

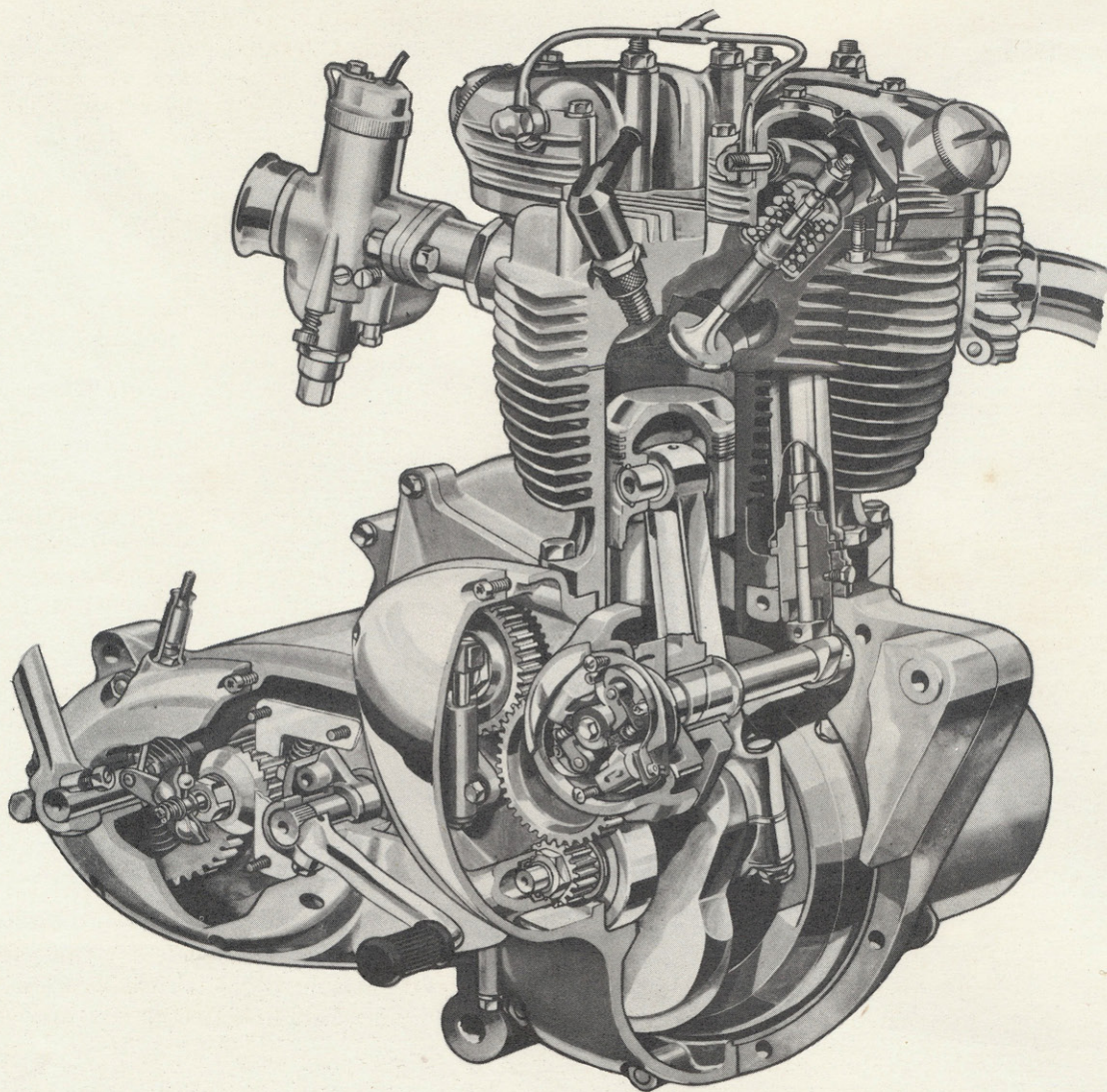
TRIUMPH

1965

®

ClassicBike.biz

*THE HEART OF A TRIUMPH
IS ITS FINE ENGINE*



UNEQUALED SINCE TRIUMPH
FIRST PRODUCED THE
VERTICAL TWIN OHV

*NOW BETTER THAN EVER
FOR 1965*

Triumph for 1965

It is with the greatest pride that Triumph announces its 1965 program for Eastern U.S.A. Based upon well over 60 years of leadership in the design and manufacturing of motorcycles and sales in the season just closed having surpassed all previous records in this market, the factory has concentrated on enhanced specification and the incorporation of ever greater reliability and rider satisfaction in service. The following Catalog describes in detail each of the many models which run from Lightweights up through the medium powered 30.5 cu. in. (500 c.c.) to the full powered 40 cu. in. (650 c.c.) vertical twins and which embody such famous models as the Triumph Cub—winner of the 1964 Jack Pine Cowbell Overall Championship (Roger Kussmaul), the Triumph Tiger 100 and Trophy models, winners of countless competition, sporting and enduro and professional racing events in the past season, including the 20 mile National Dirt Track Championship, Sacramento, California, September, 1964 at record speed of 89.42 m.p.h. (Gary Nixon), the fabulous Bonneville Twin Carburetor models—the fastest standard motorcycles built in the World today and for the past 8 years still (as at the date of printing of this catalog) holder of the unlimited A.M.A. approved Absolute World's Speed Record (Johnny Allen in 1956, Jess Thomas in 1958 and Bill Johnson in 1962) of over 230 m.p.h. at Bonneville Flats, Utah.

In addition to design improvements, further progress has been made in the adoption of the latest and most reliable material and manufacturing techniques.

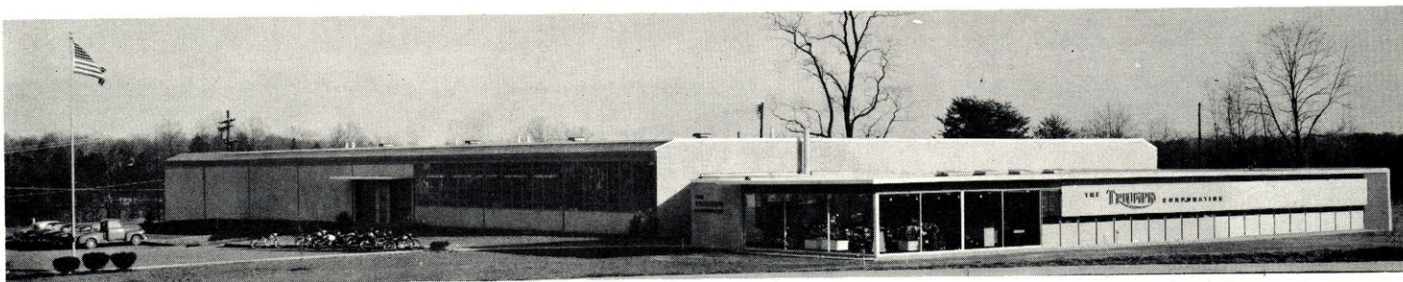
The U.S. rider who seeks **the best in full powered motorcycling** in each of the major classifications and throughout a wide price range, should study the detailed specification variances between the many models and will, we believe, be intrigued by paying an early visit to his nearby friendly Triumph Dealer to inspect and test ride. Triumph's **performance** is extraordinary, the new **Flamboyant colors** and general **appearance** are most attractive and the **prices**, we believe, represent **the best value in today's motorcycling**. More American riders today are riding Triumph motorcycles than ever before, the whole sport and fun of motorcycling is expanding rapidly and gaining new heights in popularity, acceptance, prestige and sales. As the saying goes, ask the man who rides a Triumph—he will most probably assure you with us that Triumph is the World's Best Motorcycle.

A WORD OF ADVICE—the current demand for these fabulous Triumph Motorcycles strains our factory production capacity for we will not jeopardize quality and thus if you are contemplating the purchase of a new Triumph for the 1965 season you most certainly should lose no time in doing business with your local Triumph Dealer to ensure earliest possible delivery in the season. This is the way to make sure that you too will be a happy Triumph rider very shortly.



Triumph again brings to the American Motorcyclist for 1965—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.

