

ICD

Floyd Clymer's Motor

Cycle

February

1965

50 cents

(IN CANADA 60c)

"world's largest monthly motorcycle circulation"

Cycle Shows:

LONDON & GERMANY

Top Riders:

'64 ALL-STAR RACING TEAM

Full Report:

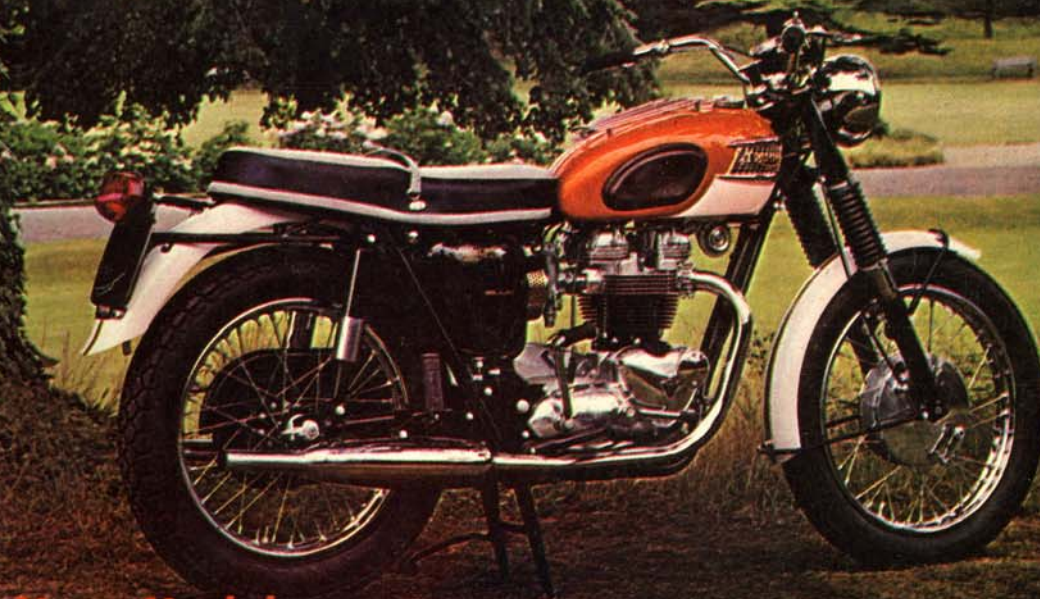
AMA COMPETITION MEETING

Cycle Test:

NEW BULTACO SCRAMBLER

Technical:

