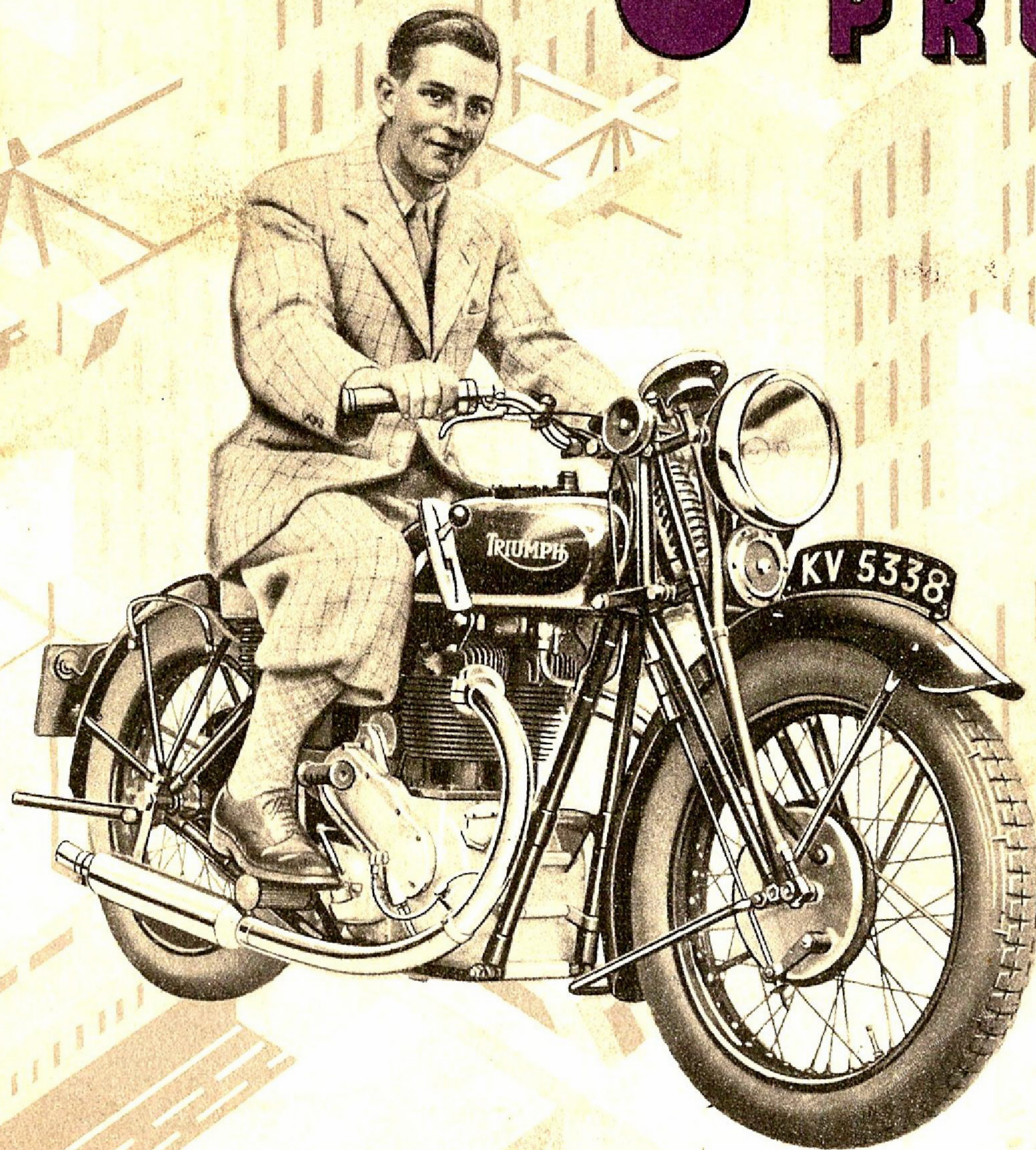


PROGRESS



TRIUMPH 1934

O f vital importance

The production of a completely new Programme by Triumph is, to every Motor Cyclist, of vital importance.

Investigating the scope of the range offered by Triumph for 1934 the discerning purchaser will see, in the following pages, that there is a model for every purpose and every purse—machines not built down to a price but up to the standard which Triumph demands.

Only the reorganisation of this great Factory has made this programme possible and behind it are to be found the best brains in the Industry.

THOSE RESPONSIBLE for the design and production of Triumph Motor Cycles are THEMSELVES Motor Cyclists, and no feature is employed which has not undergone the most searching tests in the hands of these experts—no feature omitted which they consider necessary to the perfect Motor Cycle.

Triumph Dealers are to be found in every Town in Great Britain and a Triumph owner, therefore, can be in touch with Service wherever he may be—real and sympathetic Service—always at his disposal.

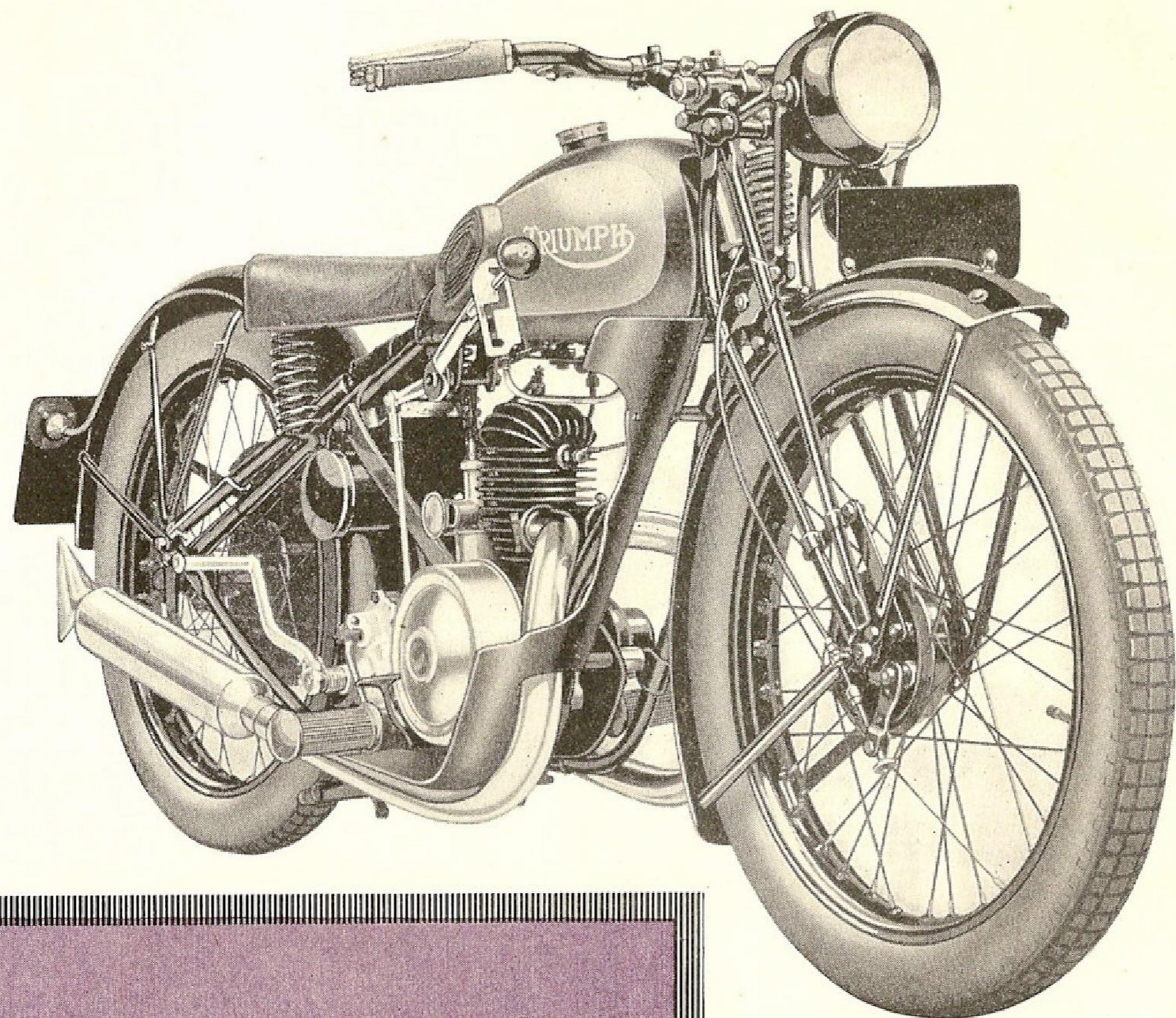
TRIUMPH COMPANY LTD . COVENTRY . ENGLAND

Contractors to British, French, Belgian and Italian War Offices.
Telephone : 4191 COVENTRY. Telegrams : " TRIUMPH, COVENTRY."
LONDON : 218, GREAT PORTLAND STREET, W.1. Telephone : Museum 3951 Telegrams : " Cyclothure, Wesdo, London."
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Telephone : Shepherd's Bush 2322. Telegrams : " Triumserv, Shepherds, London."

CODES used : A.B.C. (5th and 6th Editions), Lieber's, Bentley's, Marconi and Ribeiro.

MODEL XV/1 150 C.C. 2 STK.

- ENGINE** Bore, 53 mm. Stroke, 67 mm. Capacity, 148 c.c. Villiers 2-stroke engine. 2-port twin exhaust pipes.
- LUBRICATION** Petroil system (½-pint of oil to 1 gallon of petrol.)
- CARBURETTER** Villiers, variable jet control, operated by twist grip.
- IGNITION** Villiers flywheel Magneto.
- GEARBOX** Triumph 3-speed; dry plate clutch, hand control.
- FRAME** Duplex tubular frame of great strength, giving low riding position.
- FORK** Girder type of robust construction.
- TRANSMISSION** Chain, automatically lubricated; rear wheel shock absorber.
- BRAKES** Internal expanding, 5in. drums.
- WHEELS** Fitted with 25×3·0 Dunlops. Taper roller bearings.
- TANK** Capacity 1½ gallons, of bold design. Finish black with grey panels. Gold lining.
- SADDLE** Lycett spring seat.
- FINISH** Three coats best black enamel, usual parts heavily chromium plated.
- FITTINGS** Tool box, containing set of tools, lubricating gun, pump. Legshields of ample proportions. Villiers direct improved lighting set, with parking battery in head lamp.
- TAX** 15/-



COMPLETE WITH VILLIERS IMPROVED
DIRECT LIGHTING AND LEGSHIELDS
(Legshields cut away to show Engine)

£25 - 10 - 0

FOR HIRE PURCHASE PRICE SEE PAGE 22

MODEL X05/1 150 C.C. O.H.V.

ENGINE Bore, 56.6 mm. Stroke, 59 mm. Capacity, 147 c.c. Detachable cylinder head of new design. Totally enclosed valve gear, automatically lubricated. Roller bearing big end. Aluminium alloy piston.

LUBRICATION Dry sump type, operated by plunger pump of adequate proportions.

CARBURETTER Amal, flange fitting.

IGNITION Lucas, 6-v. coil.

GEARBOX Triumph 3-speed. Dry plate clutch. Hand control.

FRAME Duplex tubular frame of great strength, giving low riding position.

FORK Girder type of robust construction.

TRANSMISSION Chain, automatically lubricated. Rear wheel shock absorber.

BRAKES Internal expanding, 5in. drums.

WHEELS Fitted with 25 x 3.0 Dunlops. Taper roller bearings.

