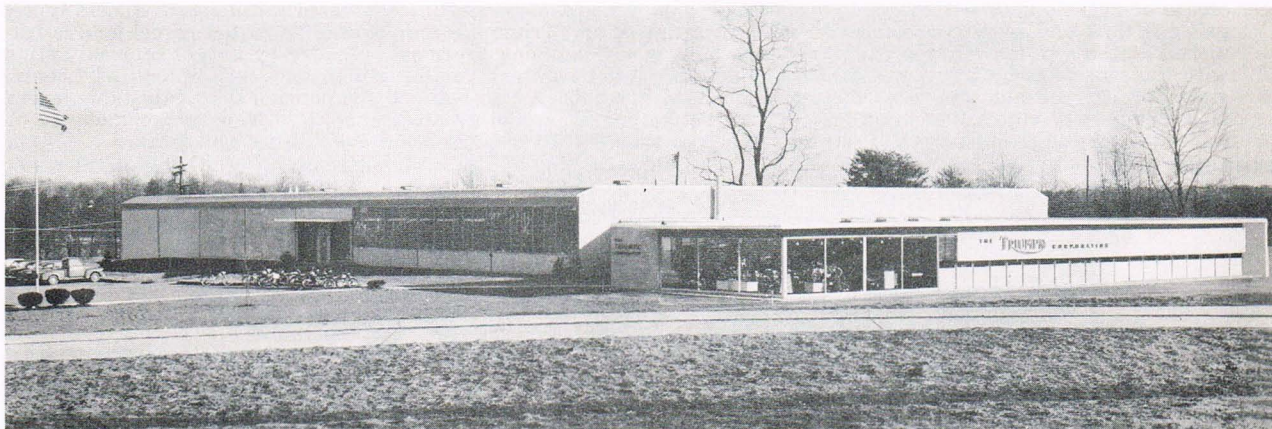
**EXHAUST:** Twin chrome plated upswept exhaust with chrome plated leg guards and small straight through silencers. Total average weight 390#.

**COLOR:** Skyblue and Silver with Black Frame.

**New Economy Price:** \$985.

(A saving of \$100. XXXXXXXXXX)

This model is a carry forward from 1961 production.



**TRIUMPH'S SERVICE IS THE BEST IN THE BUSINESS**

An important consideration in the purchase of a motorcycle is the organization that stands behind the product. Triumph is one of the oldest companies in the business and have earned, in over 59 years, a top World reputation as leaders of design, ever since the introduction by Triumph's famous chief, Mr. Edward Turner, of the Vertical Twin basic design which was pioneered by Triumph in 1938. Hundreds of thousands of Triumph motorcycles are giving good service throughout the world and service is the key note of Triumph's operations in U.S.A.

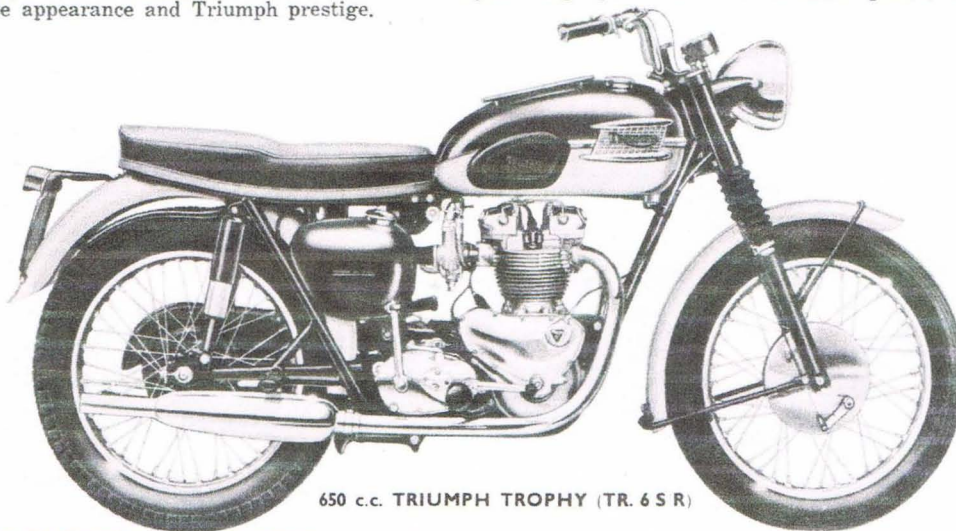
To insure the best of after sales service to Triumph owners in the Eastern half of the U.S., Triumph maintains the very finest, best equipped and modern headquarters facilities at Baltimore. From its own Factory branch its Dealers are carefully instructed, absolutely full and complete spare parts are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

There are Triumph Dealers throughout the length and breadth of the U.S.A. ready to courteously and efficiently serve Triumph riders, and their long experience and the unexcelled reputation of Triumph insure maximum motor-cycling enjoyment.



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

Providing very high performance with the simplicity, reliability and smooth performance 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 prices, coupled with distinctive appearance and Triumph prestige.



650 c.c. TRIUMPH TROPHY (TR. 6 S R)

### TR6S/R TROPHY ROAD SPORTS—40 cu. in. (650 c.c.). No rear enclosure and with Single Carburetor.

**GENERAL:** An ideal full-powered Single Carburetor model featuring Trophy front forks and detachable headlamp. A high-performance Road Sports machine.

**ENGINE:** 40 cu. in. (650 c.c.) Single Carburetor, otherwise similar to Bonneville Road Sports T120/R machine. Efficient air cleaner. Alloy cylinder head. 8.5:1 C.R. High-performance pistons (CP157). Sports exhaust camshaft (E3325) and racing inlet camshaft (E3134). Racing valve springs (E3001/2). 22T engine sprocket. Froth tower on oil tank for continuous high-performance operation.

**GEARBOX:** Standard ratio gearbox and with folding kickstart. Dual gearbox adjusters. With needle roller bearings on gearbox layshaft to give complete reliability at high output. 18T gearbox sprocket. 43T rear wheel sprocket. High gear ratio 4.67 to 1.

**ELECTRICS:** Similar to T120/R incorporating new reduced output alternator (47171) to allow for continuous high-speed work. No ammeter fitted. Sports type chrome plated detachable headlamp. New enclosed lighting switch with appropriate new wiring harness and new plug-in connector will give added weather and dirt protection and greatly improved service. Neoprene protected stoplight switch (34381). New type 8H horn is now supplied with modified horn bracket to suit. K2FC auto advance magneto ignition.

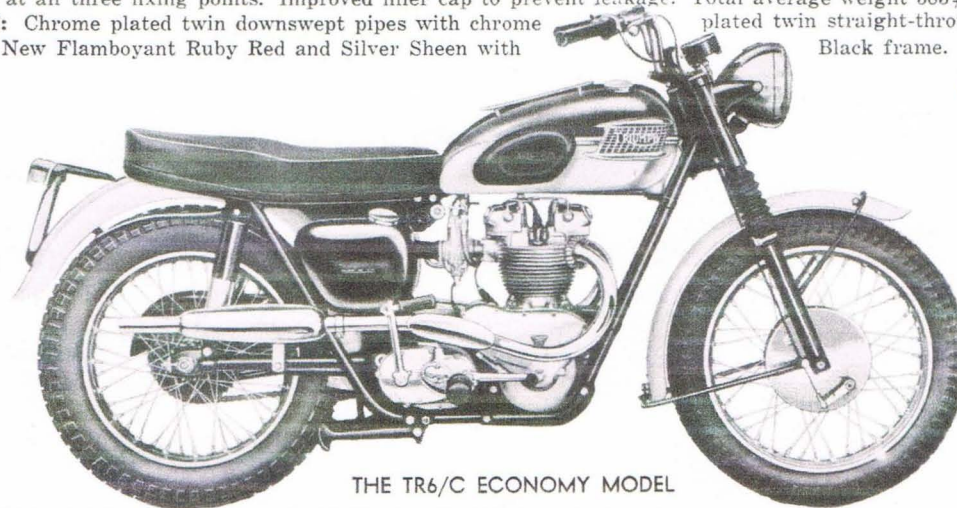
**FRAME:** Similar to T120/R. Trophy duplex frame (no enclosure) with swinging arm rear suspension and with adjustable hydraulic shock absorbers provides fine handling. Trophy type telescopic hydraulic forks (with rubber fork covers) and standard fork springs. 3.25x19 Ribbed front tire; 4.00x18 Universal rear tire. 8" full width hub front brake with polished side plates and 7" rear brake, both with new fully floating shoes, giving an increase of 20% to 25% efficiency. 140 m.p.h. speedometer and 1,000 r.p.m. illuminated tachometer. Sports type 3 gal. gas tank and redesigned stainless steel mounting strip. Triumph's unique chrome plated parcel grid is furnished at the top of the tank. New fuel taps have a non-jamming taper angle loaded by a light internal spring with the seal made by a fuel resistant "O" ring. Two-level twinseat, folding pillion footrests, "Easy-Lift" center stand, prop stand and anti-theft lock. U.S. pattern handlebars with ball end competition type adjustable levers. New heavy-duty clutch and brake cables give better operation and greater reliability. New rubber mounted oil tank at all three fixing points. Improved filler cap to prevent leakage. Total average weight 383#.