**STREET-TO-TRAIL
(the easy way!)**

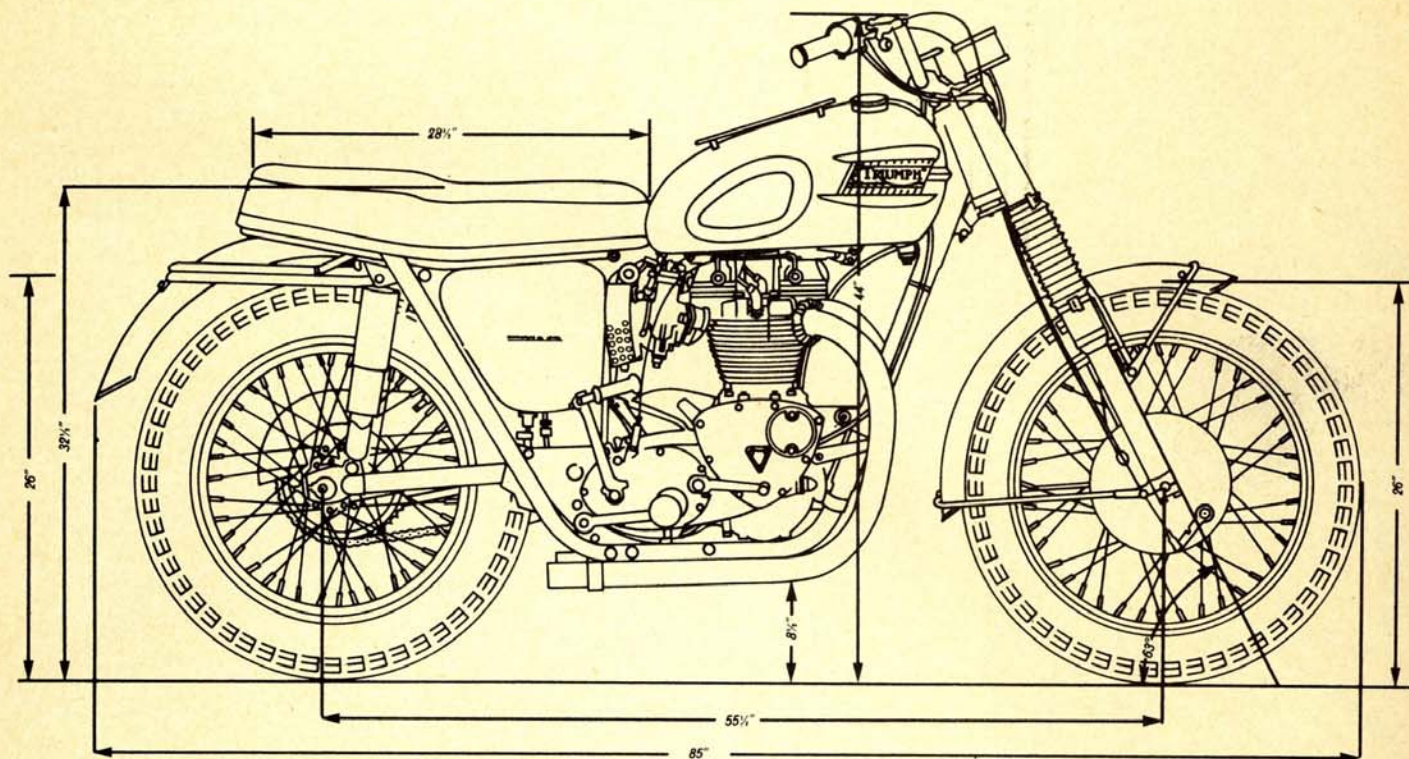


New Models:

'65 TRIUMPHS

TRIUMPH

LINE FOR '65



The United States is Great Britain's biggest motorcycle customer. In fact many British models that are sold in England (not exported) have begun to employ American features. The success of the big capacity Triumph models in the U.S. has resulted in great sales increases of the hotter models in England. Triumphs that are exported to the United States are virtually designed especially for North American road conditions which include long stretches of high speed open road, as well as ultra-rugged back country and desert.

Triumph handling and engine performance have been continually refined to make the models ideally suited to the American rider. For 1965, front forks have been modified for added stability and even better cornering. Dirt track competition mod-

els should benefit from this improvement too. The heftier Twin cylinder forks will be standard on the Sports and Competition Cubs beginning in 1965.

Tuning has been simplified for '65 by a new provision for quick and accurate ignition and valve timing.

New and better clutch facings are being employed on new models to further insure that Triumph "snap" off the line.

Oil leaks have been given much attention on new models and an all out attempt has been made to eliminate even minor leakage.

Tail and stop lights have been given the attention of Triumph experts who have seen fit to enlarge these and increase their power.

Competition models will be equipped with new VDO Enduro type speedometers.

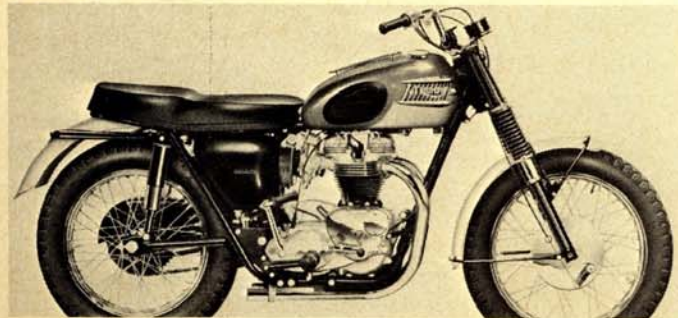
This includes T120/C, TR6S/C and the T100S/C models.

On Cub models the big end bearing has been improved for added reliability.