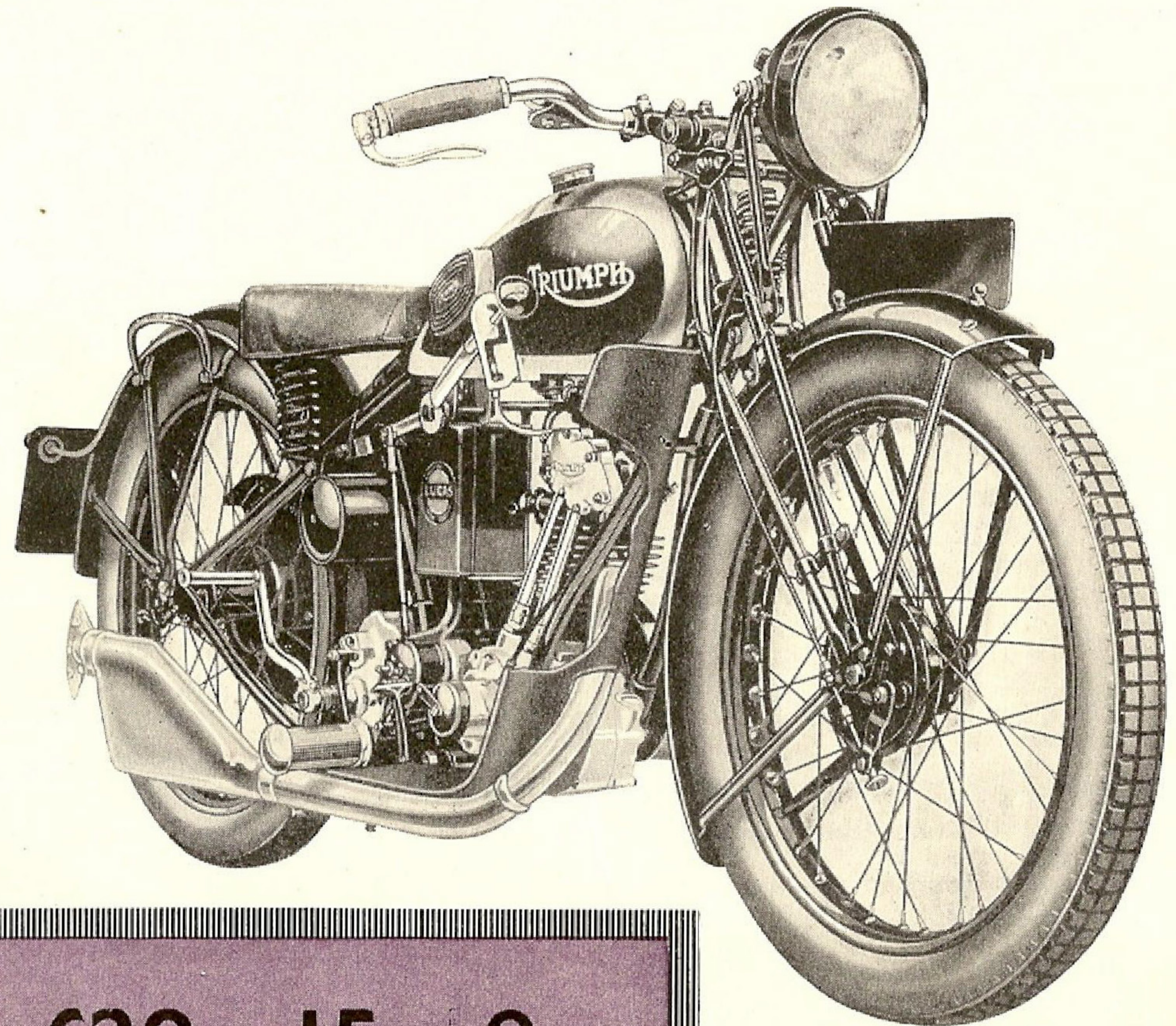
TANK Of bold design, has a capacity of 1½ galls. Finished black, grey panels and gold lining.

SADDLE Lycett spring seat.

FINISH Three coats best black enamel, usual parts heavily chromium plated.

FITTINGS Tool box, with tools, grease gun, pump, legshields. Lucas 6-v. lighting set with wet battery. Head lamp (6in.), fitted with dim bulb and ammeter in body.

TAX 15/-



COMPLETE WITH LUCAS 6-v. DYNAMO
LIGHTING AND LEGSHIELDS

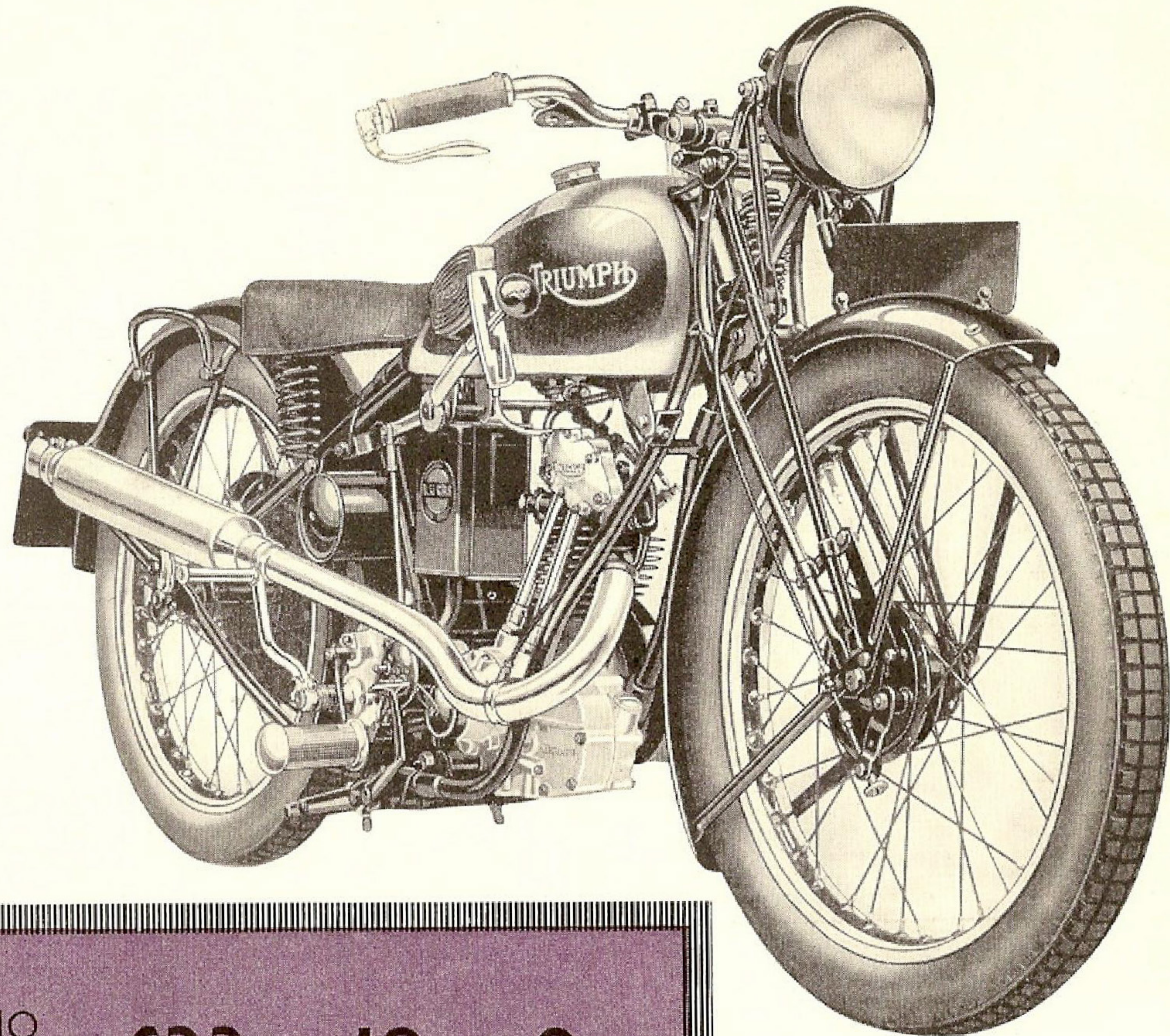
(Legshields cut away to show Engine)

£29 - 15 - 0

FOR HIRE PURCHASE PRICE SEE PAGE 22

MODEL X05/5 150 C.C. O.H.V. SPORTS.

- ENGINE** Bore, 56.6 mm. Stroke, 59 mm. Capacity, 147 c.c. Detachable cylinder head of new design. Totally enclosed valve gear, automatically lubricated. Roller bearing big end. Aluminium alloy piston of new design. Engine specially tuned.
- LUBRICATION** Dry sump type, operated by plunger pump of adequate proportions.
- CARBURETTER** Amal, flange fitting.
- IGNITION** Lucas 6-v. coil.
- GEARBOX** Triumph 4-speed, dry plate clutch, hand control.
- FRAME** Duplex tubular frame of great strength, giving low riding position.
- FORK** Girder type of robust construction.
- TRANSMISSION** Chain, automatically lubricated; rear wheel shock absorber.
- BRAKES** Internal expanding, 5in. drums.
- WHEELS** Fitted with 25 x 3.0 Dunlops. Taper roller bearings. Studded front and rear. Chrome plated, plum centres.
- TANK** Capacity 1½ galls., of bold design. Finished chrome, plum panels and gold lining.
- SADDLE** Lycett spring seat
- FINISH** Three coats best black enamel, usual parts heavily chromium plated.
- FITTINGS** Tool box containing set of tools, lubricating gun, pump. Upswept exhaust pipe, with tubular silencer. Lucas 6-v. lighting set, with wet battery. Head lamp (6in.), fitted with dim bulb and ammeter in body.
- TAX** 15/- (30/- if fitted with 175 c.c. engine).