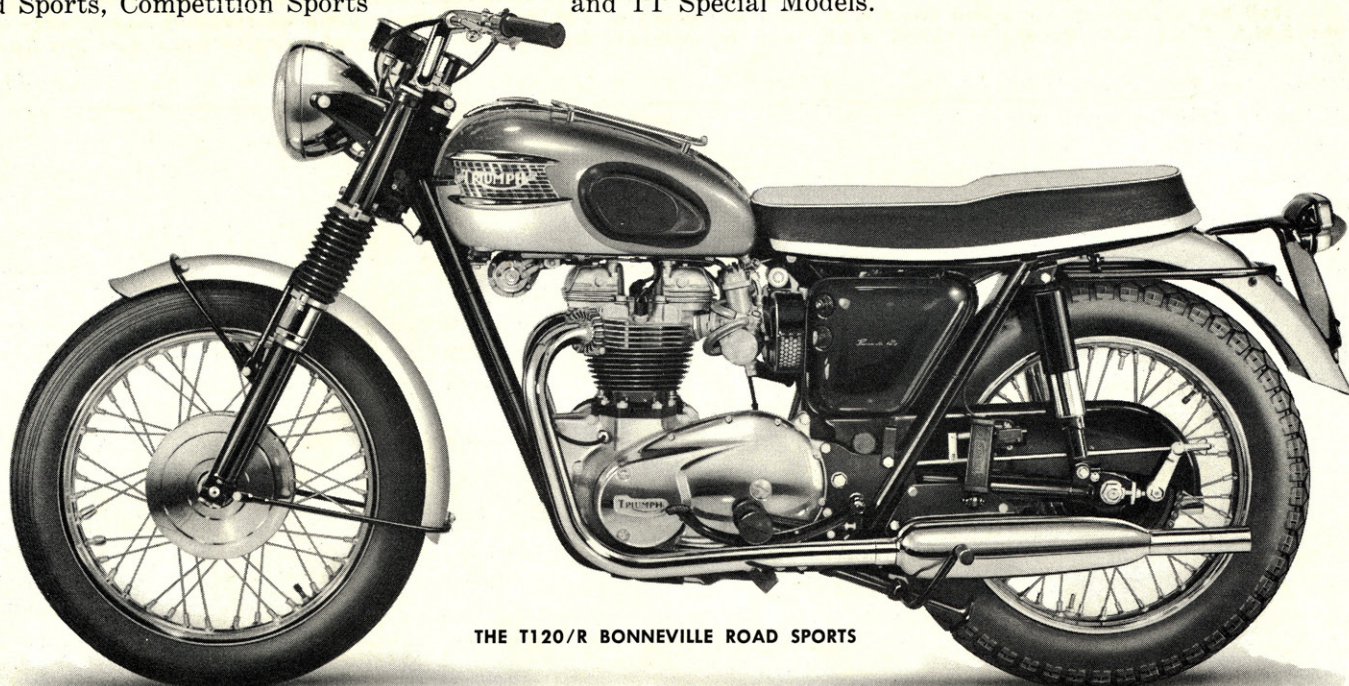
To insure the best of after-sales service to Triumph Owners in the Eastern half of the U.S., Triumph maintains the very finest, best equipped and modern headquarters facilities at Baltimore. From its own Factory Branch its Dealers are carefully instructed, full spare parts are maintained. A similar organization,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



TRIUMPH FACTORY BRANCH AT BALTIMORE

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

The famous Bonneville range of Twin Carburetor 40 cu. in. Triumph motorcycles has become the recognized leader in the high performance group demanded by the expert and highly experienced American rider and they provide the highest possible performance. For the 1965 season further marked advances are made—in engineering specification and in reliability. Below will be found the detailed specifications of 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* with 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 $1\frac{1}{8}$ " AMAL Monobloc carburetors and fitted with induction balance tube). Unit construction engine and gearbox gives maximum rigidity, better chain alignment with longer life, lower 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 (CP200), Sports exhaust camshaft and racing inlet camshaft, racing valve springs (E3001/2), Large 1-19/32" inlet valves and 1-7/16" exhaust valves. 29T engine sprocket $\frac{3}{8}$ " duplex primary chain lubricated by feed to inside run of chain and primary chain tensioner insures long trouble-free service. A completely new and valuable provision has now been included in the crankcase for quick, accurate location of top dead center, thereby facilitating quick checking of ignition and valve timing.

EXHAUST: Twin chrome plated downswept exhaust system with two Super-Sports straight through mufflers are now employed.

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 completely new cork base bonded with Butyl rubber clutch material (SB220) is employed for 1965 and gives considerably more durability and greater torque carrying capacity suitable for the high power developed by the above engine.

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. To protect the oil seal from damage by dirt, etc. a felt washer is now incorporated between the countershaft sprocket and the rear of the clutch.

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. Sports type chrome headlight and ammeter. The earlier size number plate continues but the new (L679) more powerful rear lamp is now furnished for 1965. New headlamp brackets have been introduced to provide greater range of adjustment of the headlamp beam. The horn has been re-located at the front of the machine and corresponding modifications made to the wiring harness.

FRAME: The frame is of recent and highly successful 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.

FRONT FORKS: The Trophy type telescopic hydraulic forks now have improved springs and lower sliding tubes. There are now redesigned front fork covers of superior material and incorporating 12 revised convolutions. Front fork members are now extruded in one piece and front fork travel has been increased by approximately 1". Excellent suspension and road holding qualities are provided. Adjustable steering damper.

TIRES AND BRAKES: 3.25x19 Ribbed front tire and 4.00x18 K70 Gold Seal rear tire. 8" full width hub front brake with polished side plates and 7" rear brake both with fully floating shoes give fine efficiency. New pattern brake and clutch levers are now fitted with modified brake and clutch cables and new front wheel spindle is incorporated. A new straight operating rod is employed running inside the suspension damper and the operating arm of the rear brake pedal is now inside the engine plate making a much neater assembly and incorporating an adjustable stop on the left foot rest and providing direct straight pull on the brake rod.

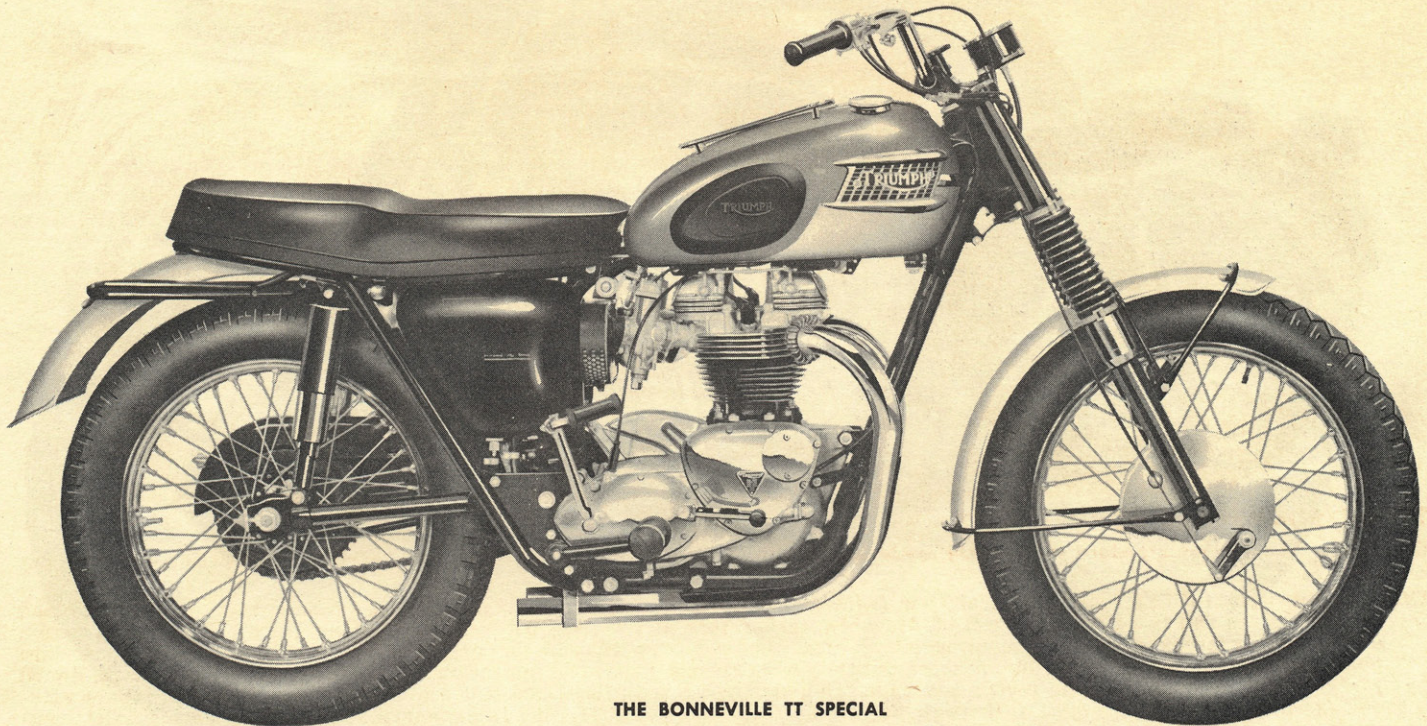
OTHER DETAILS: Magnetic 125 m.p.h. Speedometer and matching 10,000 r.p.m. Tachometer, now incorporate internal anti-

vibration mountings. Handsomely designed small Sports gas tank (3½ 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. Arrangement for reserve gasoline supply. 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. U.S. pattern 7/8" handlebars with ball end competition type adjustable levers of improved design and with dual rotor throttle with friction adjustment and plastic grips and throttle friction adjustment. Battery and tool kit are neatly housed and there are improvements to the tool tray. No frame enclosure is employed. Total average weight 363 lbs.

COLOR: New Pacific Blue and Silver with Black Frame.

Price: \$1,220.

* Holders of the A.M.A. approved World's 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). Note: As at the date of going to press with this Catalog.