**EXHAUST:** Chrome plated twin downswept pipes with chrome plated twin straight-through silencers.

**COLOR:** New Flamboyant Ruby Red and Silver Sheen with

Black frame.

Price: \$1,085.



THE TR6/C ECONOMY MODEL

### TR6/C ECONOMY MODEL COMPETITION SCRAMBLER TROPHY—40 cu. in. (650 c.c.) Single Carburetor.

**GENERAL:** For the competition enthusiast who desires the most with high performance engine and single carburetor with built in air cleaner and at a most attractive price. Carried forward from 1961 production.

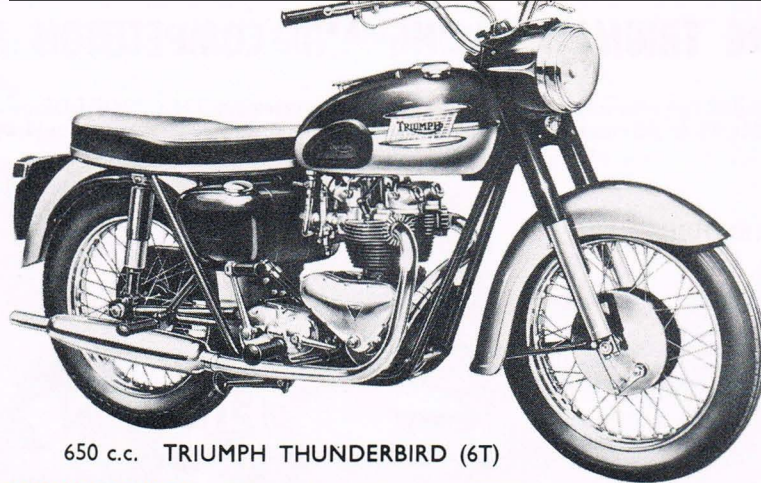
**ENGINE, GEARBOX, ELECTRICS AND FRAME:** Same as T120/C and TR6S/R but in competition form and with wide ratio gears. 3.25x19 Trials Universal front tire; 4.00x18 Sports rear tire. Speedometer but no tachometer. Heavy duty fork springs. 21T engine sprocket. High gear ratio 4.89 to 1. K2FC auto advance competition type magneto. Crankcase undershield (skid plate). Total average weight 383#.

**EXHAUST:** Twin upswept exhausts with chrome plated leg guards and small straight-through silencers.

**COLOR:** Bright Ruby Red and Silver with Black Frame.

New Economy Price: \$949.





650 c.c. TRIUMPH THUNDERBIRD (6T)

**6T NEW SUPER THUNDERBIRD—40 cu. in. (650 c.c.)—**With no rear enclosure.

**GENERAL:** The basic standard Road model of Triumph's full powered 40 cu. in. (650 c.c.) OHV motorcycle offers new features for the coming season. High performance, great reliability, safety and comfort with quiet operation and all at an economical price.

**ENGINE:** 40 cu. in. (650 c.c.) OHV Vertical Twin—Single Carburetor with Air Cleaner. Alloy cylinder head with the higher 7.5:1 compression ratio pistons. New Sports silent ramp cams (E4220). 23T engine sprocket.

**GEARBOX:** Standard ratio with Slick-Shift® and folding kickstart. Dual gearbox adjusters. With needle roller bearings on gearbox layshaft, to give complete reliability at high output. 18T gearbox sprocket. 43T rear wheel sprocket. High gear ratio 4.47 to 1.

**ELECTRICS:** RM15 alternator. Handsome nacelle pattern instrument panel and headlamp and stoplight. Reliable coil ignition with auto advance.

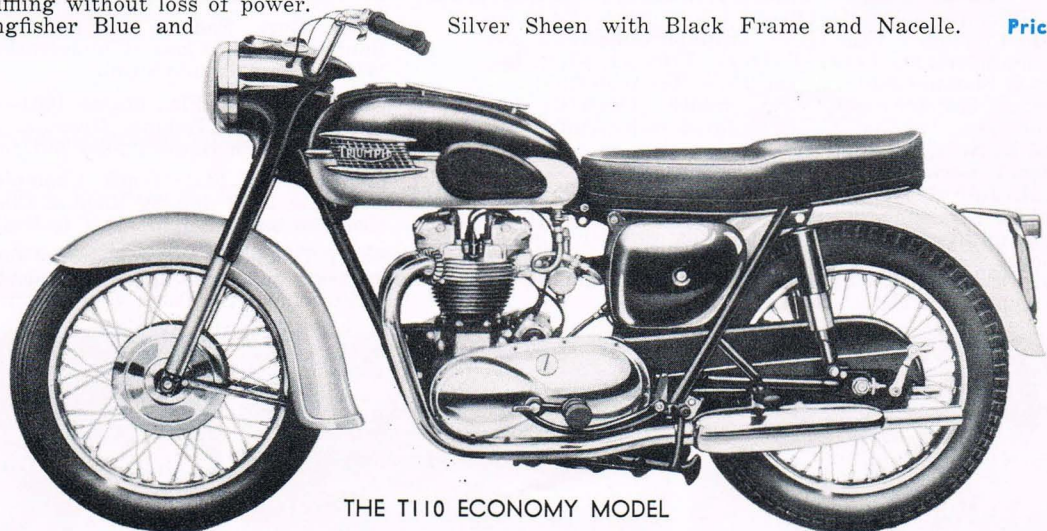
**FRAME:** Duplex frame with swinging arm rear suspension and with adjustable hydraulic shock absorbers. No rear enclosure. Telescopic hydraulic forks and standard fork springs. 3.25x18 Ribbed front tire; 3.50x18 Universal rear tire. 8" full width hub front brake with polished side plates and 7" rear brake both with new fully floating shoes giving an increase of 20% to 25% efficiency. Speedometer (no tachometer). Large 5 gal. gas tank. New pattern fuel taps give reliable action. Triumph's unique chrome plated parcel grid is furnished at the top of the tank. Full valanced Touring type front and rear fenders. Folding pillion footrests, "Easy-Lift" center stand, prop stand and anti-theft lock. U.S. pattern handlebars. Battery and tools under hinged two level twin seat. Total average weight 371#.

**EXHAUST:** New 2-into-1 chrome plated downswept exhaust system with new single "resonator" silencer gives superb muffling without loss of power.

**COLOR:** Kingfisher Blue and

Silver Sheen with Black Frame and Nacelle.

**Price:** \$975.



THE T110 ECONOMY MODEL

**T110 ECONOMY MODEL ROAD CRUISER—**with nacelle—40 cu. in. (650 c.c.)—No rear enclosure.

**GENERAL:** This popular model is carried forward to the new season. It embodies the handsome nacelle instrument-headlamp panel, high performance engine with magneto ignition. No rear enclosure is employed but generous fenders provide good weather protection. A very handsome color scheme is employed with colored nacelle to match top half of tank. This is one of Triumph's most reliable, high performing and handsome big twins and at an extremely attractive price. This model is carry forward from 1961 production.

**ENGINE:** 40 cu. in. (650 c.c.) OHV Vertical Twin with 1-1/16" Single Monobloc carburetor and efficient air cleaner. Alloy cylinder head 8.5:1 C.R. high performance pistons (CP157). Sports inlet and exhaust camshafts (E3325). 22T engine sprocket. Froth tower on oil tank for continuous high performance operation.

**GEARBOX:** Standard ratio with Slick-Shift® and folding kickstart. Dual gearbox adjusters. With needle roller bearings on gearbox layshaft to give complete reliability at high output. 18T gearbox sprocket. 43T rear wheel sprocket. High gear ratio 4.67 to 1.

**ELECTRICS:** RM13/15 alternator. Stoplight switch and K2F auto advance magneto ignition. Nacelle instrument panel and headlamp.

**FRAME:** Duplex frame with swinging arm rear suspension and with adjustable hydraulic shock absorbers. Telescopic hydraulic forks and standard fork springs. 3.25x18 Ribbed front tire; 3.50x18 Universal rear tire. 8" full width hub front brake with polished side plates and 7" rear brake both with fully floating shoes giving an increase of 20% to 25% efficiency. 120 m.p.h. speedometer (no tachometer). Large 5 gal. gas tank with twin feed gas taps. Triumph's unique chrome plated parcel grid is featured at the top of the tank. Two level twin seat, folding pillion footrests, "Easy-Lift" center stand, prop stand and anti-theft lock. U.S. pattern handlebars. Full valanced Touring type fenders, front and rear. No rear enclosure. Battery and toolbox combination. Total average weight 390#.