COMPLETE WITH LUCAS 6-v. DYNAMO
LIGHTING SET - - - - -

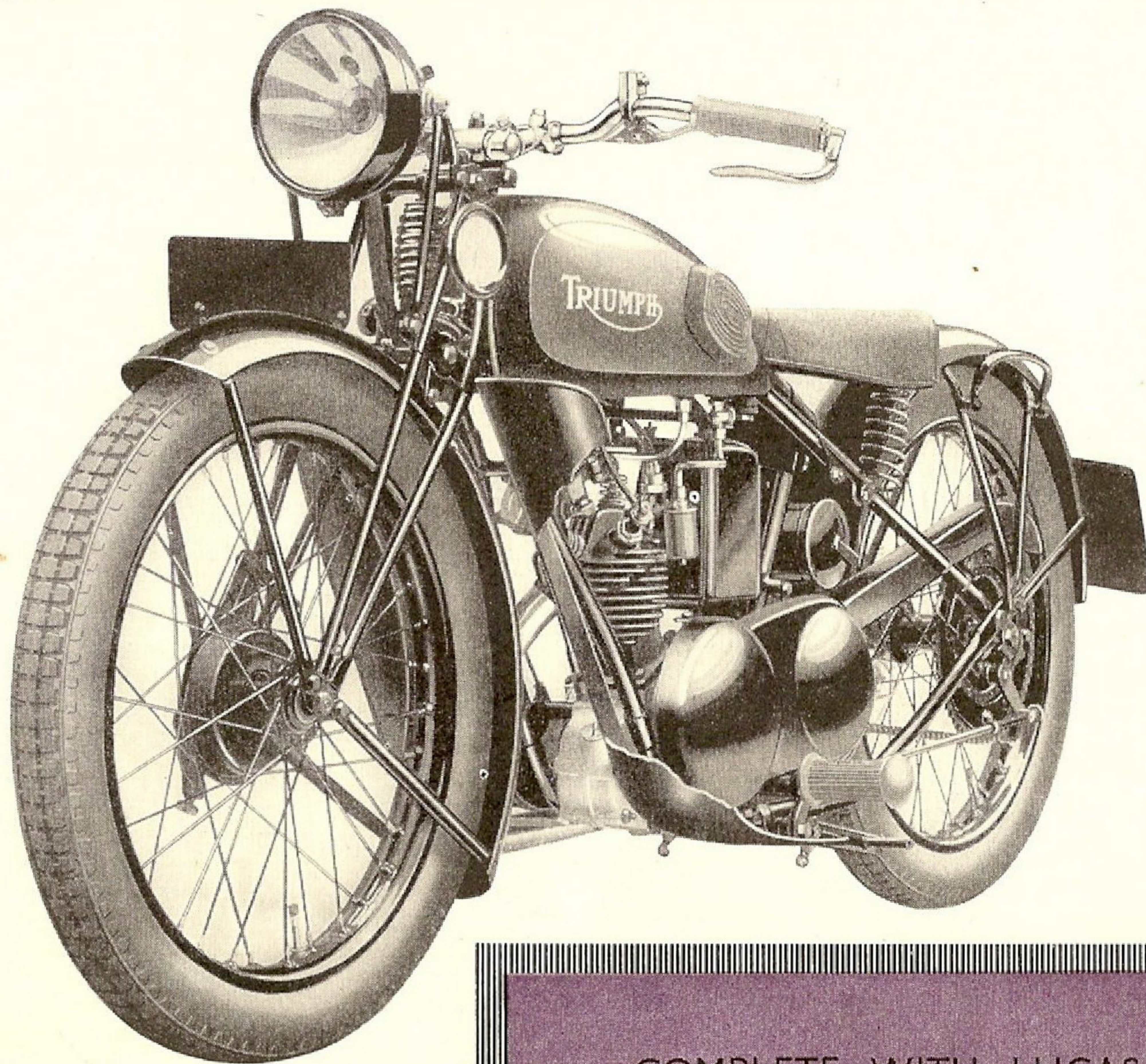
£33 - 10 - 0

FITTED WITH 175 c.c. ENGINE - - -

£34 - 10 - 0

FOR HIRE PURCHASE PRICES SEE PAGE 22

MODEL X07/1 175 C.C. O.H.V.



ENGINE Bore, 61.5 mm. Stroke 59 mm. Capacity, 174 c.c. Detachable cylinder head of new design. Totally enclosed valve gear, automatically lubricated. Roller bearing big end. Aluminium alloy piston.

LUBRICATION Dry sump type, operated by plunger pump of adequate proportions

CARBURETTOR Amal, flange fitting.

IGNITION Lucas, 6-v. coil.

GEARBOX Triumph 3-speed. Dry plate clutch, hand control.

FRAME Duplex tubular frame of great strength, giving low riding position.

FORK Girder type of robust construction.

TRANSMISSION Chain, automatically lubricated. Rear wheel shock absorber.

BRAKES Internal expanding, 5in. drums.

WHEELS Fitted with 25 x 3.0 Dunlops. Taper roller bearings.

TANK Of bold design, has a capacity of 1½ galls. Finished black, grey panels and gold lining.

SADDLE Lycett spring seat.

FINISH Three coats best black enamel, usual parts heavily chromium plated.

FITTINGS Tool box with tools, grease gun, pump, legshields. Lucas 6-v. lighting set, with wet battery. Head lamp (6in.), fitted with dim bulb and ammeter in body.

TAX 30/-

COMPLETE WITH LUCAS 6-v. DYNAMO
LIGHTING SET AND LEGSHIELDS - -

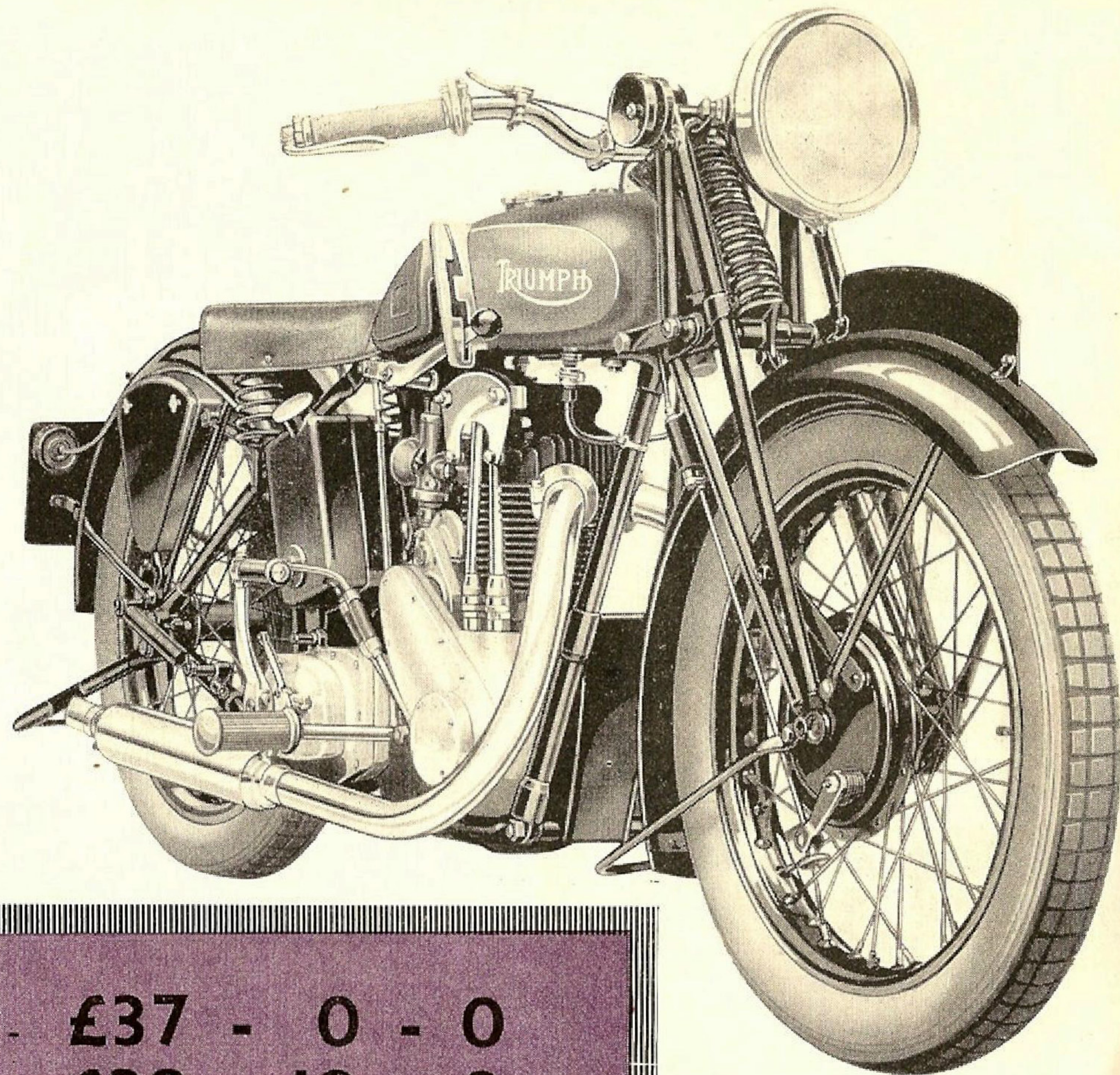
(Legshields cut away to show Engine)

£30 - 15 - 0

FOR HIRE PURCHASE PRICE SEE PAGE 22

MODEL 2/1 250 C.C. O.H.V. 2 PORT.

- ENGINE** Bore, 63.0 mm. Stroke, 80 mm. Capacity, 249 c.c. Detachable 2-port cylinder head of new design, having an extremely efficient combustion chamber. Totally enclosed valve gear, automatically lubricated. Double roller bearing big end, with ball bearings to main shaft. Special steel alloy con-rod and aluminium piston of new design, giving an extremely lively performance. Timing gear of ample proportions being extremely silent in operation.
- LUBRICATION** Dry sump type operated by pump. Separate oil tank to give better cooling. Oil capacity 4 pints.
- CARBURETTER** Amal, flange fitting type, with throttle stop and pilot jet.
- IGNITION** By Lucas H.T. Magneto or Magdyno (extra).
- GEARBOX** Triumph 3-speed, 3-plate clutch standard. Hand control. 4-speed box (extra 30/-).
- FRAME** New design Duplex type of best quality weldless steel tubing, giving low riding position.
- FORK** Girder type of new design. Very robust tubing, with straight front girder. Compression spring, fork dampers and steering damper.
- TRANSMISSION** Chain, automatically lubricated, running in steel chain case. Engine shock absorber on shaft.
- BRAKES** Internal expanding, 7in. drums.
- WHEELS** Fitted with 26x3.25 Dunlops, running on taper roller bearings. Clearance for 26x3.5.
- TANK** Of new design and shape. Extremely strong in construction and having a capacity of 2½ galls. Finished black, grey panels and gold lining.
- SADDLE** Lycett spring seat.
- FINISH** Three coats best black enamel on rubber base, usual parts heavily chromium plated.
- FITTINGS** Sporting type handlebars, with clip-on controls, giving individual positions. Very neat tubular silencers. Rear stand, spring-up type. Lifting handle. Large metal tool box and kit.
- TAX** 30/-



MODEL 2/1 WITH 3-SPEED GEAR	-	-	£37	-	0	-	0
MODEL 2/1 WITH 4-SPEED GEAR (Illustrated)			£38	-	10	-	0
LUCAS 6-v. MAGDYNO LIGHTING SET (EXTRA)			£5	-	10	-	0

FOR HIRE PURCHASE PRICES SEE PAGE 22

MODEL 3/1 350 C.C. SIDE VALVE.

ENGINE Bore, 70.0 mm. Stroke, 89 mm. Capacity, 343 c.c. Detachable cylinder head of new design, having an extremely efficient combustion chamber. Totally enclosed valve gear, automatically lubricated. Double roller bearing big end, with ball bearings to main shaft. Special steel alloy con-rod and aluminium piston of new design, giving an extremely lively performance. Timing gear of ample proportions being extremely silent in operation. Specially designed for prolonged economical service, with a minimum of attention.

LUBRICATION Dry sump type, operated by pump. Separate oil tank to give better cooling. Oil capacity 4 pints.

CARBURETTER Amal, flange fitting type, with throttle stop and pilot jet.

IGNITION By Lucas H.T. Magneto or Magdyno (extra).

GEARBOX Triumph 3-speed, 3-plate clutch standard. Hand control. 4-speed box (extra 30/-).

FRAME New design Duplex type of best quality weldless steel tubing, giving low riding position.

FORK Girder type of new design. Very robust tubing, with straight front girder. Compression spring, fork dampers and steering damper.

TRANSMISSION Chain, automatically lubricated, running in steel chain case. Engine shock absorber on shaft.

BRAKES Internal expanding, 7in. drums.

WHEELS Fitted with 26 x 3.25 Dunlops, running on taper roller bearings. Clearance for 26 x 3.5.