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 T120/R Bonneville twin carburetor engine but with modified 11:1 C.R. pistons with larger valve pockets and allowing more clearance for high lift camshafts (against 8.5:1 on our standard T120/R and T120/C Bonnevilles). They have no mufflers but incorporate newly designed straight through low level "downswept tucked-in" 1¾" racing pipes; no center stand but prop stand is furnished. Also incorporates footrests folding up at 45°; no lighting or battery; they use A. C. magneto ignition and have two 1¾" 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. Gear ratio 5.41:1. Heavy duty fork springs with internal hydraulic damper units. 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 ¼ mile drag. Total average weight 349 lbs.

COLOR: New Pacific Blue and Silver, with Black Frame.
Now with Sports type painted alloy front and steel rear mudguards.

Price: 1,195.

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 the improvements and new designs listed under T120/R on opposite page.

ENGINE, GEARBOX, ELECTRICS AND FRAME: 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 VDO magnetic 120 m.p.h. Enduro type speedometer with handy adjustment of trip mileage forward and backward by tenths. Ideal for endurance runs and reliability trials. 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.

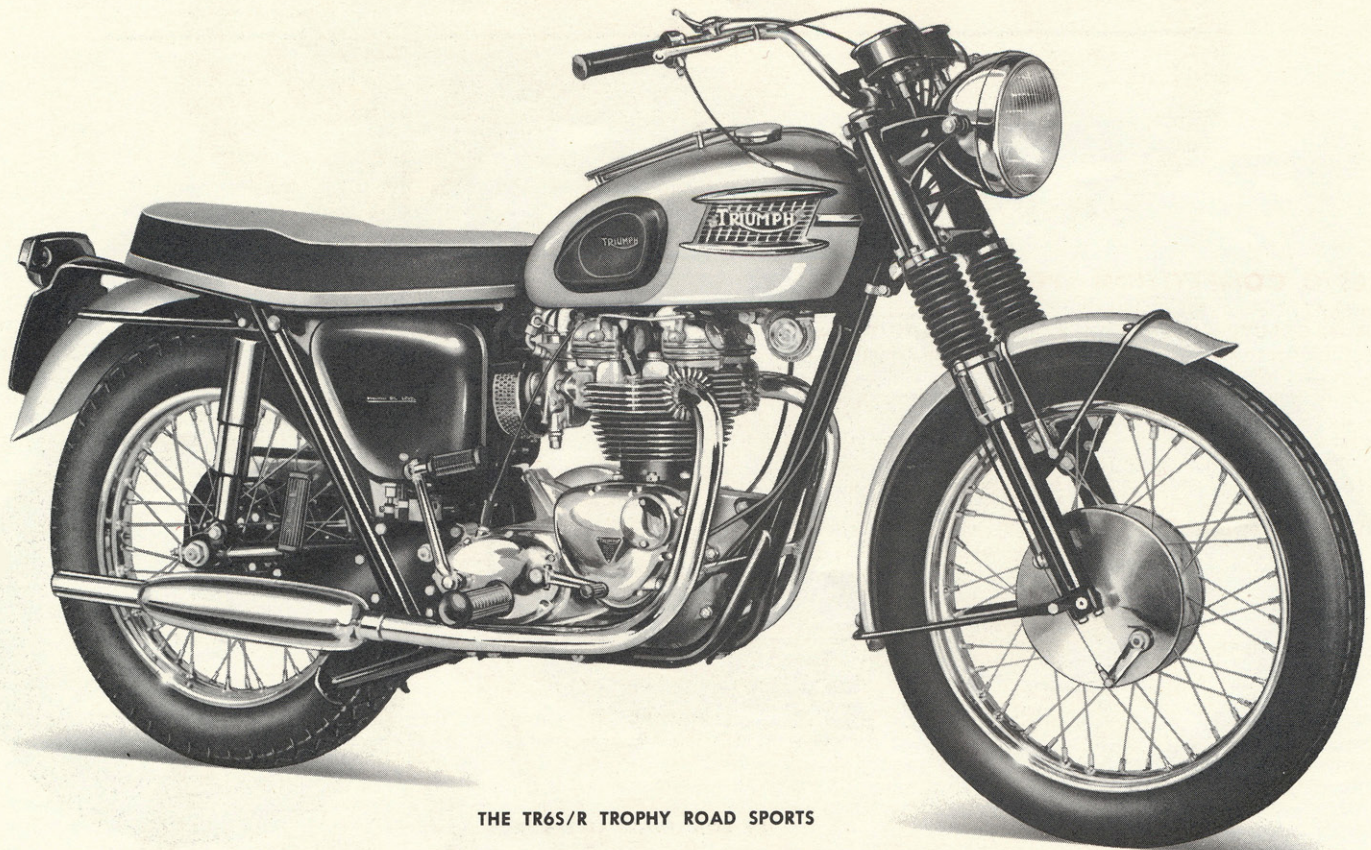
EXHAUST: Twin chrome plated upswept exhaust system with two small straight through type mufflers and chrome plated leg guards.

COLOR: New Pacific Blue and Silver, with Black Frame.

Price: \$1,215.

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 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 Super-Sports straight through absorption type mufflers.

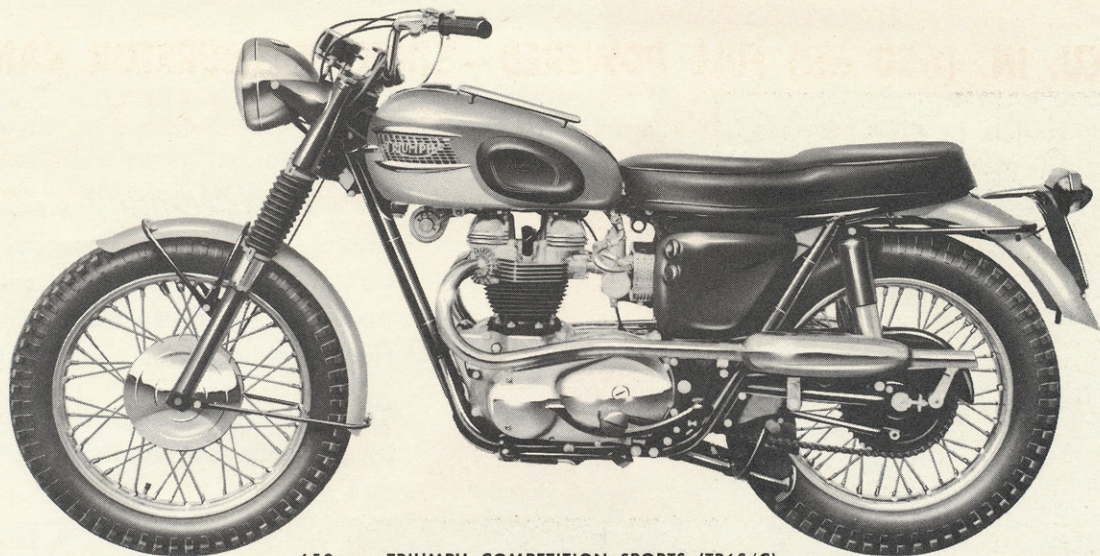
CLUTCH AND GEARBOX: Same as T120/R earlier in this catalog and incorporating all of the new improvements: 58T clutch sprocket; 19T gearbox sprocket; 46T rear wheel sprocket; high gear ratio 4.84:1. Read the specifications of the T120/R for details.

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 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 ⅞" handlebars with ball end levers, twist grips and throttle friction adjustment. Total average weight 363 lbs.

COLOR: New Burnished Gold and Alaskan White, with Black Frame.

Price: \$1,175.



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.

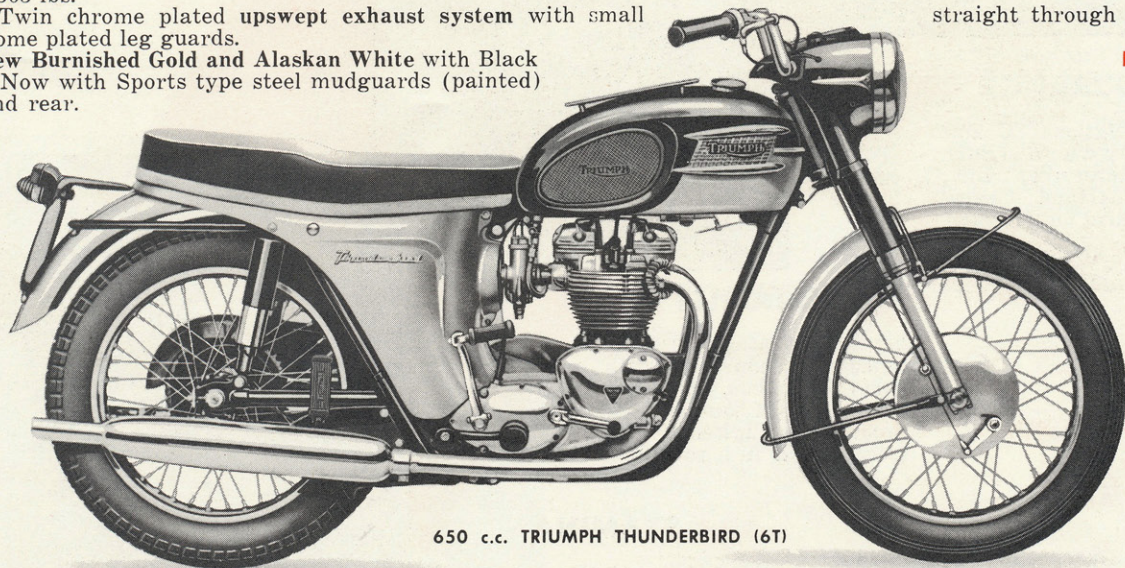
ENGINE, CLUTCH, GEARBOX, ELECTRICS AND FRAME: Same as TR6S/R and as T120/R earlier in this catalog with Single Carburetor and in competition form with wide ratio gears; 3.25x19 Trials Universal front tire; 4.00x18 Trials Universal rear tire. New VDO magnetic 120 m.p.h. Enduro type speedometer with handy adjustment of trip mileage forward and backward by tenths. Ideal for endurance runs and reliability trials. 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 and chrome plated leg guards.

straight through type silencers

COLOR: New Burnished Gold and Alaskan White with Black Frame. Now with Sports type steel mudguards (painted) front and rear.