**EXHAUST:** 1 1/2" diameter chrome plated twin downswept exhaust pipes with chrome plated straight through silencers.

**COLOR:** Kingfisher Translucent Blue and Silver and Black Frame.

**New Economy Price:** \$905.



# OUTSTANDING TRIUMPH RACING AND COMPETITION SUCCESSES

A special claim to international fame is enjoyed by Triumph Motorcycles as **THE WORLD'S FASTEST MOTORCYCLE**, based on World Record of 214.47 m.p.h. as outlined below in list of A.M.A. speed records held by Triumph:

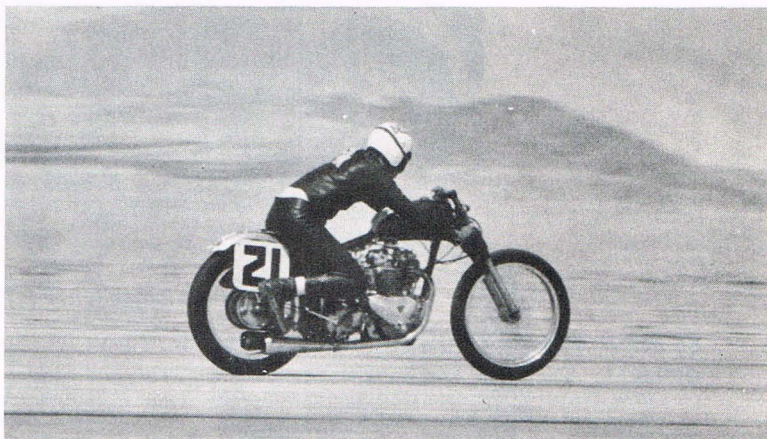
## NEW SPEED RECORD

Set August 25, 1961  
Bonneville, Utah

A.M.A. Formula AA Record 650 c.c. Triumph  
(Standard Production—not streamlined)

Rider: Gary Richards. Tuner: Rich Richards  
159.542 m.p.h. (Photo right)

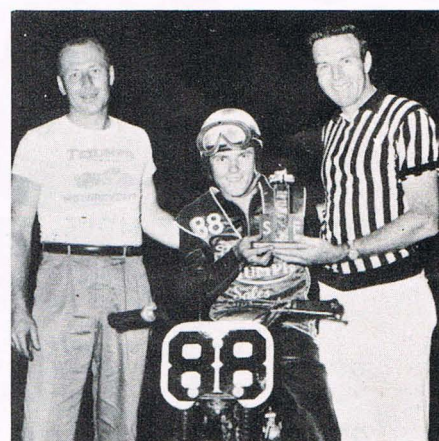
Richards previously held Speed Record for the  
same class at 149.5125 m.p.h.



Speed (MPH)	A.M.A. Class	Engine Size	Engine Type	Date of Record	Rider	Tuner
214.47	"SA"	650 cc	6T	8/28/58	Jess Thomas	Jack Wilson
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

Major Events won with Triumph Motorcycles during the past season are:

1. **National Championship Jack Pine Enduro**, Lansing, Mich., September 1961—Grand Champion, Lewis Atkinson, Triumph TR5A/C (Photo left below); Bantamweight Champion, Cliff Guild, Triumph Cub; 1st, Class A Bantamweight, Leroy Winters, Triumph Cub; 1st, Class B Bantamweight, Mason Noss, Triumph Cub; 1st, Class A Middleweight, Norm Smith, TR5A/C; 1st, Senior Class, Joe Gee, TR5A/C; 1st, Powder Puff Class, Karol K. Noss, Triumph Cub.
2. **National Buckhorn 175 Mile Enduro**, Wausau, Wisconsin, July 1961 won by Bill Baird on a Triumph TR5A/C. Baird also missed tying for Little Burr Championship by a single point. (Photo center below)
3. **National Sandy Lane 125 Mile Enduro**, Mt. Ephraim N. J. Oct. 1961 won by Jack Wright on Triumph Cub. Triumph earned clean sweep all Classes.
4. **Cross Country Championship**, Mojave Desert, Calif., December 1960 won by J. D. Williams on Triumph TR6.
5. **Little Burr Enduro**, Columbus, Ohio, May 1961—Bantamweight Class Championship won by Leroy Winters on a Triumph Cub.
6. **Daytona Beach, Fla.**, March 1961—Drag Events again dominated by Tommy Grazias, on Triumph Twin Dragster. Don Burnett solid 2nd. in Daytona 200 miler.
7. **Southeastern Flat Track Championship** at Hickory, N.C. late 1960 won by Richard Clark for 6th consecutive year on Triumph.
8. **Short Track High Point Scorer** for 1961—Ed Clifford 49 firsts out of 58 starts, 4 seconds, 2 thirds. (Photo right below with Tuner Gus Hertting & Official).



Except for World Record Events, Triumph racing and competition successes are usually **made on standard production machines**, exactly the same as can be bought from any Triumph Dealer with special racing parts and technical assistance from local Triumph Dealers which is available on application to The Triumph Corporation at Baltimore.

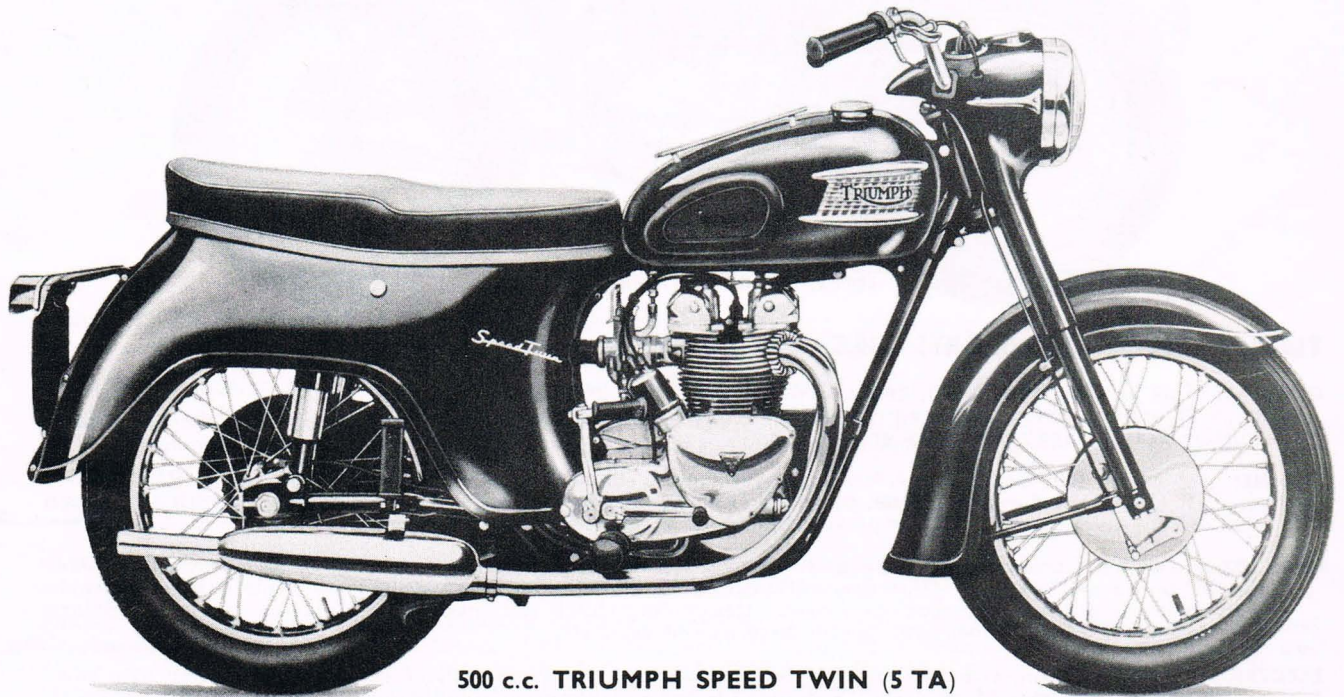
When It Comes to Speed and Performance—There is No Argument

**TRIUMPH IS THE WORLD'S BEST AND FASTEST MOTORCYCLE**



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

Triumph retains its dominance of this popular sporting class. Triumph 30.5 cu. in. (500 c.c.) models are of the very latest engineering design embodying over-square engines with unit construction gearbox. The 500 c.c. range should be given every consideration and comparison with the larger capacity 650 c.c. machines mentioned earlier in this catalog.



500 c.c. TRIUMPH SPEED TWIN (5 TA)

### 5T/A SPEED TWIN ROAD TOURER —30.5 cu. in. (500 c.c.) with enclosure.

**GENERAL:** This is the basic model of Triumph's 30.5 cu. in. (500 c.c.) range and of its capacity it is the lowest priced Vertical Twin Cylinder motorcycle in the World. Full weather protection is provided with full valanced front fender and complete rear enclosure together with the handsome and unique Triumph nacelle instrument panel and lighting. Easy starting, quiet, safe and reliable operation are assured with excellent performance.

**ENGINE:** 30.5 cu. in. (500 c.c.) OHV Vertical Twin over-square unit construction engine.  $\frac{7}{8}$ " AMAL Monobloc carburetor 375/35 with air cleaner. 7:1 C.R. pistons.