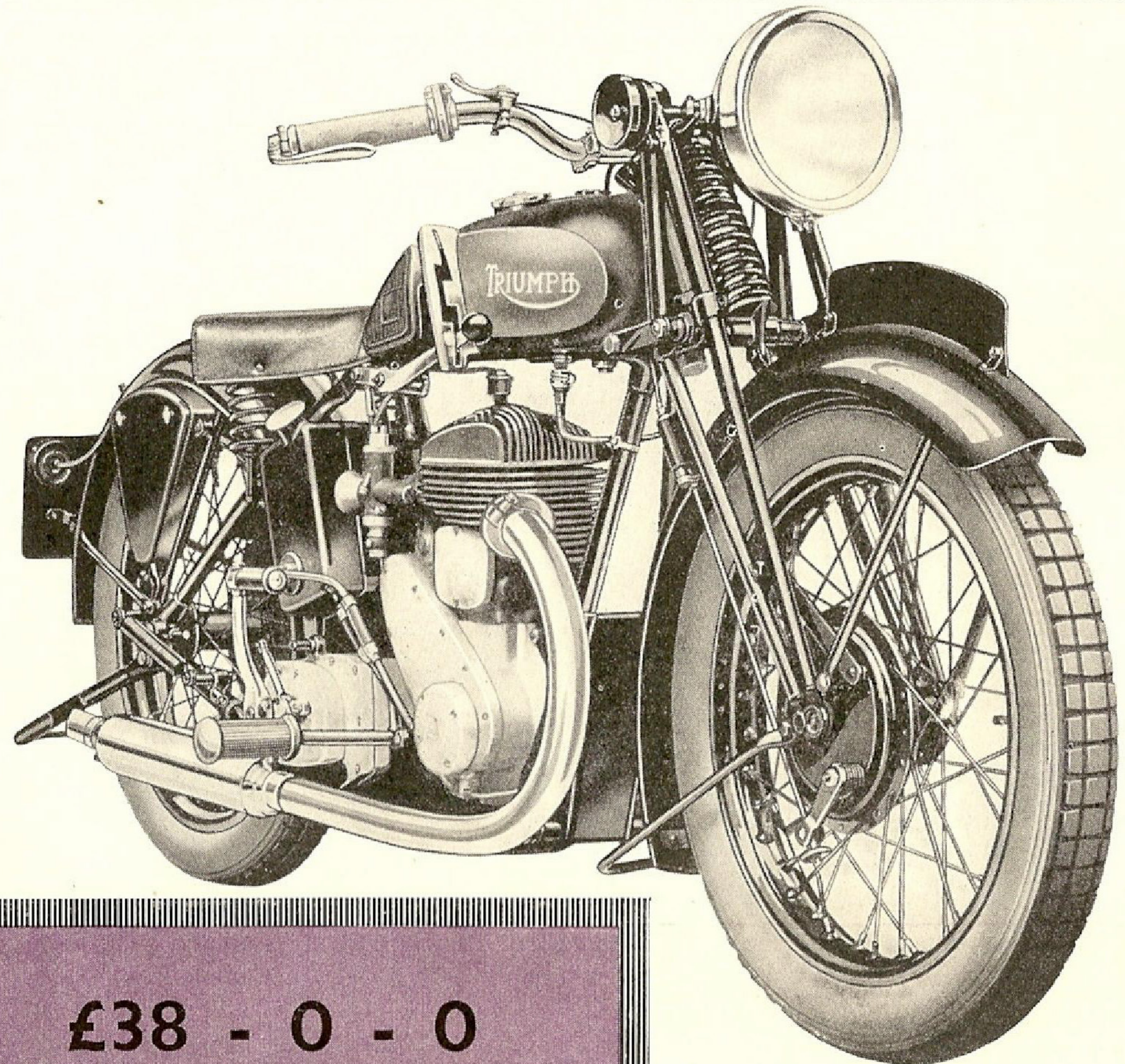
TANK Of new design and shape. Extremely strong in construction and having a capacity of 2½ galls. Finished black, grey panels and gold lining.

SADDLE Lycett spring seat.

FINISH Three coats best black enamel on rubber base, usual parts heavily chromium plated.

FITTINGS Sporting type handlebars, with clip-on controls, giving individual positions. Very neat tubular silencers. Rear stand, spring-up type. Lifting handle. Large metal tool box and kit.

TAX £3 . 0 . 0



MODEL 3/1

£38 - 0 - 0

LUCAS 6-v. MAGDYNO LIGHTING SET (EXTRA)

£5 - 10 - 0

FOR HIRE PURCHASE PRICE SEE PAGE 22

MODEL 3/2 350 C.C. O.H.V. 2 PORT.

ENGINE Bore, 70 mm. Stroke, 89 mm. Capacity, 343 c.c. Detachable 2-port cylinder head of new design, having an extremely efficient combustion chamber. Totally enclosed valve gear, automatically lubricated. Double roller bearing big end, with ball bearings to main shaft. Special steel alloy con-rod and aluminium piston of new design, giving an extremely lively performance. Timing gear of ample proportions being extremely silent in operation. The crankcase of this unit is particularly well designed: the exceptional proportions giving an unusual degree of rigidity and strength.

LUBRICATION Dry sump type operated by pump. Separate oil tank to give better cooling. Oil capacity 5 pints.

CARBURETTER Amal, flange fitting type, with throttle stop and pilot jet.

IGNITION By Lucas H.T. Magneto or Magdyno (extra).

GEARBOX Triumph 4-speed, 4-plate clutch, operated by hand control.

FRAME New design Duplex type of best quality weldless steel tubing, giving low riding position.

FORK Girder type of new design. Very robust taper tubing, with straight front girder. Compression spring, fork dampers and steering damper.

TRANSMISSION Chain, automatically lubricated, running in steel chain case. Engine shock absorber on shaft.

BRAKES Internal expanding, 7in. drums.

WHEELS Fitted with 26×3.25 Dunlops, running on taper roller bearings. Clearance for 26×3.5.

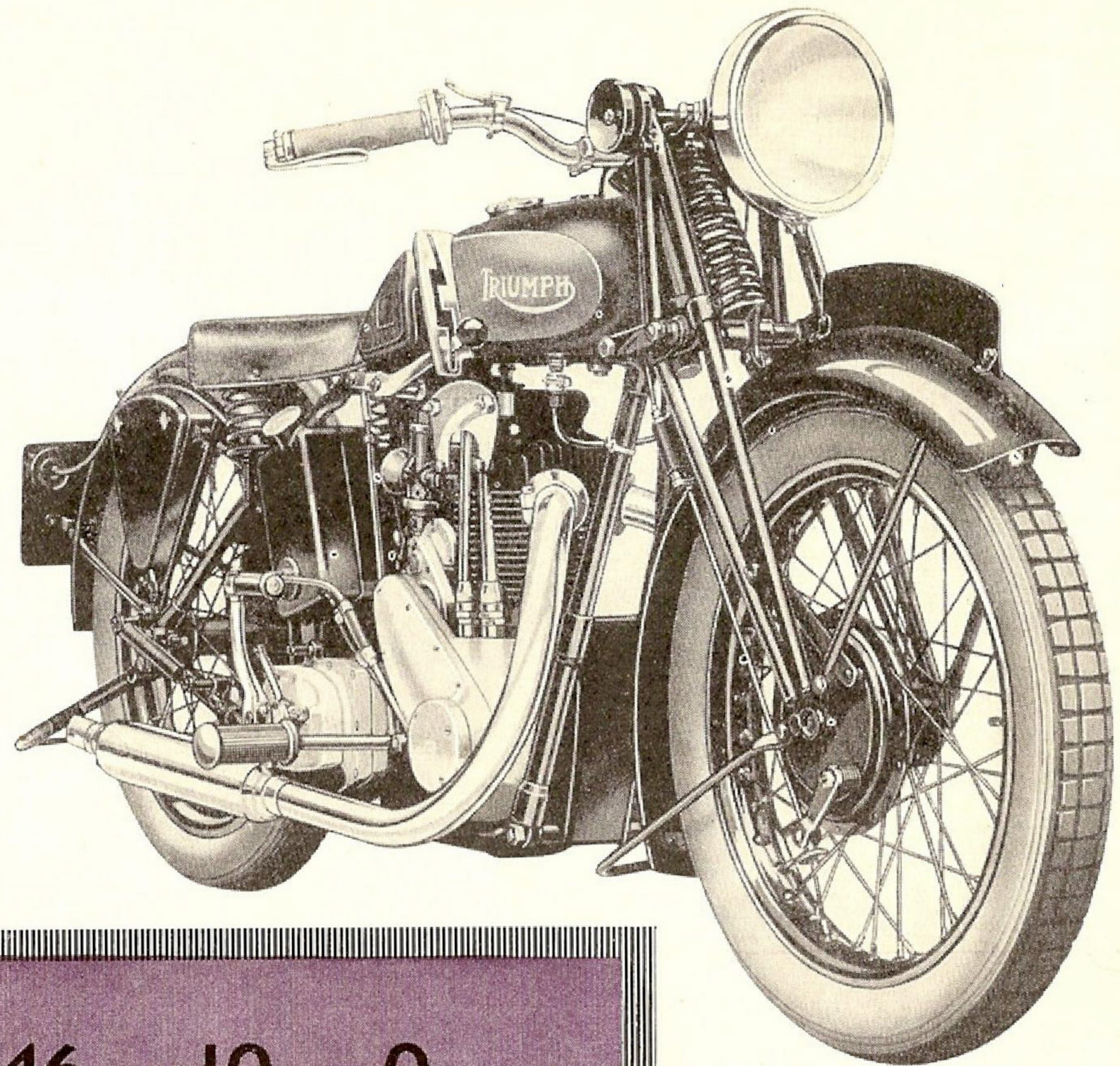
TANK Of new design and shape. Extremely strong in construction and having a capacity of 2½ galls. Finished black, grey panels and gold lining.

SADDLE Lycett spring seat.

FINISH Three coats best black enamel on rubber base, usual parts heavily chromium plated.

FITTINGS Sporting type handlebars, with clip-on controls, giving individual positions. Very neat tubular silencers. Rear stand, spring-up type. Lifting handle. Large metal tool box and kit.

TAX £3 . 0 . 0



MODEL 3/2 - - - - - £46 - 10 - 0

LUCAS 6-v. MAGDYNO LIGHTING SET (EXTRA) - £5 - 10 - 0

FOR HIRE PURCHASE PRICE SEE PAGE 22

MODELS 5/1 550 C.C. SIDE VALVE. 5/2 500 C.C. O.H.V. 2 PORT.

ENGINE Bore, 84 mm. Stroke, 89 mm. Capacity, 493 c.c. Detachable, high efficiency, 2-port cylinder head, embodying combustion chamber of new design. Totally enclosed valve gear, automatically lubricated. Double roller bearing big end; ball bearings to both sides of main shaft. Aluminium alloy piston. Timing gear of ample proportions, being extremely silent in operation. The Side Valve Model (5/1) has a detachable cylinder head. Bore, 84 mm. Stroke, 99 mm. Capacity, 549 c.c. Otherwise as Model 5/2

LUBRICATION Dry sump type, operated by plunger pump. Separate oil tank, giving good cooling. Oil capacity 5 pints.

CARBURETTER Amal, flange fitting type, with throttle stop and pilot jet.

IGNITION By Lucas H.T. Magneto or Magdyno (extra).

GEARBOX Triumph 4-speed, 4-plate clutch, hand control.

FRAME New design Duplex type of best quality weldless steel tubing, giving low riding position.

FORK Girder type of new design. Very robust taper tubing, with straight front girder. Compression spring, fork dampers, steering damper.

TRANSMISSION Chain, automatically lubricated, running in steel chain case. Engine shock absorber on shaft.

BRAKES Internal expanding 7in. drums.

WHEELS Fitted with 26x3.25 Dunlops, running on taper roller bearings. Clearance for 26x3.5.