Price: \$1,170.



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 and standard valves. 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 (E4997 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 mufflers.

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. The new clutch facing material (SB220) is employed.

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. The new powerful tail and stop light (L679) is fitted.

FRAME: Frame has handsome semi-enclosure for added cleanliness and weather protection. Completely new telescopic hydraulic front forks with external standard spring. 3.25x18 Ribbed front tire; 3.50x18 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. Sports type steel fenders front and rear. Folding pillion footrests, "Easy-lift" center stand, prop stand and anti-theft lock. U. S. pattern 7/8" handlebars (H1247). Total average weight 369 lbs.

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

Price: \$1,095.

VICTORY...TO

TRIUMPH

... in *Nationally* recognized Motorcycle Racing... Champion Triumph Rider, some of which are captured... The victorious rider calls upon his own quality... matching top performance from his motorcycle mount... tion of rider, tuner and manufacturing skills.

The Average Triumph Rider too, participates to a degree... tures—such as acceleration, handling and power—

SPEED...

... *translatable* into the vibration-free frames, rugged mechanical features—is also a high trademark because:

There is no question about the speed.

We hold the AMA World's Speed Johnson on the Bonneville Salt Flats lined Bonneville.*

In addition to the AMA World's holds many other important AMA records listed in the lower left hand corner.

Recent Outstanding achievements are illustrated in the pictures around the "TRIUMPH" logo.

For important records see lower right hand corner of this page.

This series of records runs to September 1964—a partial season National Enduro run too late in the current season to be recorded. See FLA... (*As we go



ENDURANCE

175 Mile National Championship Enduro (Burr Oak), Schererville, Ind., May 1964—Grand Champion Bill Baird on Triumph T100S/C

RELIABILITY

250 Mile National Championship Enduro (Little Burr), Columbus, Ohio, May 1964—Grand Champion Sox Brookhart on Triumph TR6 (second year in a row)

STAMINA

500 Mile National Championship Enduro (Greenhorn Ext.), Pasadena, Calif., May 1964—Grand Champion Buck Smith on Triumph TR6 for second time. He previously won this event in 1959.

Plus
New
Speed
Records

(In bold face below ... to add to our long standing A.M.A. 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
133.41	"PSA"	750 cc	6T	8/21/63	Larry Cloyd	Larry Cloyd
129.80	"AA"	500 cc	TR5	8/23/63	Richard Kelm	Richard Kelm
159.22	"PSA"	650 cc	T120	8/28/64	Gary Richards	Rich Richards

VERSATILITY

National Championship TT Scrambles, Butler, Pa., July 1964 — Grand Champion — Heavyweight Division Charlie Vincent on Triumph Bonneville

VICTORY... TO



... *in Nationally* recognized Motorcycle Racing and Sporting Events—implies many things to the Champion Triumph Rider, some of which are captioned with their major triumphs of the past season. . . . The victorious rider calls upon his own qualities of perseverance, stamina and skill—and demands matching top performance from his motorcycle mount. This team represents a delicately balanced combination of rider, tuner and manufacturing skills.

The Average Triumph Rider too, participates to a degree in this team-like effort—because basic “bike” features—such as acceleration, handling and power—add to his day-to-day riding pleasure and safety.

SPEED . . .

... *translatable* into the Average Road Rider's need for vibration-free frames, rugged parts, sturdy tires and superior mechanical features—is also a highly admired quality and a Triumph trademark because:

There is no question about the speed supremacy of Triumph motorcycles.

We hold the AMA World's Speed Record of 230.27 MPH set by Bill Johnson on the Bonneville Salt Flats on August 24, 1962 in a streamlined Bonneville.*

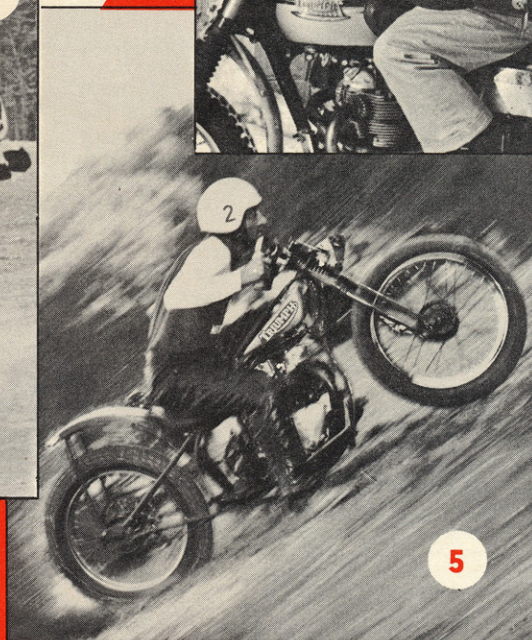
In addition to the AMA World's Absolute Speed Record, Triumph holds many other important AMA Speed Records in Special Classes as listed in the lower left hand corner of this page.

Recent Outstanding Triumph Nationals are illustrated by action pictures around the “Victory V”.

For important Regional Events, see lower right hand corner of this page.

This series of 8 Victories to September represents a partial season. 2 Big National Enduros will be run too late in the current season for this record. See FLASH, lower right.

(*As we go to press)



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Tuner

Jack Wilson
Joe Dudek
Bill Graves
Bill Martin
Danny Macias
Danny Macias
Rich Richards
Joe Dudek
Joe Dudek
Gordon Jennings
Larry Cloyd
Richard Kelm
Rich Richards

4 VERSATILITY

National Championship TT
Scrambles, Butler, Pa., July
1964 — Grand Champion —
Heavyweight Division
Charlie Vincent on Triumph
Bonneville

5 POW

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his team represents a delicately balanced combina-
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chanical quality and a Triumph

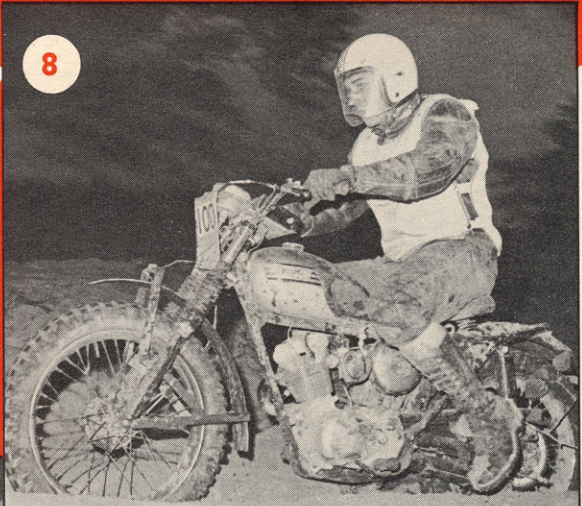
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Record of 230.27 MPH set by Bill
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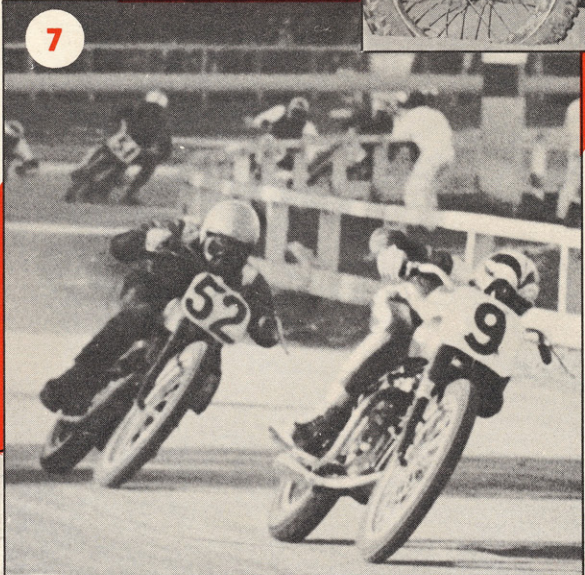
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8 HANDLING

Traditional Jack Pine En-
duro (The Cowbell Classic),
Lansing, Mich., Sept.—1964
—Grand Champion Roger
Kussmaul on Triumph Cub.
Score: 994



7

7 ROADABILITY

20 Mile National Champion-
ship Dirt Track Race, Sac-
ramento, Calif., Sept. 1964—
Gary Nixon on Triumph
T100 Dirt Track Racer.
Also 2nd in 200 Mile Na-
tional Championship Road
Race, Daytona, Fla., March
1964



6

6 CONSISTENCY

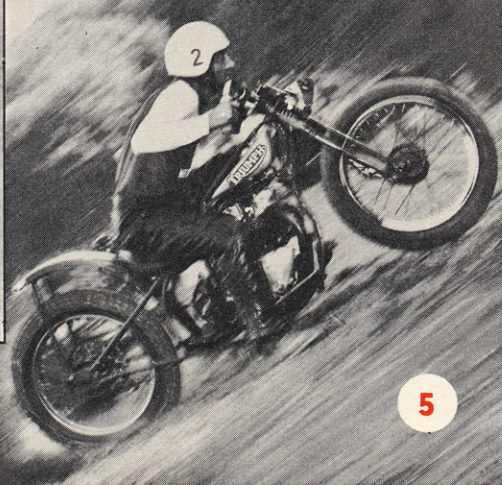
150 Mile National Champion-
ship Enduro, Cayuta, N. Y.,
Sept. 1964. Sea Shell Clas-
sic National Enduro, Oct.
1963 . . . Also 2 time Grand
National Champion U.S.
Enduro Rider for 1962 &
1963—Bill Baird on Tri-
umph T100S/C. (with wife.)