**GEARBOX:** In unit construction with engine. Standard ratio. Clutch operating mechanism designed to permit cable change without removing gearbox outer cover. Heavy duty clutch and brake cables. 5 Plate clutch. Folding kickstart. Primary chain tensioner. Needle roller bearings on drive side of layshaft. 19T gearbox sprocket. 43T rear wheel sprocket. High gear ratio 5.05 to 1.

**ELECTRICS:** RM13/15 alternator with battery and rectifier. Coil ignition. Nacelle lighting.

**FRAME:** Swinging arm rear suspension with adjustable hydraulic shock absorbers. Telescopic hydraulic forks and standard fork springs. 3.25x17 Ribbed front tire; 3.50x17 Universal rear tire. 7" full width hub front brake. 7" rear brake both with fully floating shoes giving an increase of 20% to 25% efficiency. Speedometer but no tachometer. 3½ gal. gas tank (F4232). Triumph's unique chrome plated parcel grid is furnished at the top of the tank. Folding pillion footrests, "Easy-Lift" center stand, and prop stand. U.S. pattern handlebars. Full valanced front fender and complete rear enclosure. Tools nested in rubber under hinged two level twin seat. Total average weight 341#.

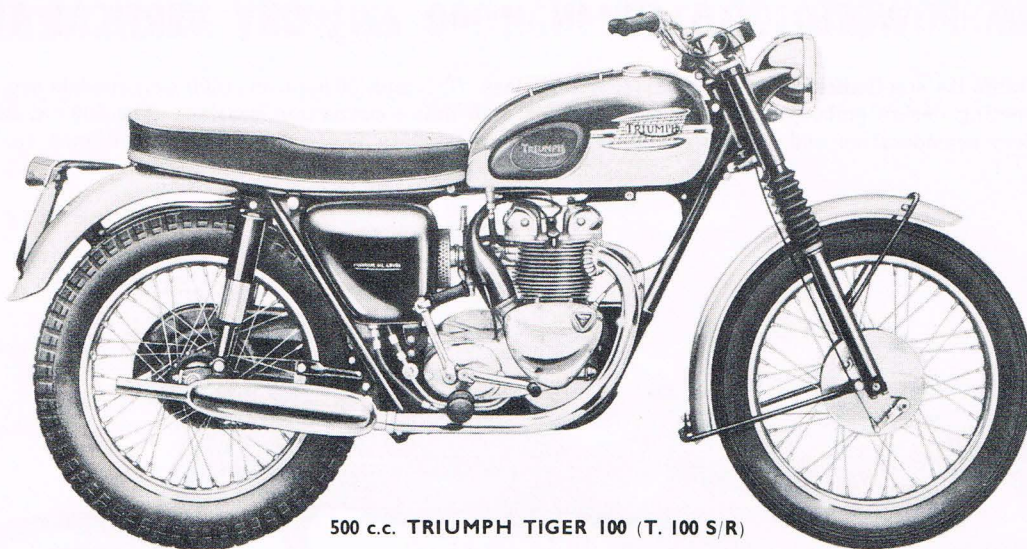
**EXHAUST:** New 2-into-1 chrome plated downswept exhaust system with chrome plated single silencer on right hand side.

**COLOR:** Ruby Red.

**Price:** \$930.

**NOTE:** A similar machine available on special order but fitted with the Triumph "Twenty-One" (350 c.c.) engine in place of the above 500 c.c. engine. Ask your Dealer about the optional available (but not normally stocked) Triumph 3T/A.





500 c.c. TRIUMPH TIGER 100 (T. 100 S/R)

**T100S/R—TIGER ROAD SPORTS—30.5 cu. in. (500 c.c.)—No rear enclosure. (Supersedes TR5A/R)**

**GENERAL:** This brilliant new model, first introduced with such great success in 1961, which carries forward the famous Trophy tradition, incorporates Triumph's latest new high performance 30.5 cu. in. (500 c.c.) unit construction gearbox and over-square engine.

**ENGINE:** 30.5 cu. in. (500 c.c.) high performance over-square engine with 9:1 C.R. pistons (CP179). Racing inlet camshaft (E4038) and sports exhaust camshaft (E4023). Large AMAL 1" Monobloc carburetor with air cleaner fitted directly to carburetor, with improvements aimed at greater engine cleanliness.

**GEARBOX:** In unit construction with the engine. Standard ratio gears are incorporated with 18T gearbox sprocket and 43T rear wheel sprocket. High gear ratio 5.33 to 1. Clutch operating mechanism designed to permit cable change without removing gearbox outer cover. Heavy duty clutch and brake cables. Folding kickstart, primary chain tensioner. Needle roller bearings on drive side of layshaft.

**ELECTRICS:** New alternator with coil ignition, rectifier and battery. Chrome plated detachable headlamp with completely new pattern rugged ammeter. Neoprene treated weather proof stoplight switch. New type 8H horn with improved mounting. Improved battery MLZ9E.

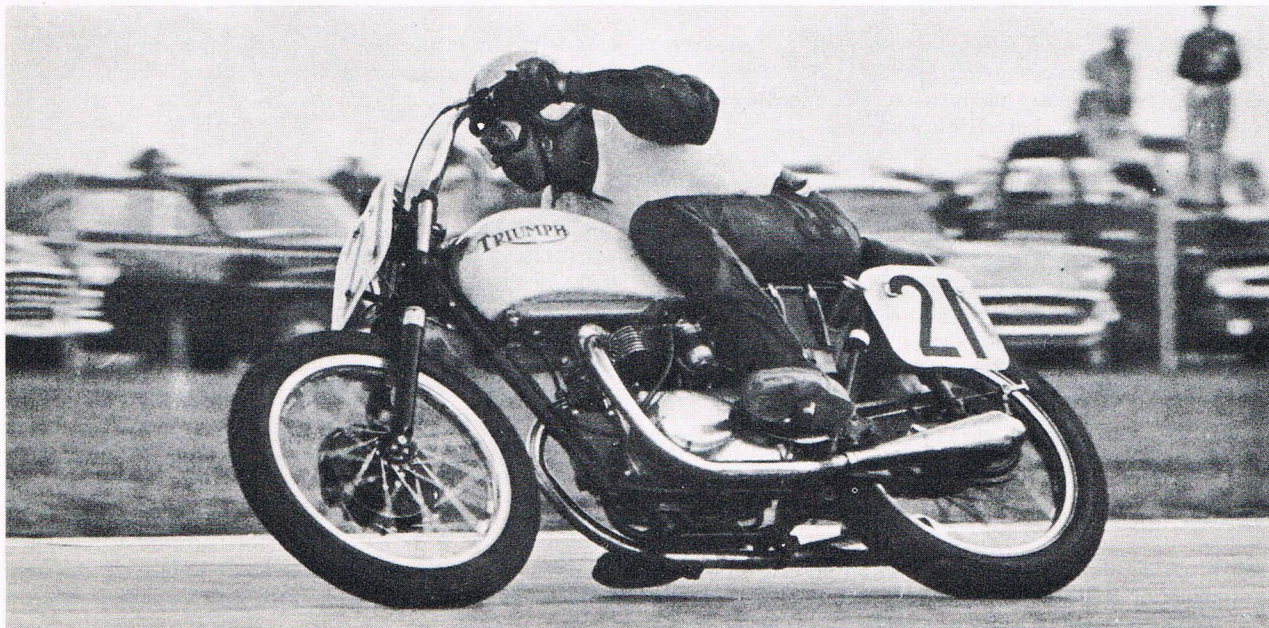
**FRAME:** Swinging arm rear suspension with adjustable hydraulic shock absorbers. Trophy type telescopic hydraulic front forks with rubber covers and standard springs. Trophy type front and rear fenders (no rear enclosure). 3.25x19 Ribbed front tire and 3.50x18 Universal rear tire. 7" full width hub front brake and 7" rear brake both with improved fully floating shoes giving an increase of 20% to 25% efficiency. Speedometer and tachometer. 3½ gal. gas tank (F4232). Triumph's unique chrome plated parcel grid is furnished for top of tank. Folding pillion footrests. "Easy-Lift" center stand and prop stand. U.S. pattern handlebars with ball end competition type adjustable levers. Total average weight 336#.