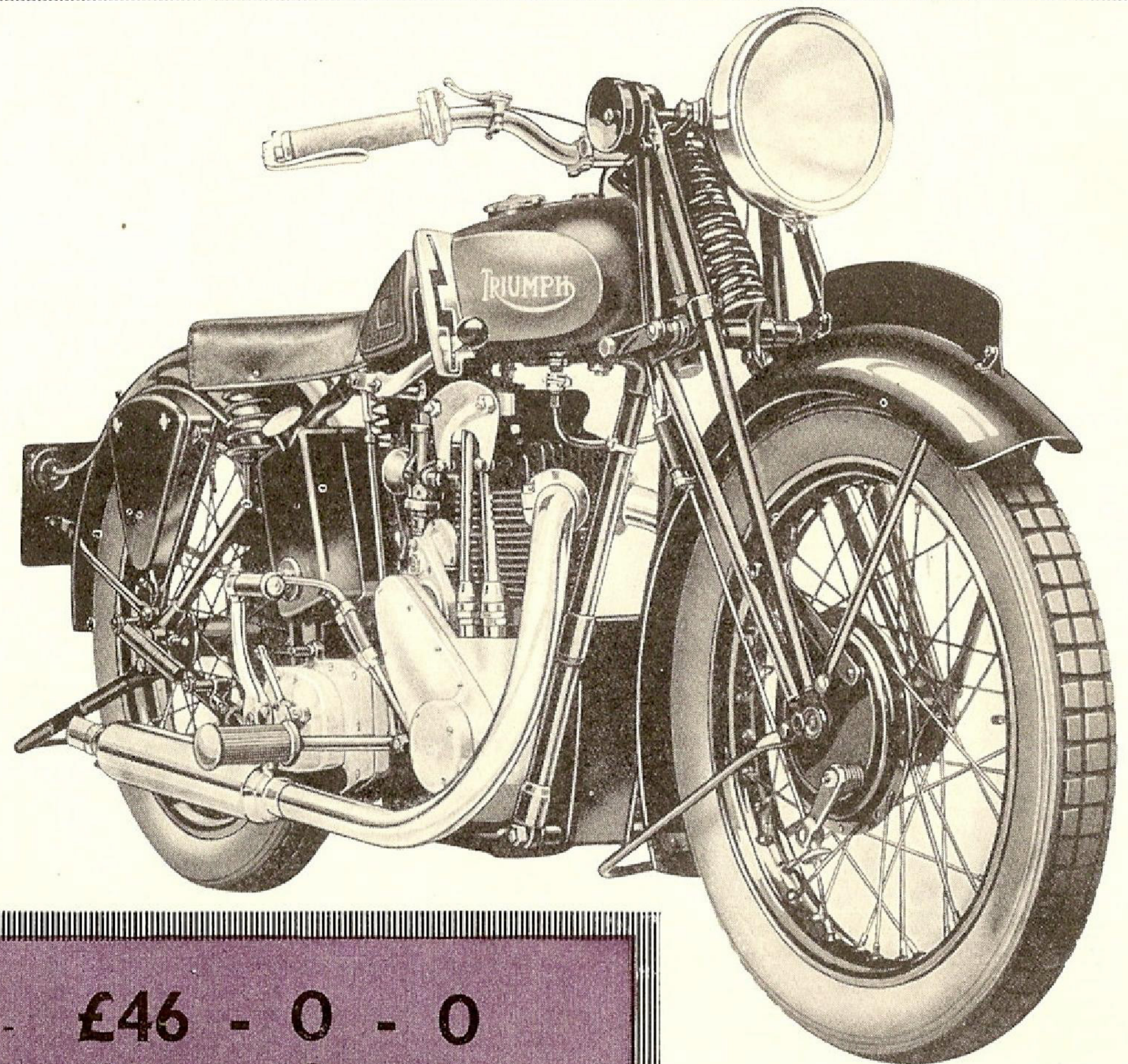
TANK Of new design and shape. Extremely strong in construction, and having a capacity of 2½ galls. Finish black, grey panels and gold lining.

SADDLE Lycett spring seat.

FINISH Three coats of best black enamel on rubber base, usual parts heavily chromium plated.

FITTINGS Sporting type handlebars, with clip-on controls, giving individual positions. Very neat tubular silencers. Rear stand, spring-up type. Lifting handle. Large metal tool box and kit.

TAX £3 . 0 . 0.



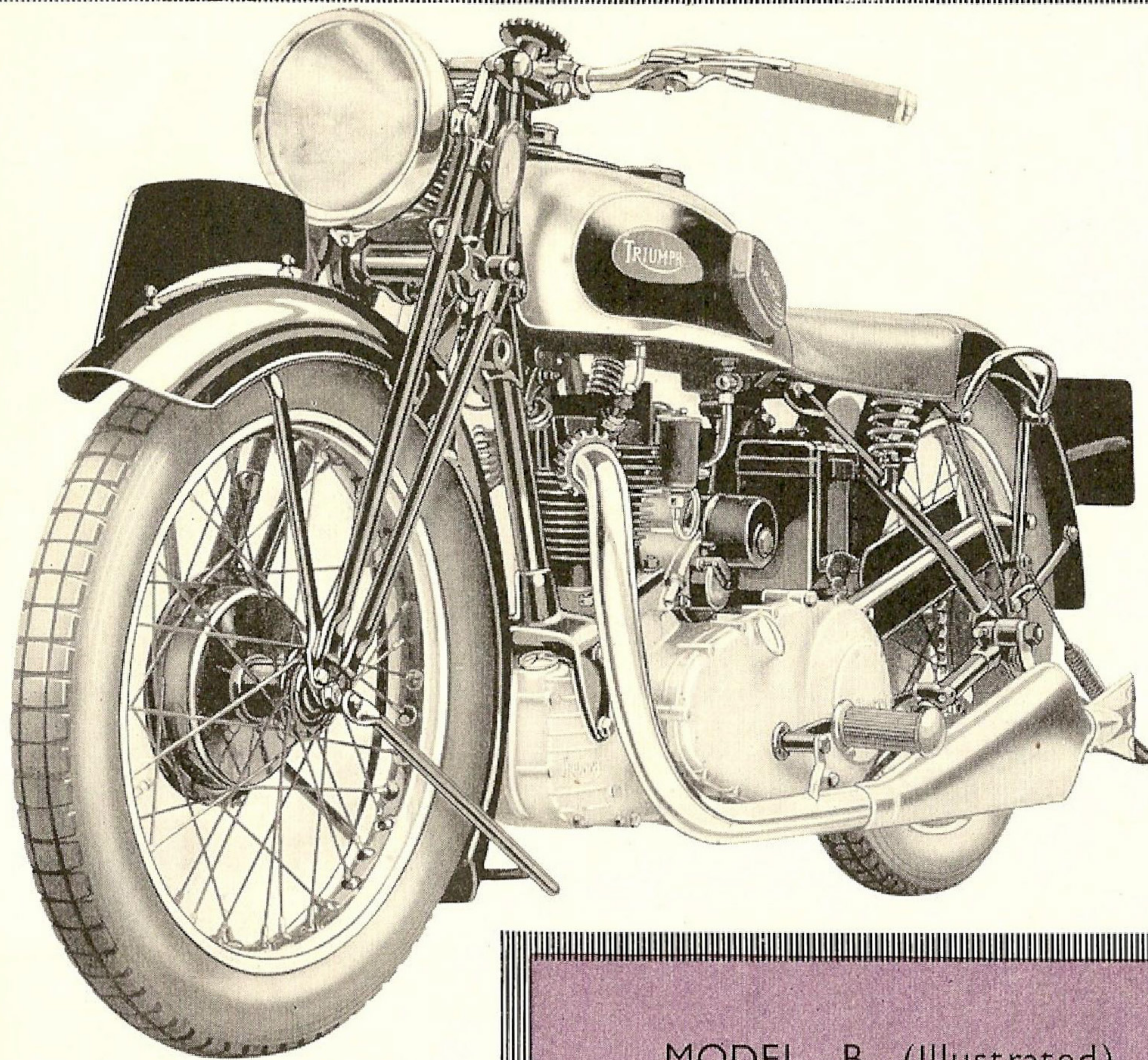
MODEL 5/1 (SIDE VALVE) - - - £46 - 0 - 0

MODEL 5/2 (O.H.V. . . . Illustrated) - £49 - 0 - 0

LUCAS 6-v. MAGDYNO LIGHTING SET (EXTRA) - £5 - 10 - 0

FOR HIRE PURCHASE PRICES SEE PAGE 22

MODELS B 500 C.C. O.H.V. 2 PORT. BS 500 C.C. O.H.V. 2 PORT SPORTS.



ENGINE Bore, 84 mm. Stroke, 89 mm. Capacity, 493 c.c. Detachable cylinder head, 2-port. Totally enclosed valve gear, mounted on roller bearings. Roller bearing big end, aluminium alloy piston. Extremely silent at all speeds.

LUBRICATION Dry sump type, pump operated.

CARBURETTER Amal, flange fitting.

IGNITION By Lucas H.T. Magneto or Magdyno (extra).

GEARBOX Triumph 4-speed, 4-plate clutch, hand control.

FRAME Straight tubular type, low saddle position.

FORK Fitted with compression spring and steering damper.

TRANSMISSION Chain, running in die cast aluminium oil bath. Shock absorber on rear wheel.

BRAKES Internal expanding, 7in. drums.

WHEELS Fitted with 26 x 3.25in. Dunlops, mounted on taper roller bearings.

TANK Of attractive design, having a capacity of 2½ galls. Finished in chrome, black and gold lining.

SADDLE Lycett spring seat.

FINISH Three coats best black enamel on rubber base. Usual parts heavily chromium plated.

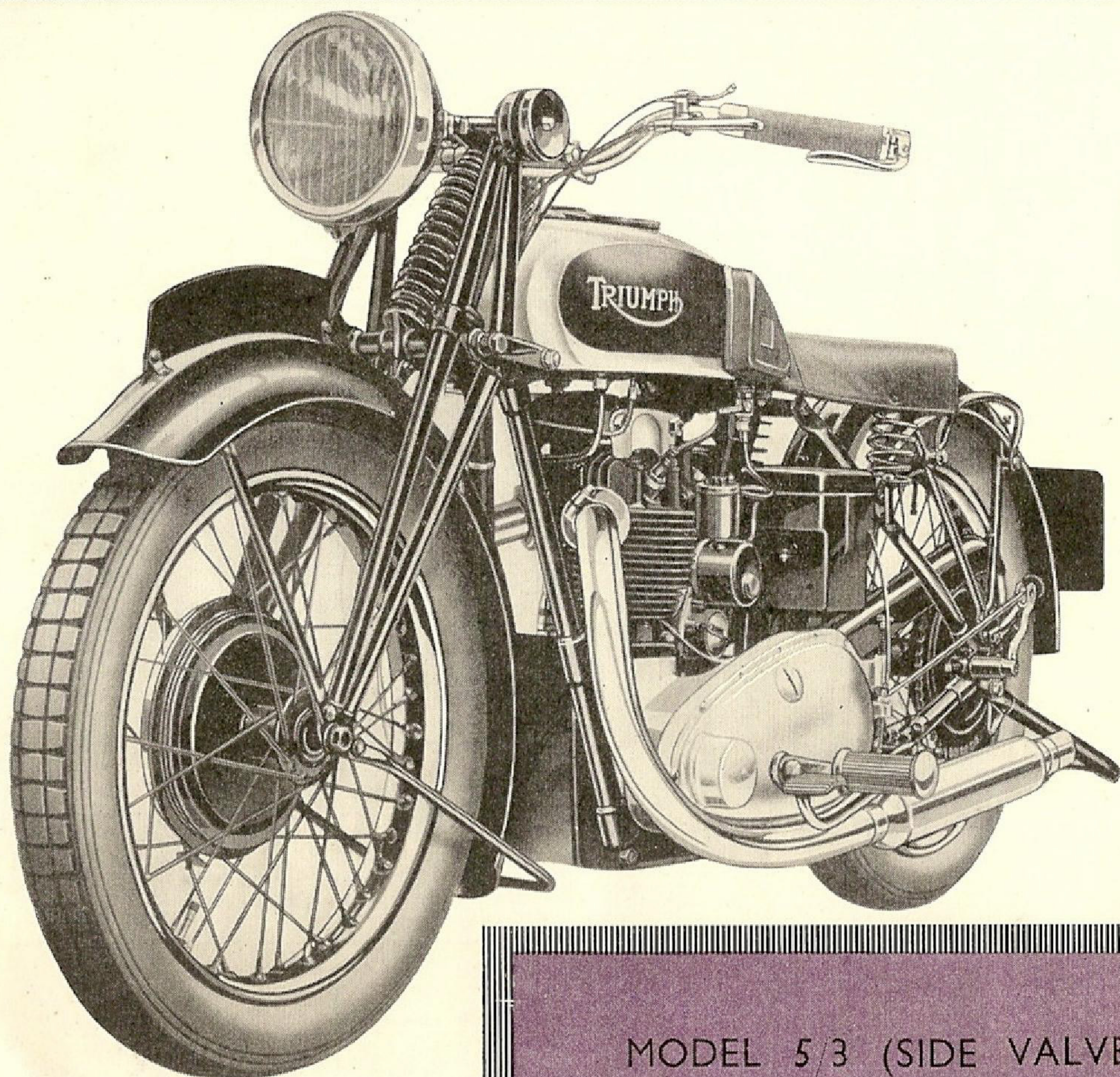
FITTINGS "Clean" handlebar, adjustable. Toolkit, grease gun and pump. Rear stand, spring-up type. Lifting handle. Large metal tool box.