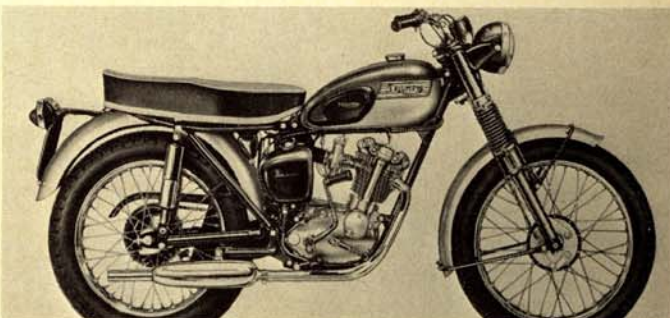
To complete the picture, sparkling new color combinations are offered, featuring a deep metallic blue on top line Bonneville.

Triumph sales have been soaring in the United States and the line promises to set new all time sales records again in '65. Triumph is distributed in the Eastern United States by The Triumph Corporation, P.O. Box 6790, Baltimore, Maryland 21204; in the West - Johnson Motors, Inc., P.O. Box 457, Pasadena, California 91102. A catalog and name of your nearest Triumph dealer will be sent upon request. ◀

T120/TT BONNEVILLE SPECIAL COMPETITION. This is the racing edition of the 650cc (40 cu. in.) twin. Alloy fenders are standard. Designed for "off the road" use, model comes without lights. Compression ratio is 11:1. Weight is 349 lbs.

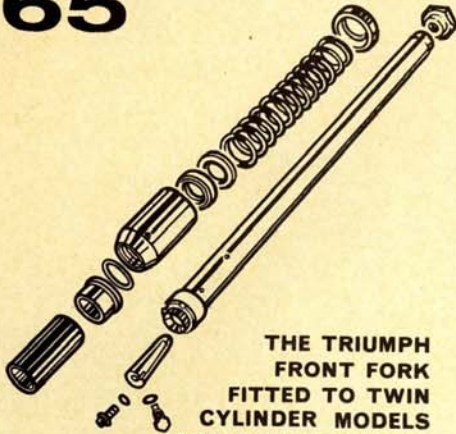


T20S/R TIGER CUB ROAD SPORTS. More of a competition-styled version of the T20, the T20S/R is now equipped with big twin forks.

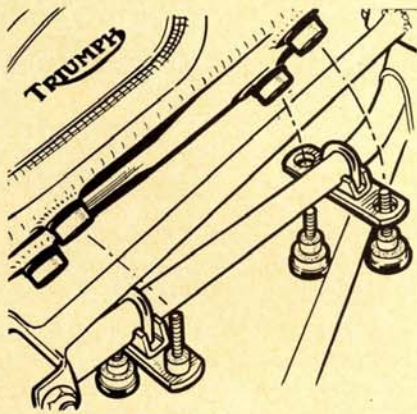


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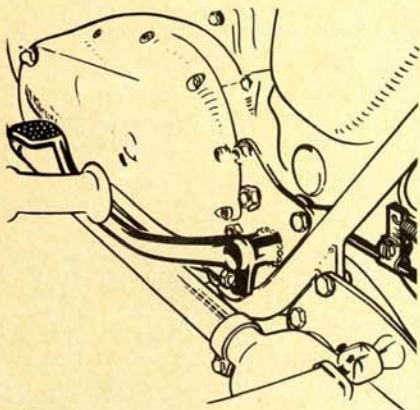
TRIUMPH 65