**EXHAUST:** Chrome plated twin downswep exhaust pipes and chrome plated twin silencers.

**COLOR:** Kingfisher Blue and Silver Sheen with Black Frame.

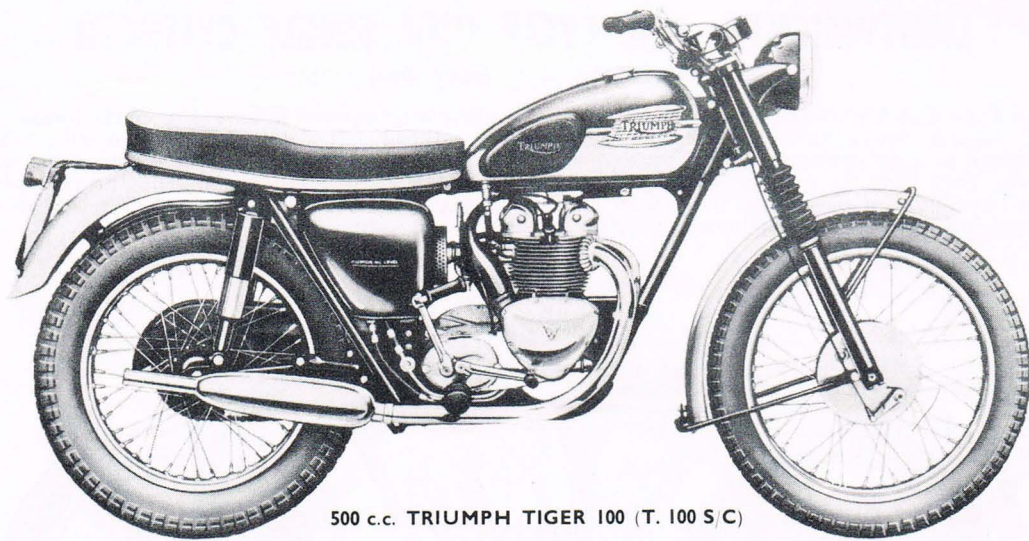
**Price:** \$995.

**NOTE:** Special Racing parts available for this model for converting to Class C Dirt Track or Road Racing.



Don Burnett—New England Champion  
2nd Place 200 mile Road Race—Daytona, Fla. 1961





500 c.c. TRIUMPH TIGER 100 (T. 100 S/C)

**T100S/C TRIUMPH ENDURO TROPHY—30.5 cu. in.** (500 c.c.)—No rear enclosure. Introduced last year, this highly successful model is further improved and will undoubtedly be most popular. (Supersedes TR5A/C)

**GENERAL:** A further improved edition of the famous Triumph Woods or Enduro Model Trophy.

**ENGINE:** The 30.5 cu. in. (500 c.c.) Triumph Trophy over-square unit construction engine is the same as the high performance T100S/R Tiger above and with the large AMAL 1" Monobloc carburetor, racing camshaft, air cleaner, etc. described under that model.

**GEARBOX:** Unit construction and same as T100S/R above with standard ratio gears and 17T gearbox sprocket. 43T rear wheel sprocket. High gear ratio 5.64 to 1.

**ELECTRICS:** New alternator with energy transfer direct ignition and direct lighting. Sports headlamp with simplified wiring harness and built-in light switch, no battery. Special alternator windings to provide for stoplight.

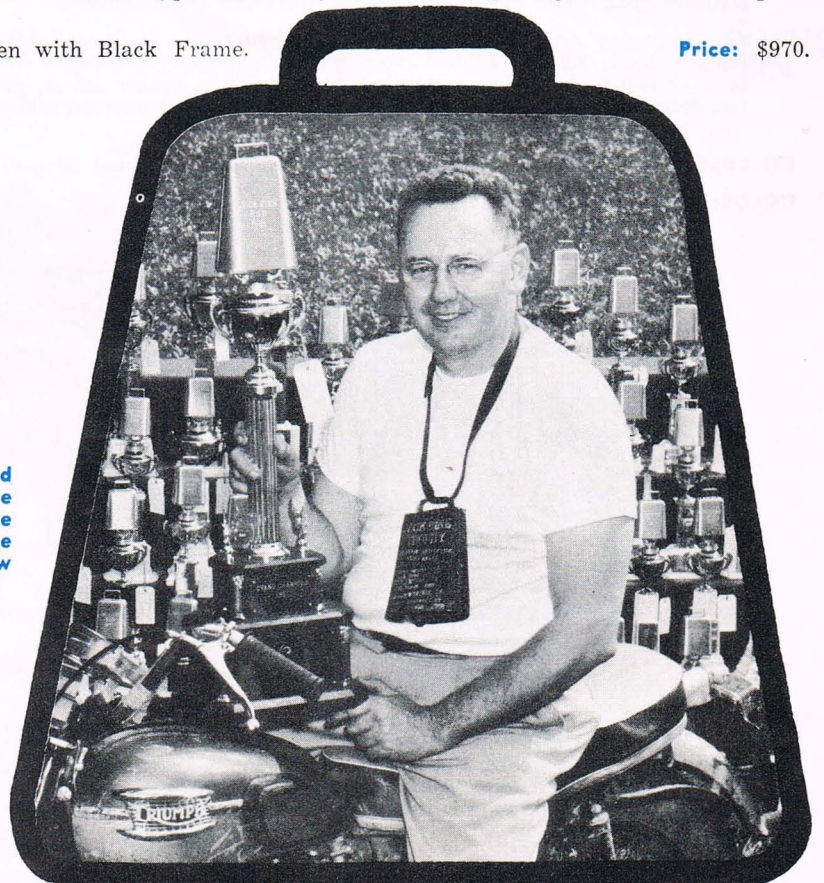
**FRAME:** Of similar Trophy type as T100S/R above but with 2½ gal. small rubber mounted Sports gas tank and incorporating an additional stiffening strut between seat and head lug to withstand heavy cross country use. Available with 3.25x19 Trials Universal front tire and 4.00x18 Trials Universal rear tire, or optional with Sports tires front and rear—state preference. Crankcase undershield (skid plate) is incorporated. 7" full width hub front brake with polished side plates. Both front and rear brakes have the new fully floating shoes giving an increase of 20% to 25% efficiency. Speedometer but no tachometer. Pillion footrests, prop stand but no center stand. U.S. pattern handlebars with ball end competition type adjustable levers. Tools. Total average weight 323 #.

**EXHAUST:** Chrome plated downswept 2-into-1 Trials type exhaust system with single right hand chrome plate silencer.

**COLOR:** Kingfisher Blue and Silver Sheen with Black Frame.

**Price:** \$970.

**Note:** This model in its first year achieved two National Championships—The 175 mile Buckhorn National Championship Endurance Run (Bill Baird) and the 500 mile Jack Pine National Championship Endurance Run (Lew Atkinson—Pictured at right).

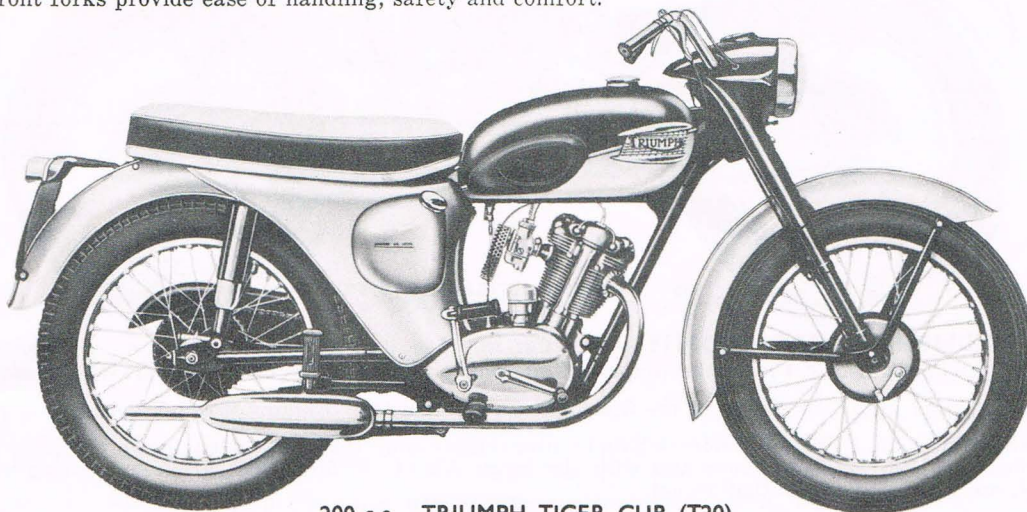




# LIGHTWEIGHTS — 4 CYCLE OHV SINGLE CYLINDER

With Swinging Arm Rear Suspension

The Triumph Tiger Cub Lightweight models continue their outstanding success in several popular forms: that is—in Road Models—and in Sports and Competition models. Their overhead valve, unit construction with gearbox, high efficiency engines provide performance and general specifications matching with Triumph's larger and more expensive machines. They have the good all round appearance of the bigger Triumph Twins. They provide reliable starting and great flexibility of power and the full swinging arm rear suspension with hydraulic shock absorbers and hydraulic front forks provide ease of handling, safety and comfort.



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 (single cylinder 200 c.c.). The oil is supplied from a separate tank (no messy mixing of oil and gasoline).

**ENGINE:** 200 c.c. OHV 4-cycle single cylinder engine. 7:1 C.R. piston. Alloy cylinder head fitted with large inlet valve. New AMAL Model 32/2 carburetor for full power and embodying the troublefree features of the larger AMAL instruments. Standard camshaft and valve springs. Air cleaner (E4060). New (cast iron) oil pump retains efficiency at high temperatures.

**GEARBOX:** Unit construction with engine and with standard ratio gears and folding kickstart, gearshift indicator on nacelle. 17T gearbox sprocket. 46T rear wheel sprocket. High gear ratio 6.84 to 1.