TAX £3 . 0 . 0

MODEL B (Illustrated)	- - - -	£50 - 0 - 0
MODEL BS (Fitted with Upswept Pipes, Foot Control to Gearbox and Rear Pad)		£53 - 0 - 0
LUCAS 6-v. DYNAMO PANEL LIGHTING SET (EXTRA)		£5 - 15 - 0

FOR HIRE PURCHASE PRICES REGISTROSTORICOTRIUMPH.it

MODELS 5/3 550 C.C. S.V. DE LUXE. 5/4 500 C.C. O.H.V. DE LUXE.



ENGINE Bore, 84 mm. Stroke, 89 mm. Capacity, 493 c.c. Detachable high efficiency cylinder head embodying combustion chamber of new design. Totally enclosed valve gear, automatically lubricated. Double roller bearing big end; ball bearings to both sides of main shaft. Aluminium alloy piston. Timing gear of ample proportions being extremely silent in operation. The Side Valve Model (5/3) has a detachable cylinder head. Bore, 84 mm. Stroke, 99 mm. Capacity, 549 c.c. Otherwise as Model 5/4.

LUBRICATION Dry sump type, operated by plunger pump, forcing oil through main shaft and crank pin to big end. Separate oil tank, giving good cooling. Oil capacity 5 pints.

CARBURETTER Amal, flange fitting type, with throttle stop and pilot jet.

IGNITION By Lucas H.T. Magneto or Magdyno (extra).

GEARBOX Triumph 4-speed, 4-plate clutch operated by hand control. (Foot control optional.)

FRAME New design duplex type of best quality weldless steel tubing, giving low riding position.

FORK Girder type of new design. Very robust taper tubing, with straight front girder. Compression spring, fork dampers and steering damper.

TRANSMISSION Primary chain running in die cast aluminium oil bath. Engine shaft shock absorber. Rear chain automatically lubricated by breather.

BRAKES Internal expanding brakes, front and rear inter-connected, operating in 8in. ribbed drums, die cast aluminium shoes and side plates, fitted with special water excluder. Ratchet brake locking device for parking.

WHEELS Fitted with 26x3-5 Dunlops. Detachable knock-out spindle to rear wheel, leaving brake and driving chain undisturbed. Chrome rims, black centres.

TANK Of new design and shape, extremely strong in construction, and having a capacity of 3½ galls. Tank panel contains lighting switch, ammeter and inspection lamp. Finished chrome, black panels and gold lining.

SADDLE Lycett spring seat, pan type.

FINISH Three coats best black enamel on rubber base, usual parts heavily chromium plated.

FITTINGS Sporting type handlebars, with clip-on controls giving individual positions. Very neat tubular silencers. Rear stand, spring-up type. Steering damper and fork dampers. Rear carrier. Detachable rear wheel. Panel in tank. Inter-connected brakes fitted with ratchet to maintain brake pressure for parking. Large metal tool box and kit.

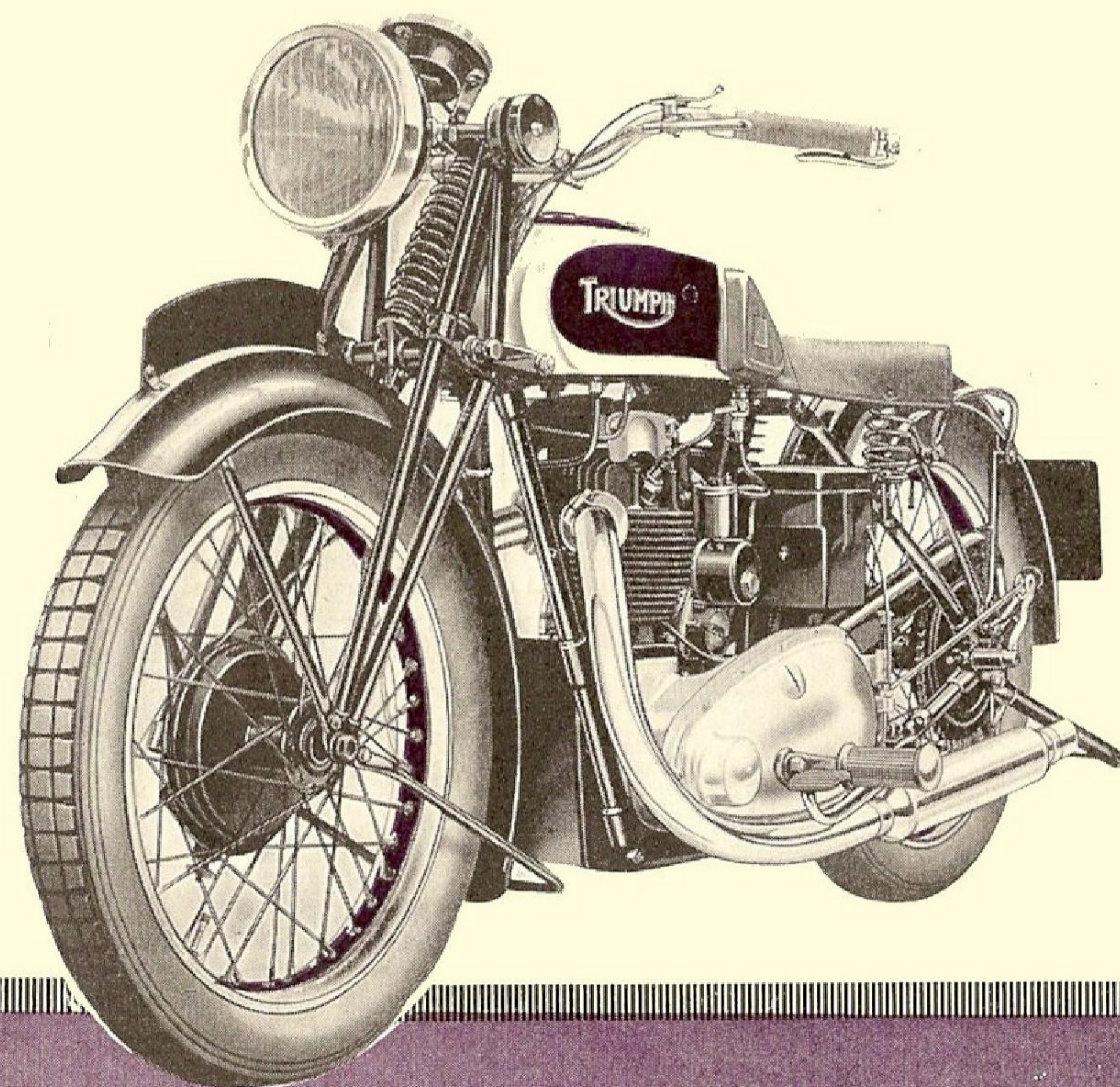
TAX £3 . 0 . 0

MODEL 5/3 (SIDE VALVE)	- - -	£53 - 10 - 0
MODEL 5/4 (O.H.V. . . . Illustrated)	-	£56 - 10 - 0
LUCAS 6-v. DYNAMO PANEL LIGHTING SET (EXTRA)		£5 - 15 - 0

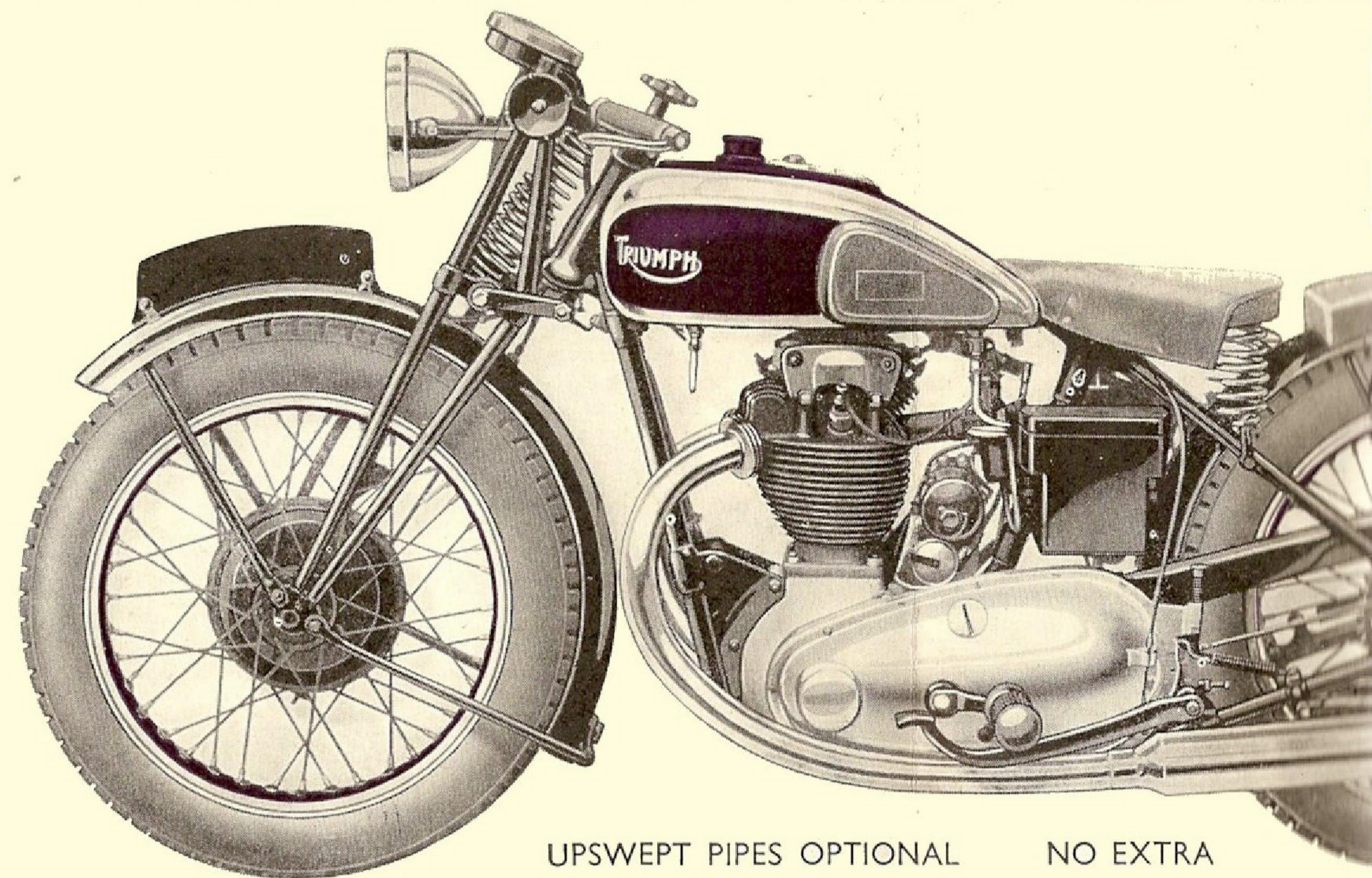
FOR HIRE PURCHASE PRICES REGISTROSTORICOTRIUMPH.it