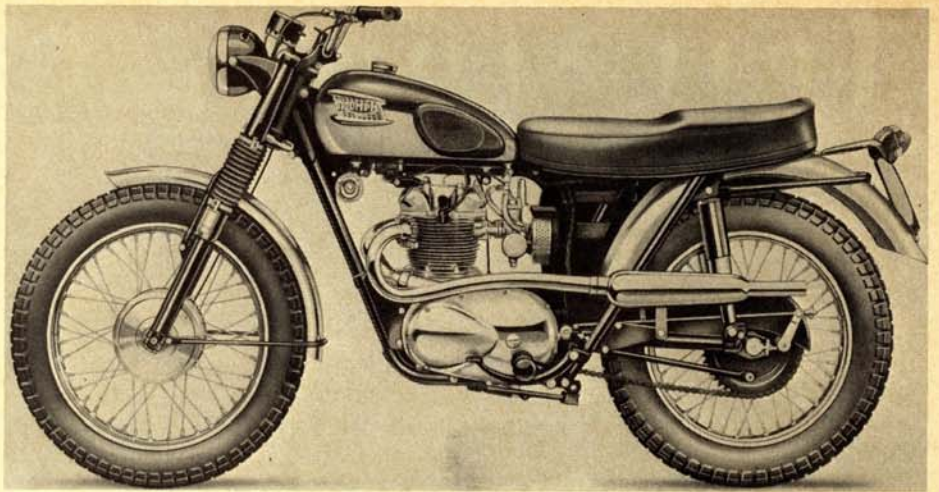
THE TRIUMPH FRONT FORK FITTED TO TWIN CYLINDER MODELS AND SPORTS CUB IS DESIGNED TO GIVE PROGRESSIVE DAMPING WHICH RESULTS IN IMPROVED SUSPENSION AND ROAD HOLDING CHARACTERISTICS.



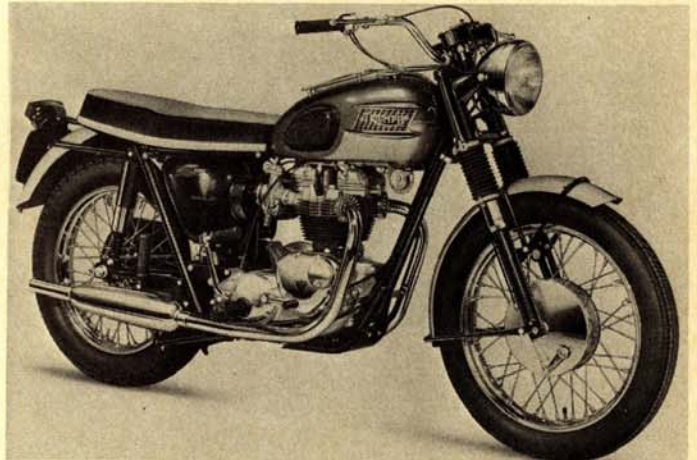
THE RUBBER MOUNTED PETROL TANK IS NOW FITTED TO ALL TWIN CYLINDER MODELS IN THE TRIUMPH RANGE.



ALL 650 c.c. MODELS FEATURE REDESIGNED REAR BRAKE LINKAGE. THIS OFFERS IMPROVED ACTION OF BRAKE PEDAL AND ROD.

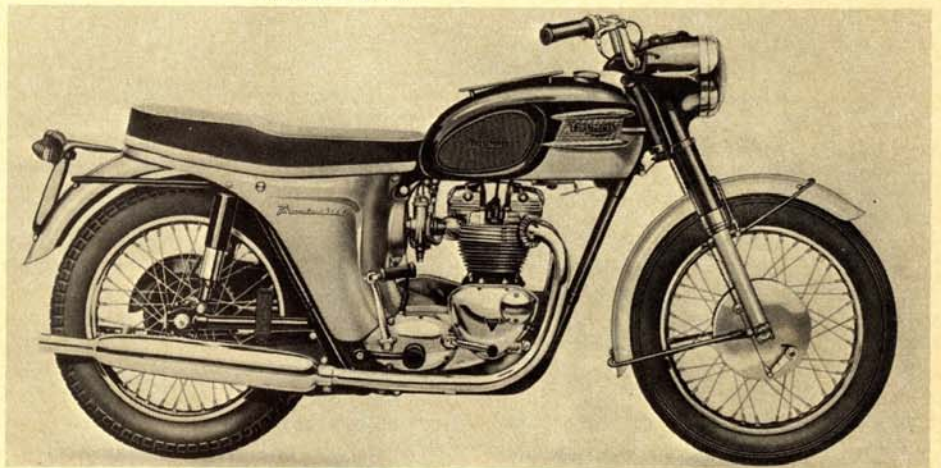


(Above) T100S/C TIGER 100 COMPETITION TROPHY. This is the "Jack Pine" model 500cc (30.5 cu. in.). This bike has found its place in woods, enduro, and other forms of rugged club competition.