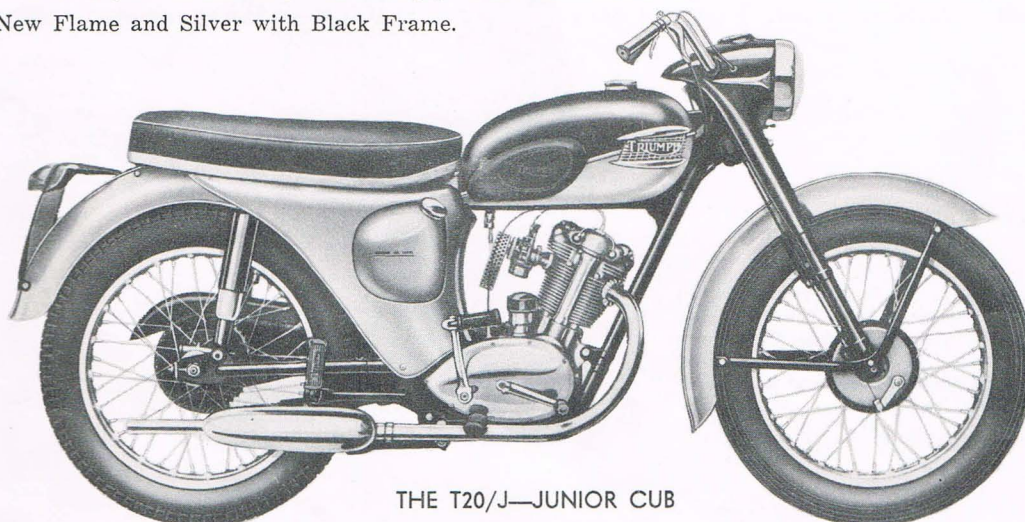
**ELECTRICS:** RM13 alternator with rectifier and battery. Coil ignition. Triumph's handsome streamlined nacelle instrument panel and headlamp. Large (564) tail and stoplight.

**FRAME:** Swinging arm rear suspension with hydraulic shock absorbers. Telescopic hydraulic forks and standard fork springs. 3.25x17 Ribbed front tire; 3.25x17 Universal rear tire. Speedometer. DeLux 3 gal. Touring gas tank (E4496). Twin seat, folding pillion footrests, center stand, prop stand and anti-theft lock. 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 #.

**EXHAUST:** Chrome plated downswept exhaust pipe with muted silencer.

**COLOR:** New Flame and Silver with Black Frame.

Price: \$585.



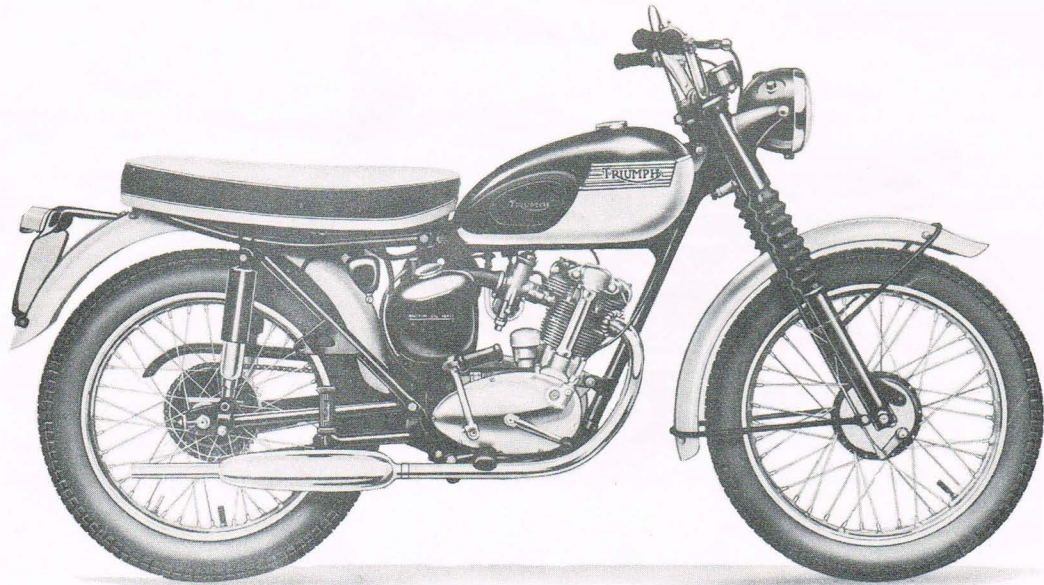
THE T20/J—JUNIOR CUB

**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 want to see their boys and girls riding a Junior Triumph Cub and 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:** New Flame and Silver with Black Frame.

Price: \$585.





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

**T20S/R ROAD SPORTS TIGER CUB**—200 c.c. Lightweight—No rear enclosure. (Supersedes T20S/L)

**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 (E3962), racing valve springs (E3965/6). New high capacity (cast iron) oil pump of improved efficiency. 15/16" AMAL monobloc carburetor 376/272 with integral float chamber. The "hottest" engine in its class.

**GEARBOX:** In unit construction with engine and fitted with close ratio gears and folding kickstart. No gearshift indicator. 17T gearbox sprocket. 48T rear wheel sprocket. High gear ratio 7.13 to 1.

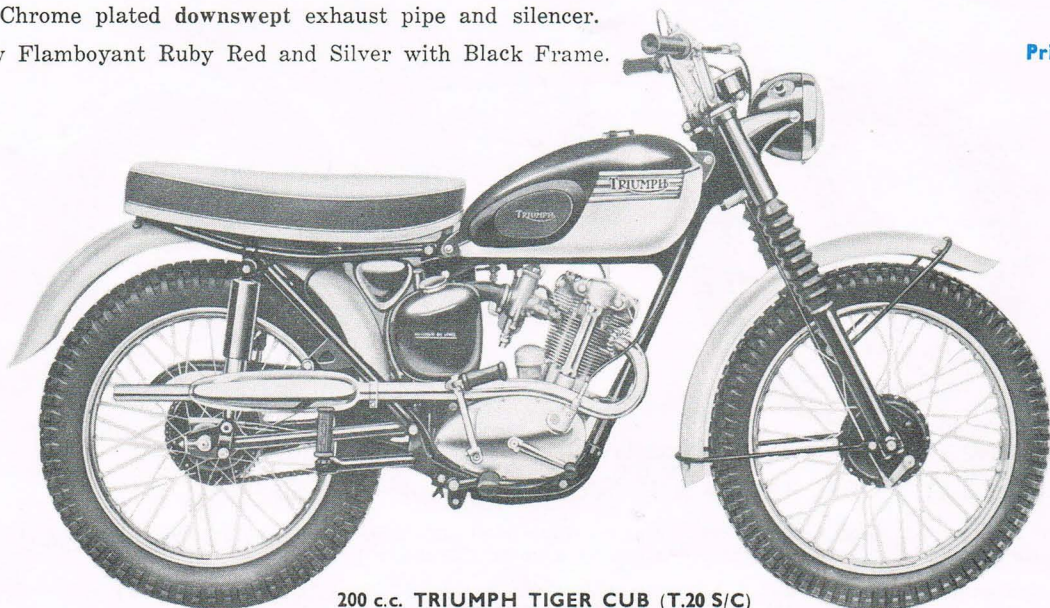
**ELECTRICS:** Energy transfer ignition, no battery, direct lighting (with stoplight operated directly from alternator). Small sports type detachable headlamp equipment with built-in switch.

**FRAME:** Swinging arm rear suspension with hydraulic shock absorbers (same as T20). Telescopic hydraulic forks of competition pattern with rubber fork covers and standard fork springs. 3.00x19 Universal front tire; 3.50x18 Universal rear tire. Speedometer and tachometer with rubber mounted bracket. Sports type gas tank (F3505). Twin seat, folding pillion footrests, prop stand but no center stand. Crankcase undershield (skid plate). Anti-theft lock. 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 #.