MARK "5" M



MODEL 2/5 (250 c.c.) **£44 - 10 - 0**



UPSWEPT PIPES OPTIONAL NO EXTRA

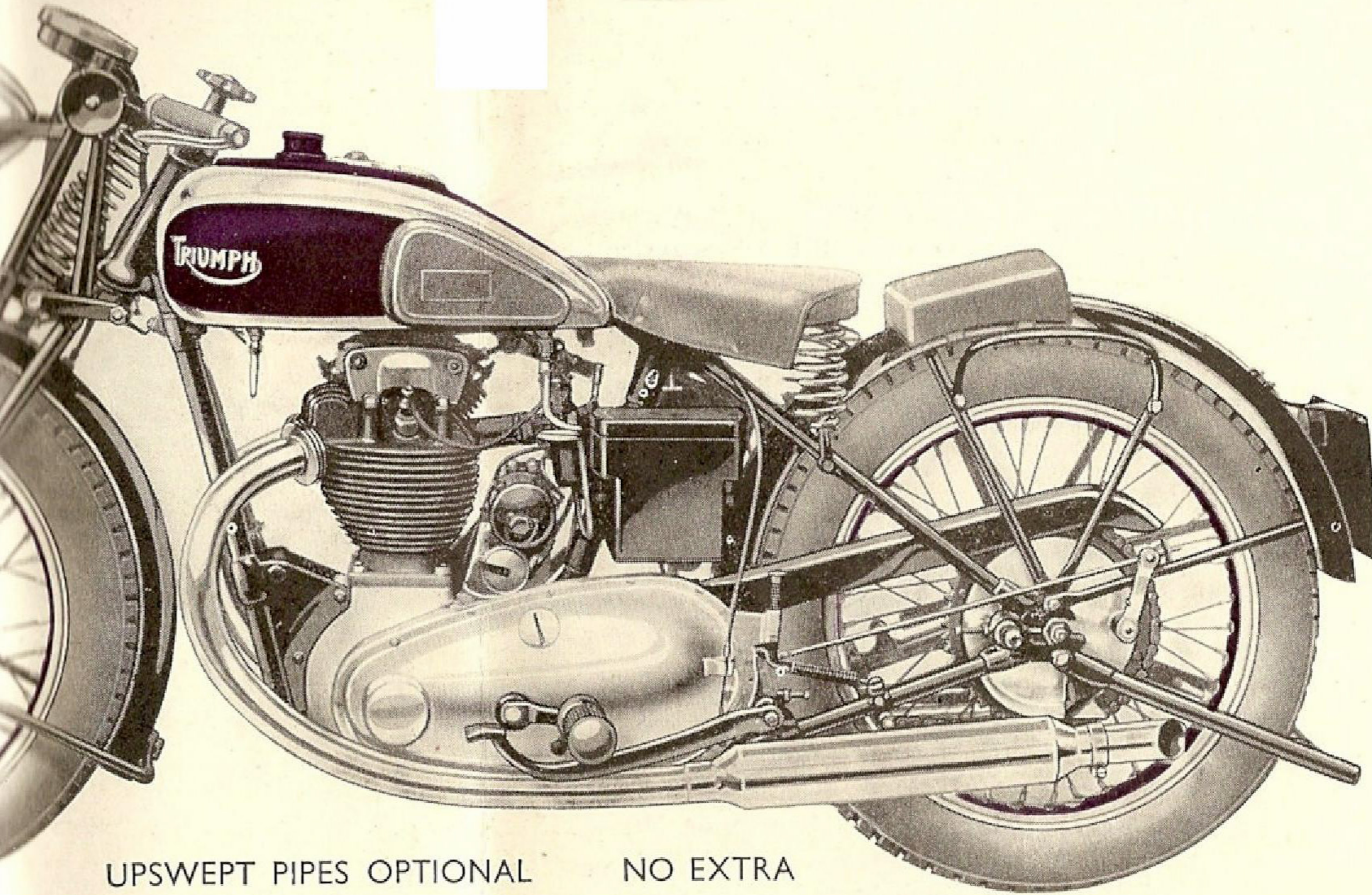
MODEL 5/5 (500 c.c.) **£65 - 10 - 0**

LUCAS 6-v. MAGDYNO PANEL LIGHTING SETS (All Chrome) Extra **£6 - 0 - 0**

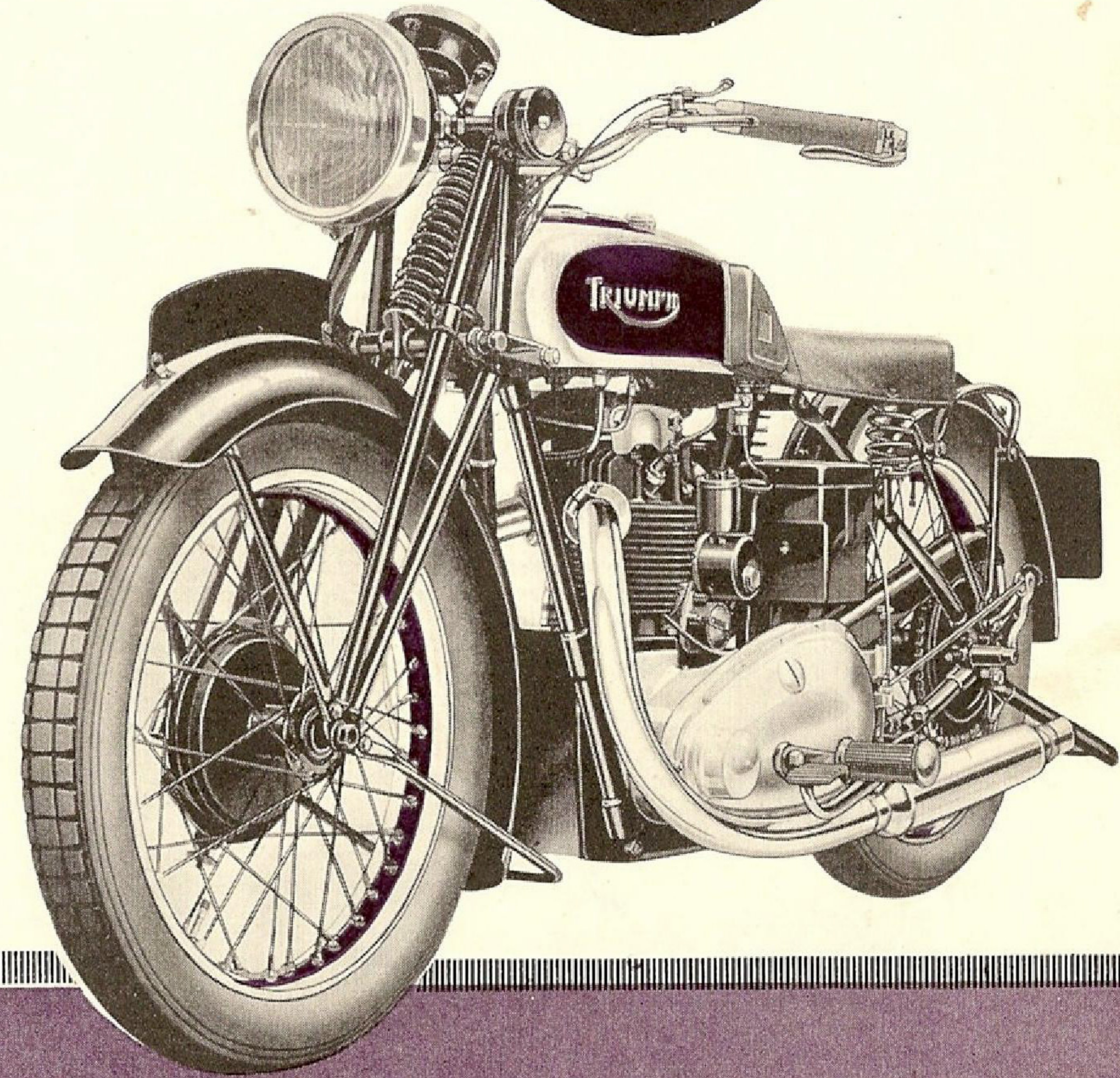
FOR SPECIFICATIONS SEE PAGES 14 & 15

" 5 "

MODELS.



UPSWEPT PIPES OPTIONAL NO EXTRA



MODEL 5/5 (500 c.c.) **£65 - 10 - 0**

FOR SPECIFICATIONS SEE PAGES 14 & 15

MODEL 3/5 (350 c.c.) **£49 - 10 - 0**

100 M.P.H. 5" DIAL SPEEDOMETERS (Extra) **£5 - 5 - 0**

FOR HIRE PURCHASE PRICES SEE PAGE 22

REGISTROSTORICOTRIUMPH.it

MODEL 2/5.

250 C.C. MARK 5.

- ENGINE** Bore, 63.0 mm. Stroke, 80 mm. Capacity, 249 c.c. Detachable 2-port cylinder head of new design and great efficiency. Totally enclosed valve gear automatically lubricated. Double roller big end, ball bearings to main shaft. Special steel alloy con-rod and aluminium H.C. piston of new design. Timing gear of ample proportions, extremely silent in operation. Double valve springs. Polished head and valve ports. Specially tuned.
- LUBRICATION** Dry sump type operated by pump. Oil is forced through main shaft and crank-pin to big end, under pressure. Separate oil tank to give better cooling. Oil capacity 4 pints.
- CARBURETTER** Amal, flange fitting with throttle stop and pilot jet. With Petroflex petrol pipe.
- IGNITION** By Lucas H.T. Magneto or Magdyno (extra).
- GEARBOX** Triumph 4-speed, 4-plate clutch. Foot change fitted as standard. Hand change no extra.
- FRAME** New design Duplex type of best quality weldless steel tubing giving low riding position.
- FORK** Girder type of new design. Very robust tubing with straight front girder. Compression spring, fork dampers and steering damper.
- TRANSMISSION** Chain, automatically lubricated running in die cast aluminium chain case. Engine shaft shock absorber. Rear chain automatically lubricated by breather.
- BRAKES** Internal expanding, 7in. drums.
- WHEELS** Fitted with 26x3.25 Dunlops. Studded front and rear. Running on taper roller bearings. Chrome rims, plum centres.
- TANK** Of new design and shape. Capacity 2½ galls. "quickfiller" petrol filler. Instrument panel for ammeter, oil pressure indicator, and lamp switch. Finished chrome, plum panels and gold lining.
- SADDLE** Lycett spring seat.
- FINISH** Three coats best black enamel on rubber base. Usual parts heavily chromium plated.
- FITTINGS** Sporting type handlebars with clip-on controls giving individual positions. Very neat tubular silencers. Rear stand, spring-up type. Lifting handle. Steering damper and fork dampers. Down-swept exhaust pipes (Up-swept optional).
- TAX** 30/-

MODEL 500 C.C.

5/5. MARK 5.

ENGINE Bore, 84 mm. Stroke, 89 mm. Capacity, 493 c.c. Detachable 2-port cylinder head of new design and great efficiency. Totally enclosed valve gear automatically lubricated. Double roller big end, ball bearings to main shaft. Special steel alloy con-rod and aluminium H.C. piston of new design. Timing gear of ample proportions, extremely silent in operation. Double valve springs. Polished head and valve ports. Specially tuned.

LUBRICATION Dry sump type, operated by plunger pump, forcing oil through main shaft and crank pin to big end. Separate oil tank, giving good cooling. Oil capacity 5 pints.

CARBURETTER Amal, 1½ in. bore. Double float chamber, ensuring maximum efficiency in acceleration and speed.

IGNITION Lucas racing Magneto or Mag-dyno (extra).

GEARBOX Triumph 4-speed, 4-plate clutch. Operated by foot control. Hand change no extra.

FRAME New design Duplex type of best quality weldless steel tubing, giving low riding position.