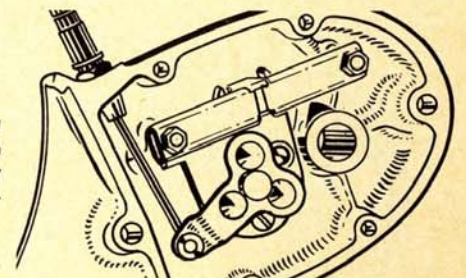


T120/R BONNEVILLE SPEEDMASTER. This is the street version of Triumph's "hot one". Twin carbs, 40 cubic inch, high compression. For '65 this model is painted Pacific Blue and silver.

(Below) 6T THUNDERBIRD. Streamlined paneling and headlight nacelle make this the most "sophisticated" appearing Triumph model. Power is quite ample from the 40 cubic inch mildly-tuned twin. Color is a sleek black and silver.



More models on page 43



650cc CLUTCH MECHANISM has been designed for easy removal and servicing.

AMA MINUTES CONTINUED

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Wm. Harley MM/Rod Coates SM that Sec. 4 (a) be changed to read: The competition motorcycle to be approved, must be a standard, catalogued, production model and at least 100 models with identical engines and transmissions must be available for sale within the boundaries of the USA.

Carried 24-3

Earl Flanders MM/Earl Widman SM to establish minimum displacement in all types of Formula "C" competition (heavyweight class) at 251cc except Class "A" Short Track, effective for 1965.

Carried 19-7

Wm. Harley MM/John Aarvold SM to continue present licensed competition rider class for 1965.

Carried 27-0

Rod Coates MM/Al Arnold SM to continue to limit Novice class to equipment of a maximum displacement of 250cc.

Carried 27-0

Rod Coates MM/Earl Widman to retain present Short Track point schedule - ie: 2 1/2 - 1 1/2 - 1 - 1/2.

Carried 27-0

Rod Coates MM/Al Arnold SM to establish a standard Short Track program and payoff, to be used for all Class "A" S/T events except the S/T-N.C.

Carried 27-0

On the recommendation of many riders who regularly compete at Santa Fe, the following standard S/T program and payoff was adopted:

STANDARD SHORT TRACK PROGRESSIVE PROGRAM - 3* Payoff (\$600.00)

Riders qualify by time trials 6-8-10 to each heat

3 Heats (6 laps)	\$16	\$12	\$8	\$4						
1 Heat (6 laps)	6	5	4	3	3	3	(Non money winners from heats)			
1 Trophy Dash (5 laps)	20	12	8	6	(6 Fastest time trials)					
2 Semi's (6 laps)	32	20	16	12	8	6	6	6		
1 Conso. (4 laps)	4	3	2	1	-\$10.00 added purse if run					
1 Final (10 laps)	80	44	26	16	12	8	6	4		

It is permissible to run additional 2 lap match races for added minimum purse of \$10.00 per match race.

The committee members next discussed the use of brakes on equipment used in all oval dirt track events and the related matter of gear shifting in dirt track racing.

Bruce Walters MM/Pete Zepka SM to delete the gear shifting rule Article VIII, Section 32.

Carried 22-4

Note: Gear shifting is now permitted in Dirt Track racing.

Trevor Deeley MM/Horace Fritz SM that all motorcycles used in Dirt Track races must be equipped with an operating rear wheel brake.

Defeated 23-4

Earl Flanders MM/Jim Tagaris SM that, beginning in 1965, all 250cc motorcycles ridden by Novice riders, except in Short Track events, must be equipped with an approved operating rear wheel brake. Beginning in 1966 the Amateur and Expert machines shall be so equipped.

Defeated 14-13

Following a discussion on the N/C dirt track program of events and method of transferring from heats only to the N/C final, it was moved and seconded that there should be no change in the present method of qualifying for the N/C final.

Carried 23-4

Pete Zepka MM/Earl Widman SM that all Novice entries at 1/2 mile Dirt Track events must be run in qualification heats in lieu of time trials.

Carried 27-0

Rod Coates MM/Earl Widman SM to establish point funds for Short Track, T.T. and Dirt Track in addition to present N/C point fund.