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

**Color:** New Flamboyant Ruby Red and Silver with Black Frame.

**Price:** \$678.



200 c.c. TRIUMPH TIGER CUB (T.20 S/C)

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

**GENERAL:** The competition model of the famous Tiger Cub.

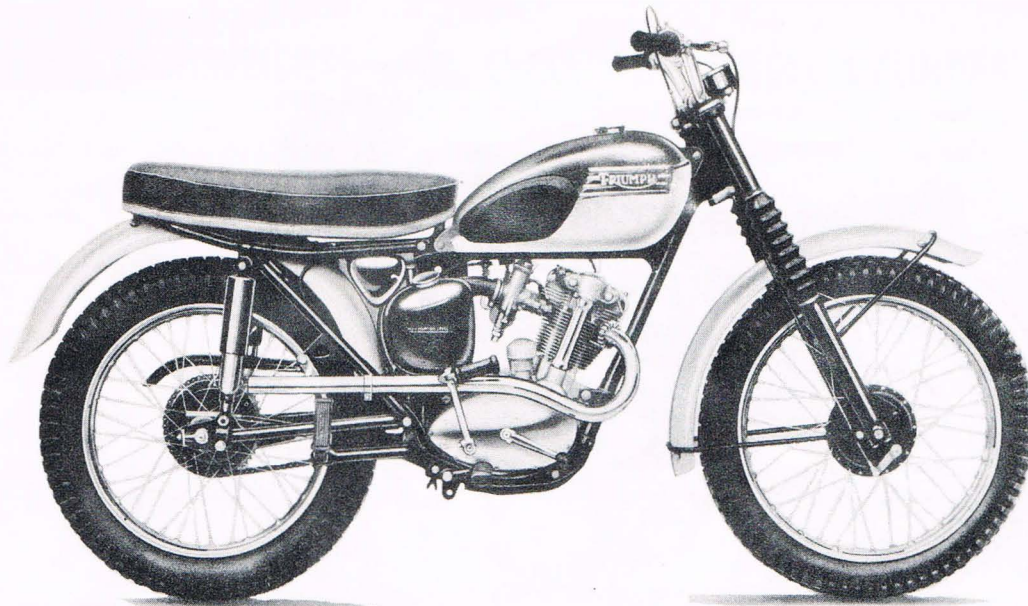
**ENGINE, GEARBOX, ELECTRICS AND FRAME:** Same as T20S/R above except that 3.00x19 Trials Universal Front and 3.50x18 Trials Universal Rear tires are fitted. 17T gearbox sprocket. 54T rear wheel sprocket. High gear ratio 8.02 to 1. Speedometer and tachometer. Standard ratio gears.

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

**COLOR:** New Flamboyant Ruby Red and Silver with Black Frame.

**Price:** \$683.





THE T20/S ECONOMY MODEL SCRAMBLER CUB

**T20/S ECONOMY MODEL SCRAMBLER CUB**—200 c.c. Lightweight.

**GENERAL:** A racing or scrambler model of the famous Tiger Cub. Not suitable for general road use. Continued in same detail from successful previous year's specifications, and at a very attractive price. from 1961 production.

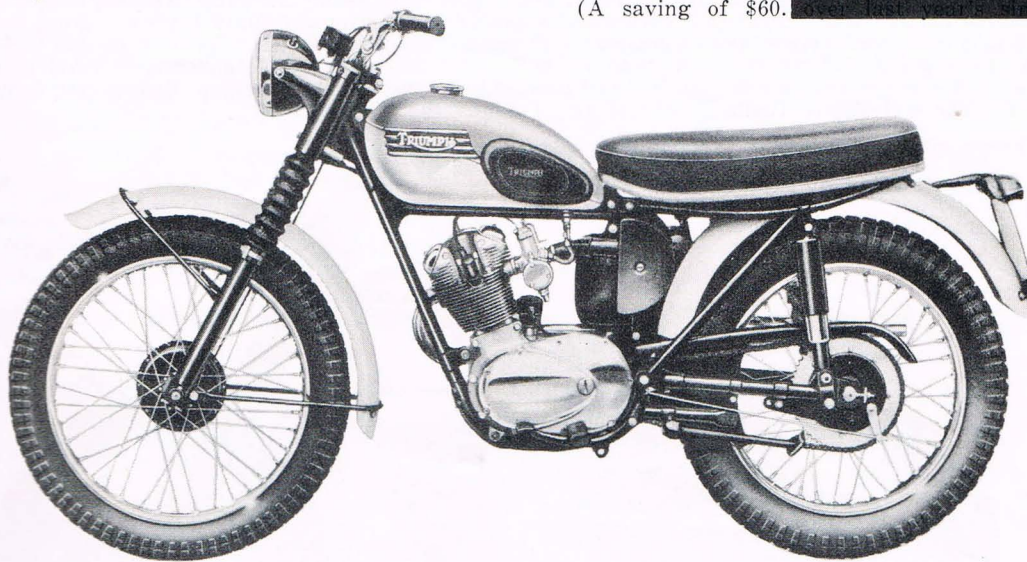
**ENGINE, GEARBOX, ELECTRICS AND FRAME:** Generally similar to T20S/C above except that no lighting equipment whatever is provided. Fitted with 3.00x19 Trials Universal front tire and 3.50x18 Trials Universal rear tire. Tachometer with rubber mounted bracket (no speedometer). Small Sports type gas tank (F3505). Crankcase undershield (skid plate) is fitted. "Slide-back" twin seat, no folding pillion footrests. Prop stand but no center stand. U.S. pattern handlebars with ball end competition type adjustable levers. No front or rear number plates. Light competition type fenders front and rear (no rear enclosure). Tool box and tool kit. 17T gearbox sprocket. 48T rear wheel sprocket. High gear ratio 7.13 to 1. Total average weight 208#.

**EXHAUST:** Chrome plated upswept exhaust pipe with extension but no silencer.

**COLOR:** Ruby Red and Silver with Black Frame.

**New Economy Price:** \$559.

(A saving of \$60. [REDACTED])



THE T20/T ECONOMY MODEL TRIALS AND WOODS CUB

**T20/T ECONOMY MODEL TRIALS AND WOODS CUB**—200 c.c. Lightweight.

**GENERAL:** A Triumph Tiger Cub for the enduro, competition and cross country enthusiast. This model is continued from the earlier successful specifications but at a most attractive price. and from 1961 production.

**ENGINE:** Generally similar to T20S/C but with wide ratio gears. 17T gearbox sprocket. 54T rear wheel sprocket. High gear ratio 8.02 to 1. 7:1 C.R., Amal #375 carburetor.

**ELECTRICS:** Energy transfer ignition. No battery. Direct lighting and with stoplight. Small sports type detachable headlamp.

**FRAME:** Same as T20S/C and with 3.00x19 Trials Universal Front tire; 3.50x18 Trials Universal rear tire with security bolt. Speedometer but no tachometer. U.S. pattern handlebars with competition type adjustable levers.

**EXHAUST:** Chrome plated upswept exhaust system with chrome plated silencer.

**COLOR:** Ruby Red and Silver with Black Frame.

**New Economy Price:** \$574.

(A saving of \$60. [REDACTED])

**NOTE:** It was on a Triumph Cub that Cliff Guild won the Bantamweight Championship in the 1961 Jack Pine National Enduro. Mounted on similar Triumph Cubs Leroy Winters was Class A Bantamweight winner and George Singler, second; Mason Noss was Class B Bantamweight winner; Ed Nemeec, second; Roger Kussmaul, third; and Jim Harkness, fifth.



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.

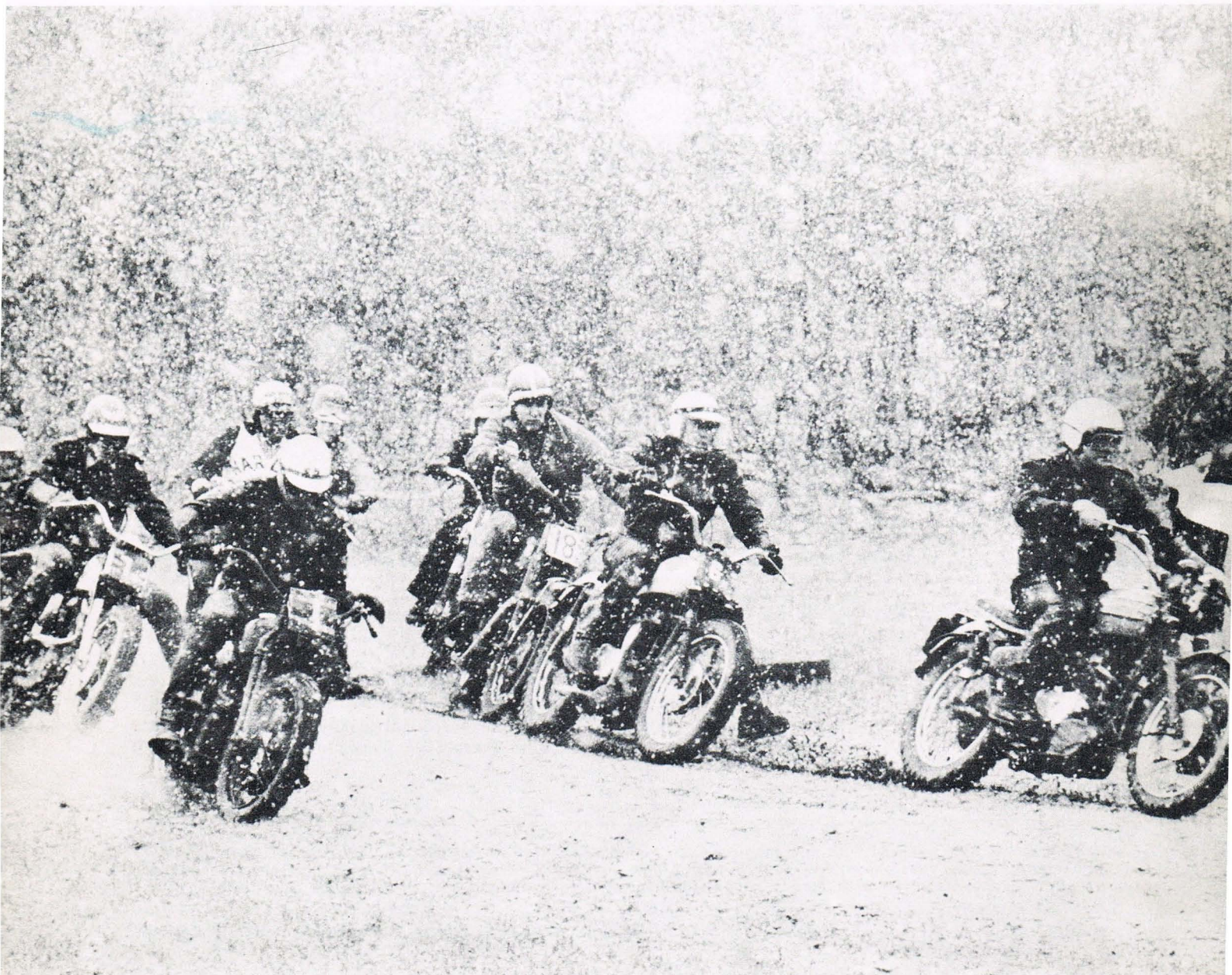
All list prices are F.O.B. Baltimore. State or local taxes, net cost of transportation from Baltimore, and a set-up charge of \$17.50 on Twins are charged by Dealer. Prices and specifications subject to change without notice.