*Eastern
Regional
Triumphs*

- North-South Scrambles Championship, Edgewood, Md., October 1963—Charlie Vincent on Triumph Bonneville
- Southeastern Enduro Championship (Stone Mountain Enduro) Atlanta, Ga., March 1964—John Comer on 650 cc Triumph for third time.
- Atlantic Coast Scrambles Championship, Concord, N. C., April 1964—Ray Durham on Triumph TT Special
- 40 Mile Road Race, Top Sail Island, N. C., May 1964—Ray Durham on Triumph TT120
- Holiday Classic, Reading, Pa., May 1964—Gary Nixon on Triumph T100
- Paul Bunyan Cross Country Run, Blanchard, Iowa, May 1964—Dale Richardson on Triumph Bonneville
- Mid-America 100 Mile Road Race, Wentzville, Mo., July 1964—Gary Nixon on Triumph T100
- Iowa State TT H/W Scrambles Championship, Fort Dodge, Iowa, July 1964—Bill Erickson on 40 inch Triumph—L/W Scrambles Championship—Jim Adams on Triumph Club
- Wisconsin State Championship Short Track, Sun Prairie, Wis., August 1964—Lyall Sharer on Triumph Cub
- Indiana State Championship Flat Track, Goshen, Ind., Labor Day 1964—Devon Wenger on a Triumph TT Special.

5 POWER

National Championship Hillclimb, Mt. Garfield, Muskegon, Mich., August 1964—Grand Champion Joe Hemmis on Triumph Twin (650 c.c.) for third time. Joe previously captured this title in 1959 and 1962.



5

AMATEURS TRIUMPHED, TOO!

- Amateur 5 Mile National Championship Dirt Track Race, York, Pa., May 1964; Amateur 7 Mile National Championship Dirt Track Race, Hagerstown, Md., June 1964; Tobacco Trail Classic, Amateur Event, Marlboro, Md., and 4* Half Mile Nazareth, Pa. Labor Day Weekend 1964—Billy Lloyd on Triumph T100.
- Amateur Event Holiday Classic, Reading, Pa., May 1964—Bob Sholly on Triumph T100.

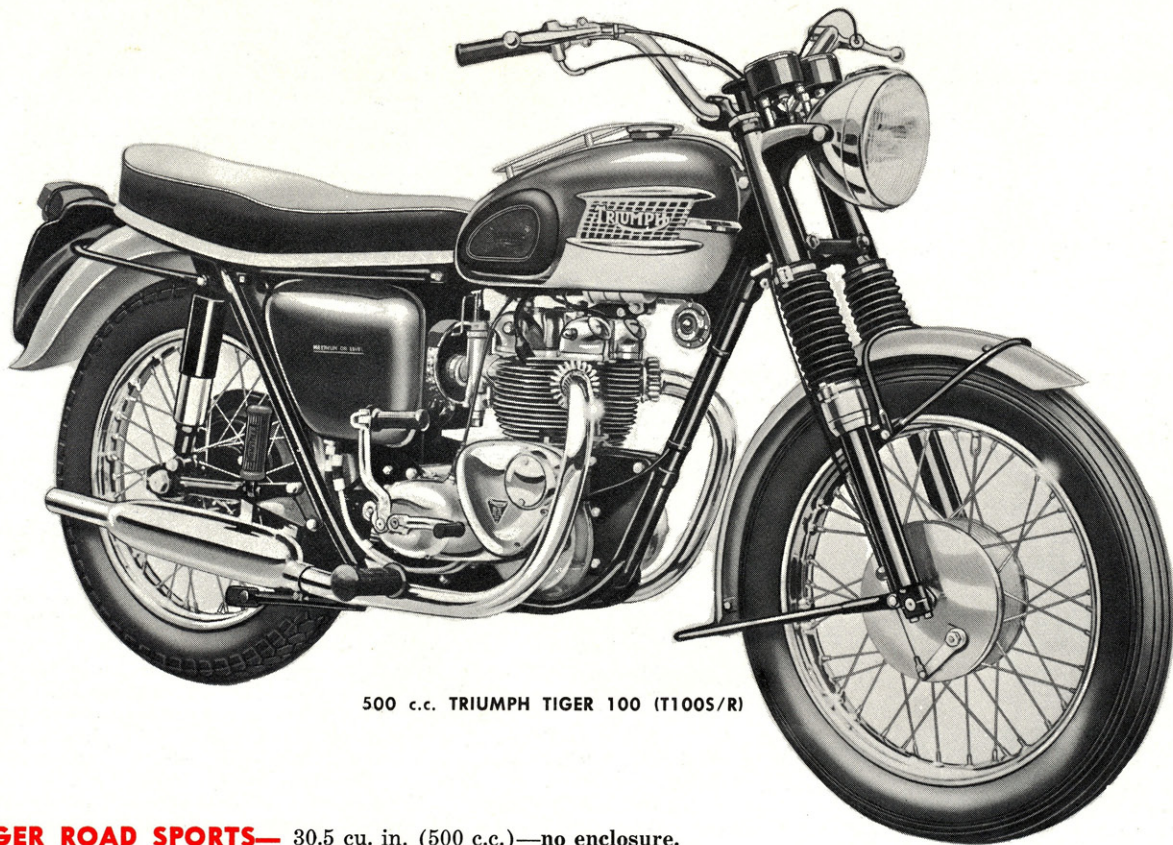
AND MANY IN THE WESTERN U.S. (Too many to list)

FLASH! East Germany I.S.D.T. Sept. 1964 (International Six Days Trials)—U.S. Riders Dave Ekins—T100 Gold Medal; Cliff Coleman, TR6, Gold Medal; John Steen, T100 Silver Medal.

FLASH! Gardena, Calif., Sept. 26, 1964—Triumph TT Specials led by Dave Palmer sweep first 7 places in 50 Lap H/W National Championship TT Race.

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 1965 season.



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 1965 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 (CP 187), 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 push rod cover oil seals. New instant top dead center location facility for quick and accurate check of ignition and valve timing.

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

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. New dirt protection and oil sealing for gearbox. 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. The new clutch facing material (SB220) is employed.

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. New larger tail and stop light (L679) and a new bracket to allow a greater range of adjustment to the headlamp. Horn is now better located in a forward position and the tool tray is improved. 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 longer travel and redesigned springs and with revised 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 with redesigned rubber mounting and new frame top tube. 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 New ball end competition adjustable brake and clutch levers. Total average weight 336 lbs.

COLOR: New Burnished Gold and Alaskan White with Black Frame.

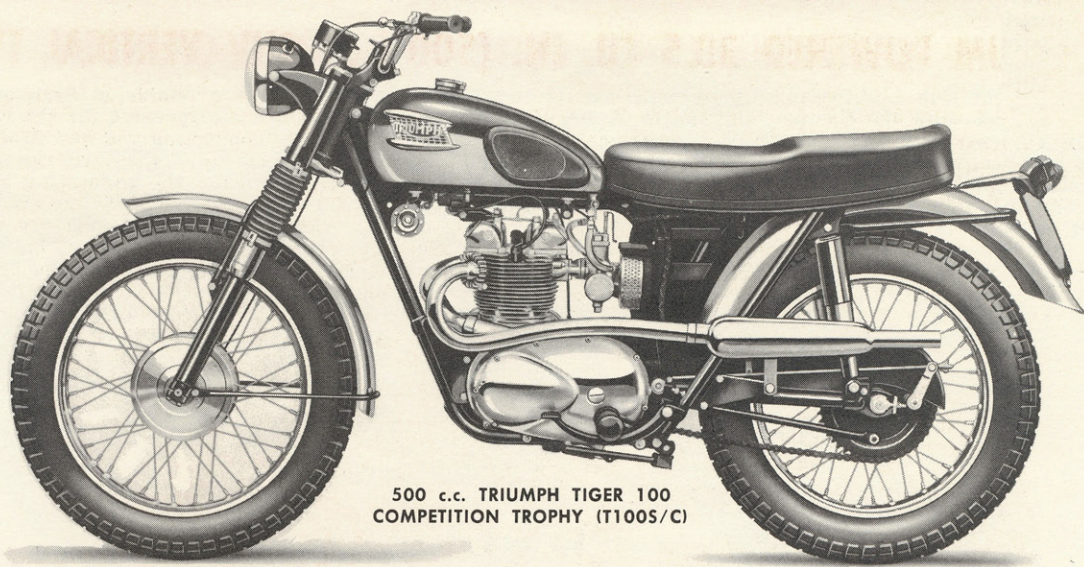
Price: \$1,065.