Defeated 25-2

Earl Widman MM/Wm. Harley SM to retain purse payoff through heats and final in T.T. and D.T. events.

Carried 27-0

Pete Colman MM/Dudley Perkins SM that in Dirt Track, T.T., Short Track, and Road Races where event is stopped, motorcycles must return to and remain at the starting line.

Carried 27-0

Earl Widman MM/Bruce Walters SM that in T.T. events Novice Riders shall be limited to 250cc maximum displacement equipment. It is not compulsory to schedule a 250cc (lightweight) Amateur or Expert class, but when 250cc Amateur and Expert is not scheduled, the Amateur and Expert events shall be run as an open class 0 to 900cc.

Carried 26-1

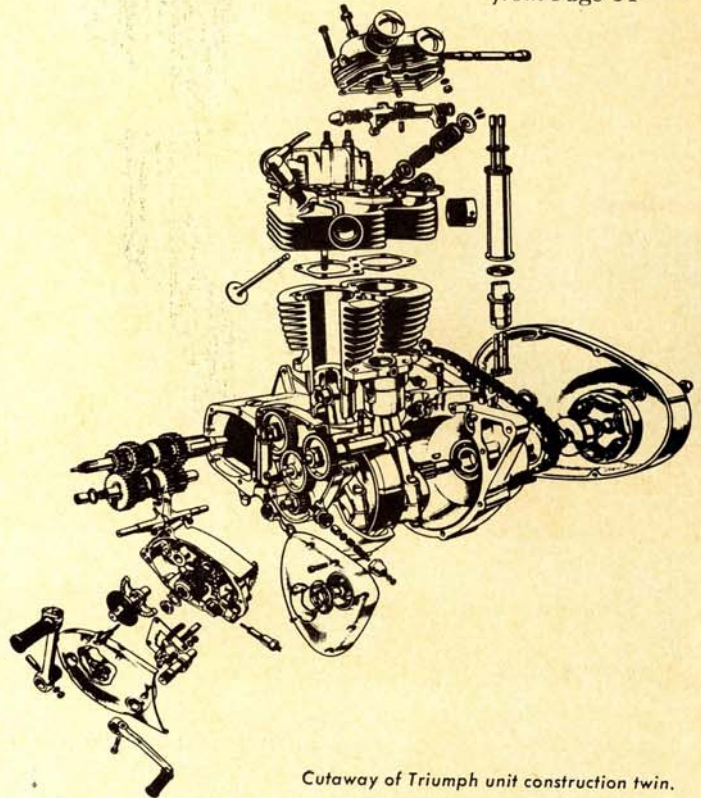
Pete Colman MM/Earl Widman SM that the minimum T.T. purse shall be the same as in D.T. events and the purse star designation shall be the same as in D.T.

Carried 26-1

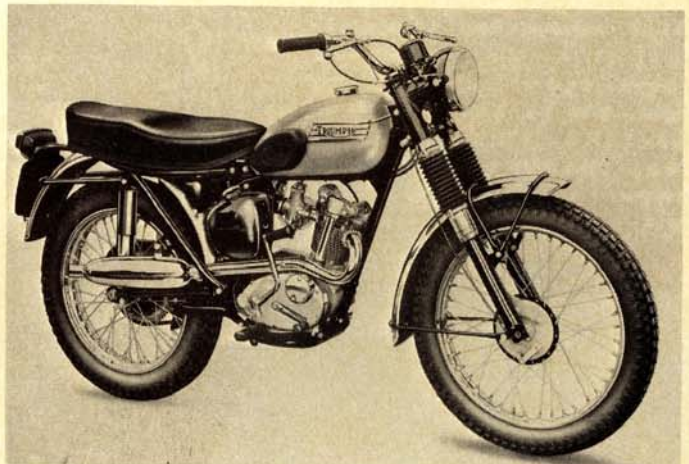
Continued on Page 49

TRIUMPH continued

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Cutaway of Triumph unit construction twin.



T20S/C TIGER CUB COMPETITION SPORTS. This is the competition model of the 200cc line. Many new features are present this year. Polished aluminum fenders are standard.

(Below) TR6S/C COMPETITION SPORTS. Single carburetor sets this model off from other potent Triumph 650's.