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 '62 models. Your Triumph Dealer is prepared to finance your purchase and to make the best allowance on a trade.

**Write to Dept. J for 1962 Color Catalog, full price sheet and address of nearby Triumph Dealer.**



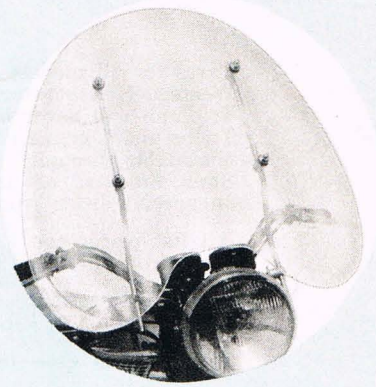
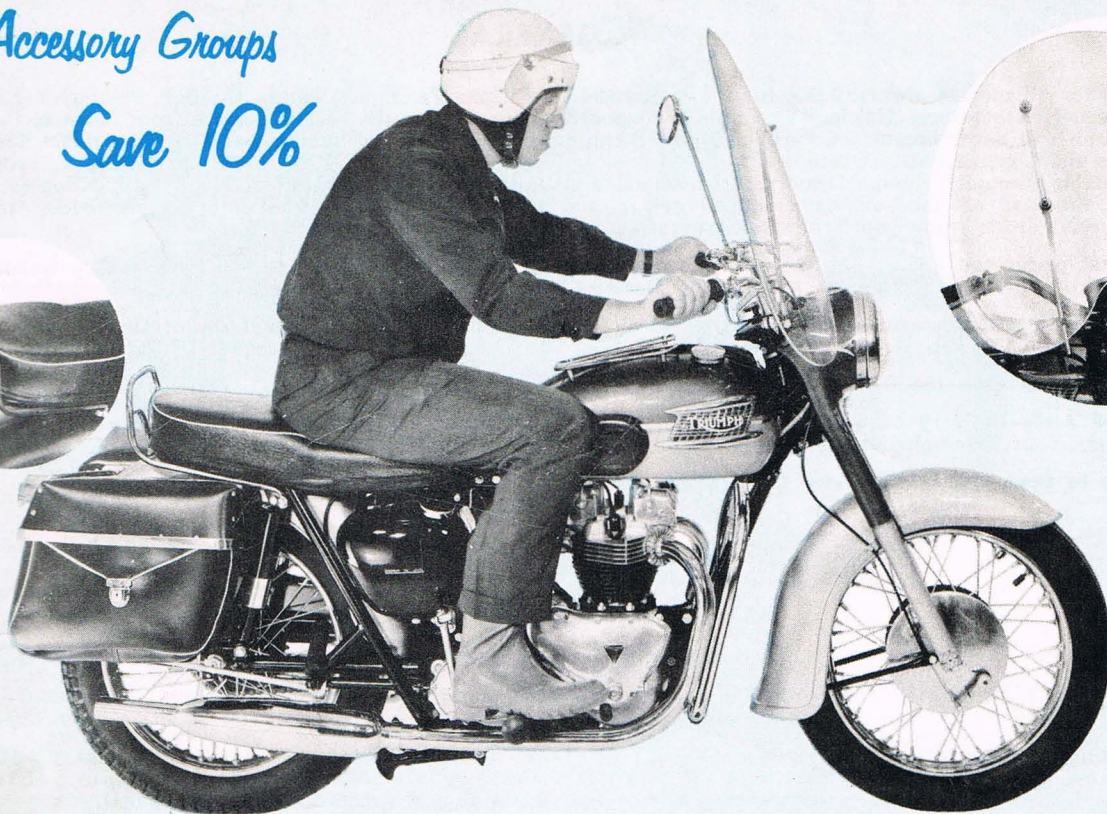
A remarkable photograph by George Harvan—Courtesy "U. S. Camera" Magazine showing Triumphs in the lead during a race under difficult conditions of heavy snow at Palmerton, Pa.



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CD260  
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**ACCESSORY GROUPS FOR ALL TRIUMPH UNSTREAMLINED VERTICAL TWINS INCLUDING T120/R, 6T, TR6S/R, T110 ECONOMY & T100S/R**

	RETAIL LIST PRICE
DELUXE GROUP DG-B	
CD144 Deluxe Saddlebags .....	\$ 44.40
*CD172 Brackets .....	8.61
CD260 Deluxe Plexiglas Sports Windshield ....	26.70
AM103 Rear View Mirror .....	3.80
*CD216 Front Safety Bars .....	17.94
CD262 Bright Chrome Tubular Seat Rail .....	8.85
Total Price if purchased individually .....	\$110.30
<b>If ordered as Group DG-B Complete .....</b>	<b>\$100.00 B</b>

These groups fit all 1960 and later 650 c.c., unstreamlined models—and 500 c.c. Model TR5A/R.  
\*CD172/TR5 Brackets and CD217 Safety Bars are supplied with Groups for 500 c.c. Twin T100S/R.

	RETAIL LIST PRICE
ECONOMY GROUP EG-B	
CD144 Deluxe Saddlebags .....	\$44.40
*CD172 Brackets .....	8.61
M306/1 Standard Windshield with plastic apron	14.40
AM103 Rear View Mirror .....	3.80
Total Price if purchased individually .....	\$71.21
<b>If ordered as Group EG-B Complete .....</b>	<b>\$64.00 B</b>

**ACCESSORY GROUPS FOR ALL TRIUMPH STREAMLINERS INCLUDING 5T/A**

DELUXE GROUP DG-C	
Same as Deluxe Group DG-B above except with CD213 Saddlebag Brackets and CD220 Seat Rail to fit Streamliners .....	
	(Extra) \$ 3.44
Total Price if purchased individually .....	\$113.74
<b>If ordered as Group DG-C Complete .....</b>	<b>\$100.00 B</b>

These groups fit all 1960 and later 650 c.c., 500 c.c. Twins and 3T/A Streamliners.

ECONOMY GROUP EG-C	
Same as Economy Group EG-B above except with CD213 Saddlebag Brackets to fit Streamliners .....	
	(Extra) \$ 3.39
Total Price if purchased individually .....	\$74.60
<b>If ordered as Group EG-C Complete .....</b>	<b>\$67.00 B</b>

**ACCESSORY GROUPS FOR ALL TRIUMPH LIGHTWEIGHTS INCLUDING T20, T20S/R, T20/J**

DELUXE GROUP DG-A	
CD107 Saddlebags complete with Brackets .....	\$30.15
M301/7/8 Deluxe Plexiglas Windshield .....	19.95
AM103 Rear View Mirror .....	3.80
CD230 Front Safety Bars .....	11.85
CD220 Deluxe Chrome Seat Rail .....	8.90
Total Price if purchased individually .....	\$74.65
<b>If ordered as Group DG-A Complete .....</b>	<b>\$67.00 B</b>

These groups fit all 200 c.c. Triumphs, including older models for years back.

ECONOMY GROUP EG-A	
CD107 Saddlebags complete with Brackets .....	\$30.15
M306/7/8 Standard Windshield with plastic apron	14.40
AM103 Rear View Mirror .....	3.80
Total Price if purchased individually .....	\$48.35
<b>If ordered as Group EG-A Complete .....</b>	<b>\$43.00 B</b>

Accessory Groups can be purchased with new motorcycles, or separately—for models back to 1960 Triumph Twins and even older Lightweights. Bring your old bike up to date with a new Accessory Group today. If the Accessory Group above does not contain all the items you wish, simply have your Triumph Dealer add them to the Group of your choice.

Mirrors      Luggage Carriers      Grid Cases  
Safety Helmets      Luggage Straps      Safety Bars      See TRI-COR® Accessory Catalog for complete details and prices.  
Windshields      Saddlebags & Brkts.      Seat Rails

Prices and Specifications subject to change without notice.

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