T100S/R LOW SEATING TIGER ROAD SPORTS— With 17" Wheels

GENERAL: Identical to Standard T100S/R (19" Wheel) above but for those who prefer a lower seating position this model is furnished with 17" wheels and 3.25x17 front Ribbed tire and 3.50x17 rear K70 Gold Seal tire. Mudguards and braces are modified to conform to these smaller wheels by using 20T gearbox sprocket and 46T rear wheel sprocket to retain an overall ratio of 5.13:1.

COLOR: Burnished Gold and Alaskan White with Black Frame

Price: \$1,065.



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 1965. 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 muffler.

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. Detachable Sports headlamp and improved wiring harness and waterproof switches. Large stop and tail lamp. Ignition cut-out button.

FRAME: Similar to T100S/R and incorporates an additional stiffening strut between seat and head lug to withstand heavy cross country use. A 2 3/4 gal. small rubber mounted Sports gas tank (F5421) is mounted on improved frame tube brackets. The oil tank is also rubber mounted. Latest style front forks with heavy duty springs and now incorporating internal hydraulic damper kit. 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 7/8" handlebars with ball end competition type adjustable levers. New VDO magnetic 120 m.p.h. Enduro type speedometer with handy adjustment of trip mileage forward and backward by tenths. Ideal for endurance runs and reliability trials. No tachometer. Total average weight 330 lbs.

COLOR: New Burnished Gold and Alaskan White with Black Frame.
Now with Sports type steel mudguards (painted) front and rear.

Price: \$1,060.

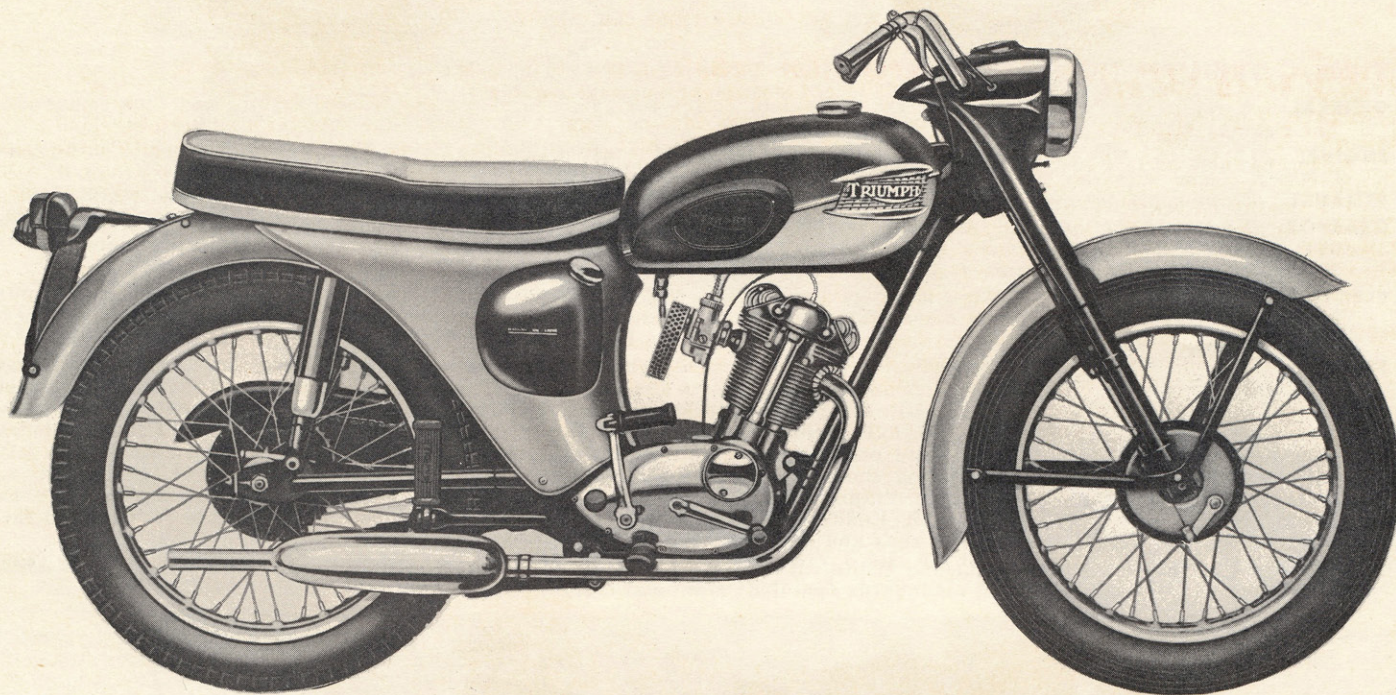


NATIONAL CHAMPION GARY NIXON ON HIS TRIUMPH

(Photo by Rich Kochel)

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**. Further 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 further improved** 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 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 CLUB—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 (32/3) for full power is fitted. Standard camshaft and valve springs are employed. Air cleaner (E4060) is fitted and there is now incorporated for 1965 new "Deva" big end bearing and improved T/S flywheel sludge trap which provides greater reliability. 19T engine sprocket.

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

GEARBOX: Unit construction with engine and with standard ratio gears. 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 shock 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. New large tail and stop light (L679). Separate ignition and lighting switches (located on each side of the nacelle). Dip switch now fastened directly to handlebar. 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 rear tire. Speedometer is fitted with built in anti-vibration mounting. DeLuxe 3 gal. Touring gas tank (F4496). Drain plug in oil tank. Twin seat, folding pillion foot-rests, center stand, prop stand. $\frac{7}{8}$ " U.S. pattern handlebars with new levers and revised front brake and clutch cables. Generous front fender and semi-enclosed rear for added cleanliness. Combined battery and tool box with tool kit. Total average weight 215 lbs.

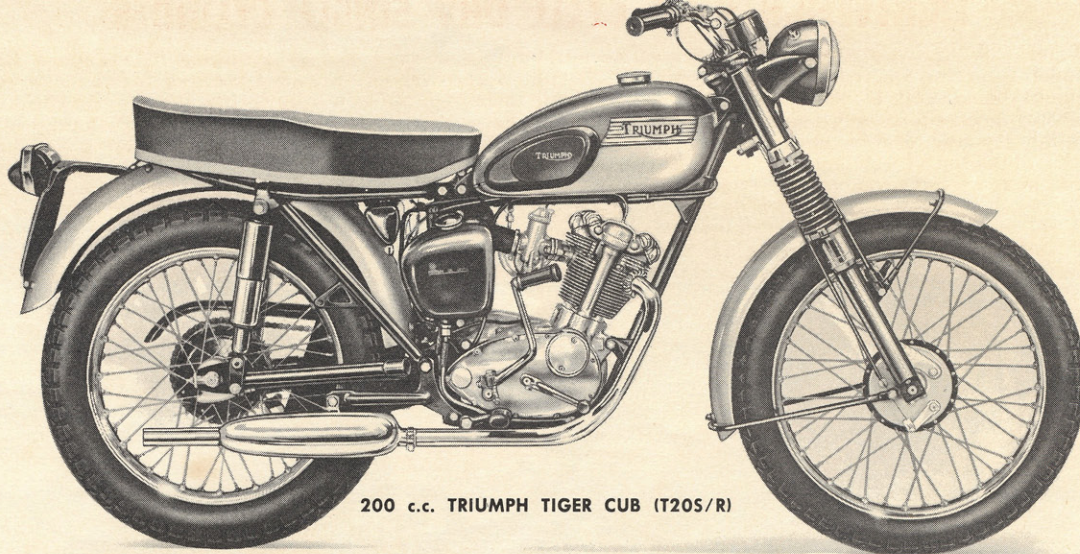
COLOR: Two-tone Flamboyant Scarlet and Silver with Black Frame.

Price: \$620.

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: \$620.



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 1965 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. Paper type air cleaner with easily accessible element which can be cleaned or replaced at low cost. Racing camshaft, racing valve springs (E3965/6). $1\frac{5}{16}$ " AMAL Monobloc carburetor 376/272 with integral float chamber. 19T engine sprocket. The "hottest" engine in its class, and now with new durable heavy duty "Deva" metal big end bearing and large capacity sludge trap in flywheel assembly.

EXHAUST: Chrome plated downswept exhaust pipe and muffler.

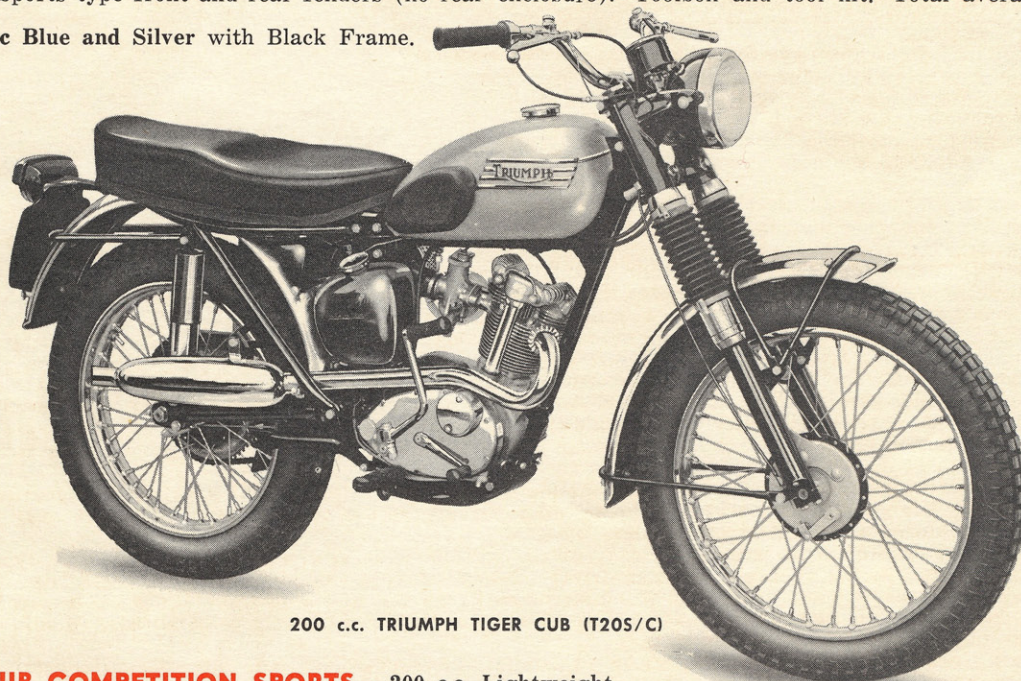
GEARBOX: In unit construction with engine and fitted with close ratio gears and improved folding kickstart lever. No gear-shift indicator. 48T clutch sprocket. 17T gearbox sprocket. 48T rear wheel sprocket. High gear ratio 7.13:1. Rubber plug permits access to the clutch cable for easy replacement of 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. New competition type front forks similar to all Twin models. 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 of new design. Sports type front and rear fenders (no rear enclosure). Toolbox and tool kit. Total average weight 223 lbs.

COLOR: New Pacific Blue and Silver with Black Frame.

Price: \$695.



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 and of the 1964 Jack Pine Cowbell overall Championships.

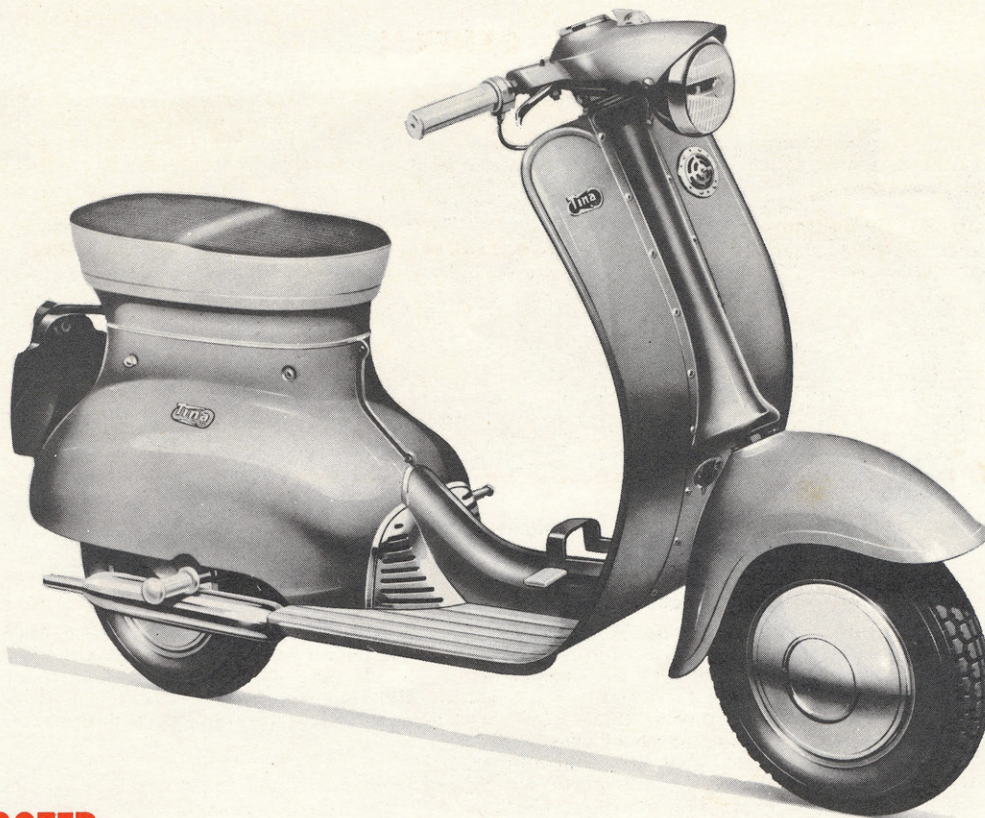
ENGINE, GEARBOX, ELECTRICS AND FRAME: Same high performance engine as T20S/R including new durable "Deva" big end bearing above except that 3.00x19 Trials Universal front and 3.50x18 Trials Universal rear tires are fitted. 48T clutch sprocket. 17T gearbox sprocket. 54T rear wheel sprocket. High gear 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 but new VDO Enduro Speedometer is an optional extra. No pillion footrests are furnished. Redesigned chain cover with additional lower chain cover included. New 1965 pattern front forks and improved mudguards with the new larger tail and stop light (L679). Total average weight is 223 lbs.

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

COLOR: New Hunting Yellow with Black Frame.

Improved Polished Aluminum fenders with new wider rear fender and tubular brace.

Price: \$690.



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.

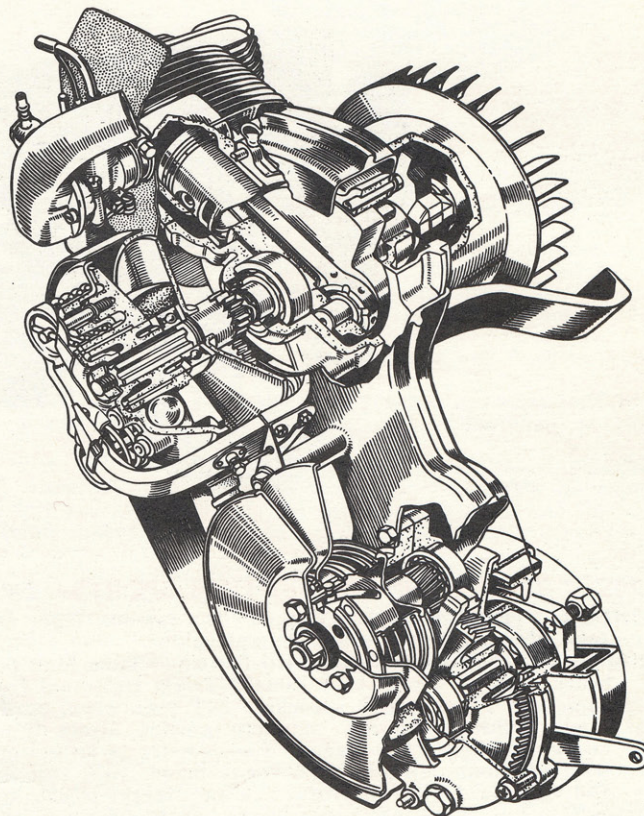
ELECTRICAL EQUIPMENT: 6 volt flywheel magneto with A.C. lighting coils. Powerful head and tail lamps, integral rear reflector and stoplight.

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 ³ / ₈ "
Length	63 ¹ / ₂ "
Width	24"
Clearance	5"
Weight	143 lbs.
Fuel capacity	1 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.

All list prices are F.O.B. Baltimore. State or local taxes, net cost of transportation from Baltimore, and a set-up charge of \$20.00 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.

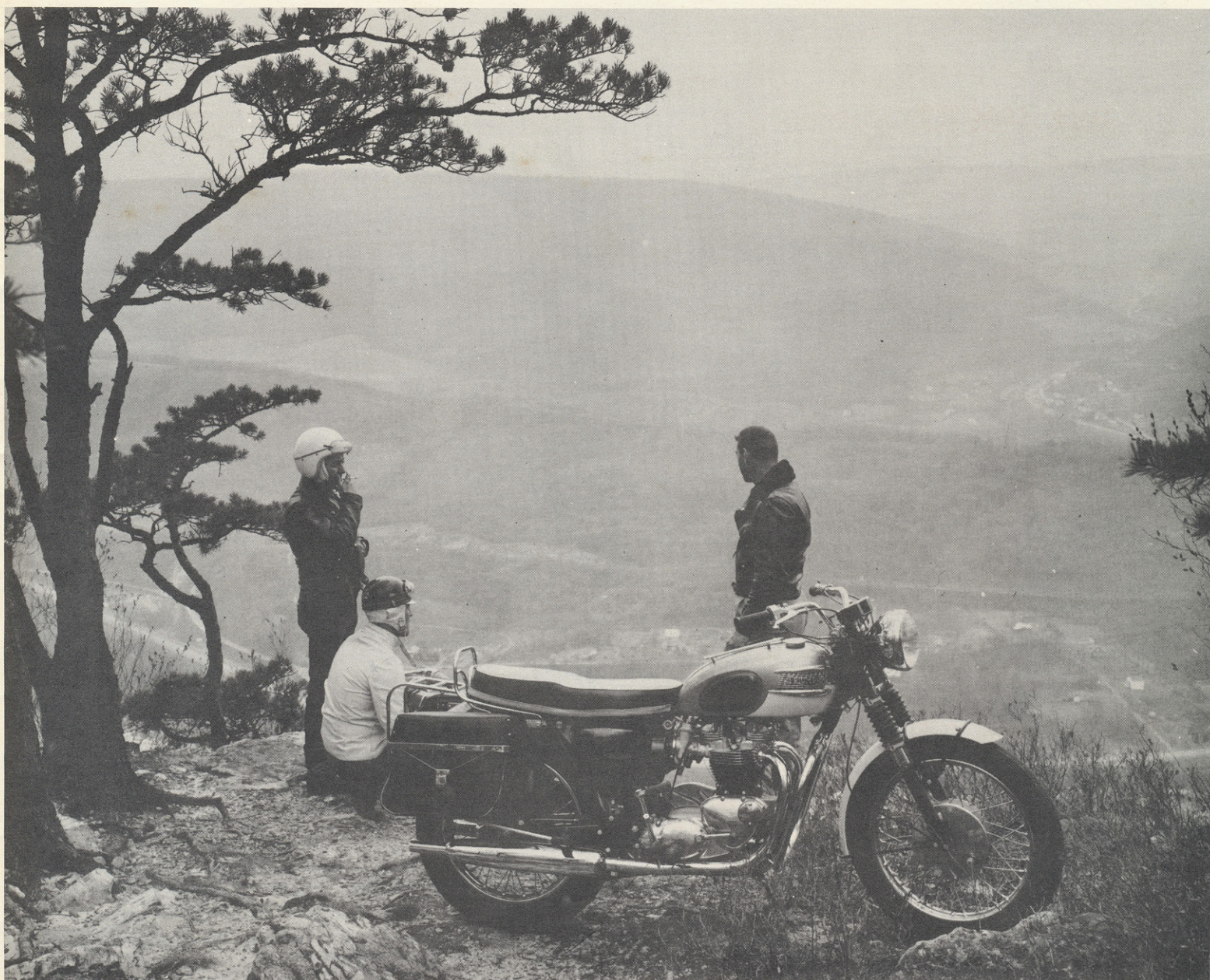
IMPORTANT—Delivery of new models will be made in strict rotation. Order at once to secure delivery of '65 models. Your Triumph Dealer is prepared to finance your purchase and to make the best allowance on a trade.

Write to Dept. J for 1965 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 is again a product of the skill of Bill Bagnall, Editor of Motorcyclist.



(Photo by Jack Mercer)

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

Now!

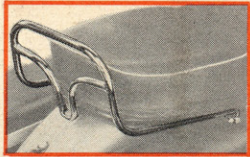
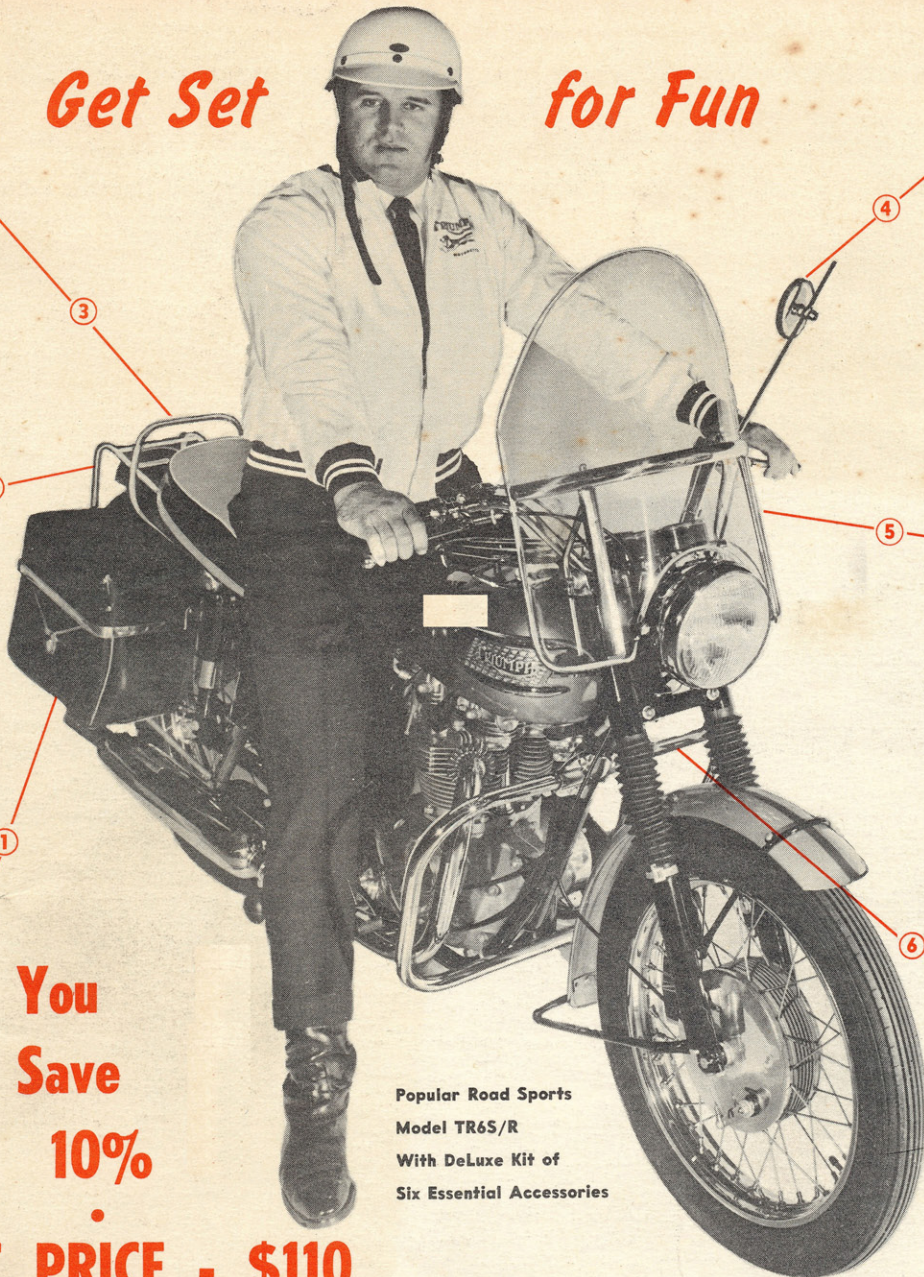
Just for Fun Buy



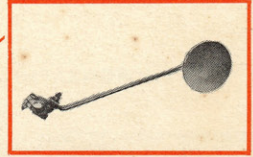
Deluxe Accessory Kits

Enjoy • Safety • Service • Savings . . . and Equip Your Triumph With Comfort-Luxury-Convenience, Too!

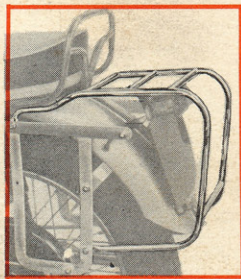
Get Set for Fun



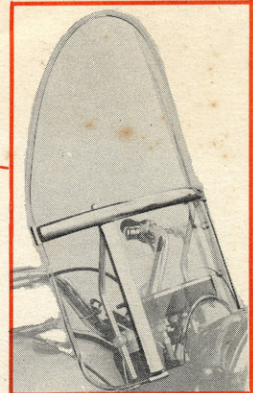
3. Deluxe Seat Rail \$8.85 B



4. Chrome Plated Handlebar Mirror \$4.40 B



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



5. Sports Type Windshield (Complete) \$24.75 B



1. Large Saddlebags \$44.40 B (M't'g Brackets) \$10.11 B



6. Chrome Safety Bars \$17.94 B

You Save 10%

SPECIAL KIT PRICE - \$110

(for all 6 items individually priced above)

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

Ask your Dealer about complete Kits at this special reduced price—available for all 1963 and later Road Models in "B" (650 cc) and "C" (500 cc) range. We have similar Kits for Cubs, too (without Luggage Carrier) at \$67 complete. Inquire for further details.

Always specify model and year when ordering the Deluxe Accessory Kits at this special price—we furnish proper fittings, etc.

Ask your Triumph Dealer for latest Tri-Cor Accessory Catalog with complete listing of Motorcycle Accessories, Bell Safety Helmets, Dunlop Tires, KLG Spark Plugs, Renold Chains, Castrol Oil . . . and Special Racing Speed Equipment, etc.

The TRIUMPH Corporation

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