FORK Girder type of new design. Very robust taper tubing, with straight front girder. Compression spring, fork dampers and steering damper.

TRANSMISSION Primary chain, running in die cast aluminium oil bath. Engine shaft shock absorber. Rear chain automatically lubricated by breather. Steel chain case optional, no extra.

BRAKES Internal expanding brakes, front and rear inter-connected operating in 8 in. ribbed drums, die cast aluminium shoes and side plates; fitted with special water excluder.

WHEELS Fitted with 27×3.25 Dunlops. Studded front and rear. Chrome rims, plum centres.

TANK Of new design and shape, extremely strong in construction and having a capacity of 3¼ galls. Tank panel contains lighting switch, ammeter and inspection lamp. Oil pressure indicator. Fitted with large petrol "quick filler." Finished chrome, plum panels and gold lining. 2½ gall. tank to same finish may be had as option, no extra.

SADDLE Lycett spring seat.

FINISH Three coats best black enamel on rubber base, usual parts heavily chromium plated.

FITTINGS Sporting type handlebars with clip-on controls giving individual positions. Very neat tubular silencers. Rear stand, spring-up type. Lifting handle. Steering damper and fork dampers. Down-swept exhaust pipes (Up-swept optional). Detachable rear wheel. Inter-connected brakes with ratchet parking device. Panel in tank.

TAX £3 . 0 . 0

MODEL 3 / 5 .

350 C.C. MARK 5 .

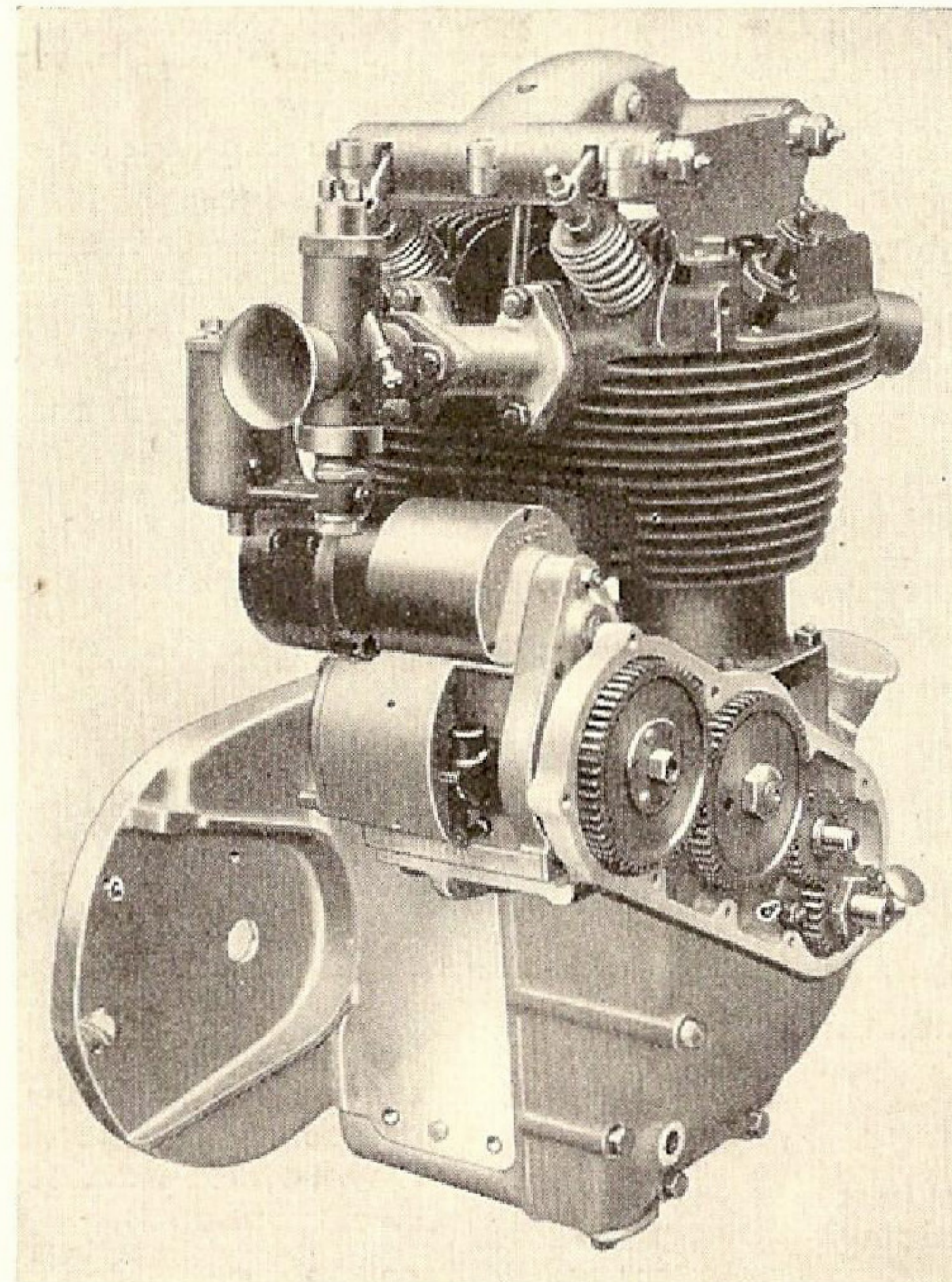
- ENGINE** Bore, 70 mm. Stroke, 89 mm. Capacity 343 c.c. Detachable 2-port cylinder head of new design and great efficiency. Totally enclosed valve gear automatically lubricated. Double roller big end, ball bearings to main shaft. Special steel alloy con-rod and aluminium H.C. piston of new design. Timing gear of ample proportions extremely silent in operation. Double valve springs. Polished head and valve ports. Specially tuned.
- LUBRICATION** Dry sump type operated by pump. Oil is forced through main shaft and crank-pin to big end, under pressure. Separate oil tank to give better cooling. Oil capacity 4 pints.
- CARBURETTER** Amal, flange fitting type with throttle stop and pilot jet. With Petroflex petrol pipe.
- IGNITION** By Lucas H.T. Magneto or Magdyno (extra).
- GEARBOX** Triumph 4-speed, 4-plate clutch. Foot change fitted as standard. Hand change no extra.
- FRAME** New design Duplex type of best quality weldless steel tubing giving low riding position.
- FORK** Girder type of new design. Very robust taper tubing with straight front girder. Compression spring, fork dampers and steering damper.
- TRANSMISSION** Chain, automatically lubricated running in die cast aluminium chain case. Engine shaft shock absorber. Rear chain automatically lubricated by breather.
- BRAKES** Internal expanding 7in. drums.
- WHEELS** Fitted with 26 x 3.25 Dunlops. Studded front and rear. Chrome rims, plum centres.
- TANK** Of new design and shape. Capacity 2½ galls. "quickfiller" petrol filler. Instrument panel for ammeter, lighting switch and inspection lamp. Oil pressure indicator. Finished chrome, plum panels and gold lining.
- SADDLE** Lycett spring seat.
- FINISH** Three coats best black enamel on rubber base. Usual parts heavily chromium plated.
- FITTINGS** Sporting type handlebars with clip-on controls giving individual positions. Very neat tubular silencers. Rear stand, spring-up type. Lifting handle. Steering damper and fork dampers. Down-swept exhaust pipes (Up-swept optional).
- TAX** £3 . 0 . 0

MODEL 6/1 650 C.C. O.H.V. TWIN.

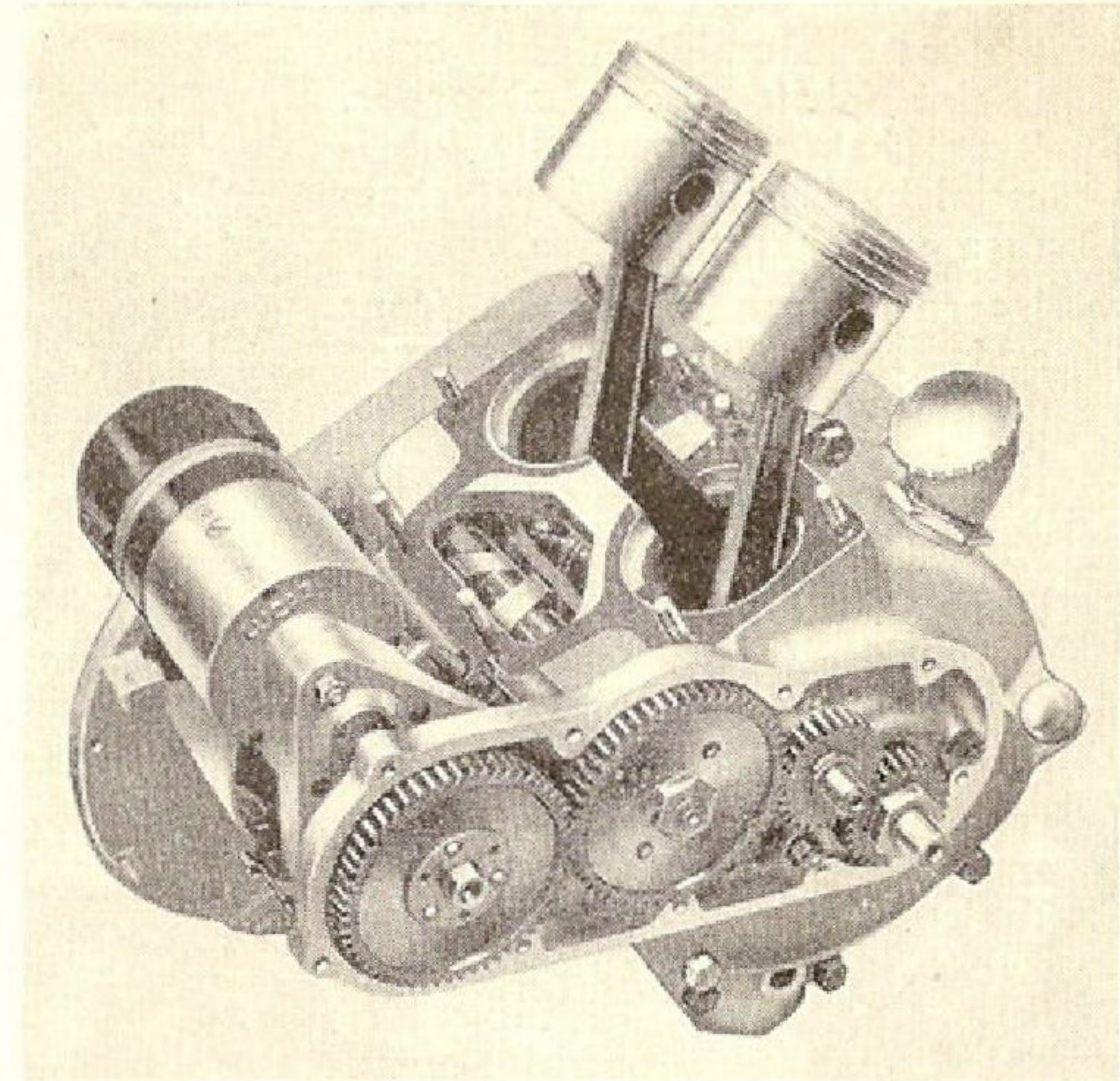
ENGINE Bore, 70 mm. Stroke, 84 mm. Capacity 649 c.c.

This modern power unit of new design has many features which are entirely original. The cylinders, while cast "en bloc" are vertical, side by side, one cylinder each side of the centre of the crankcase (having a firing angle of 360 degrees), and have adequate air passages between them. They maintain the characteristics of two single cylinders, having separate detachable single port heads. The valve gear (two valves per cylinder) is operated by push rods fully enclosed and working between the two cylinder barrels. These are actuated by a cam shaft, running in oil, mounted

on ball bearings, positioned in the top of the crankcase and to the rear of the cylinder base. The crankshaft is of the solid forged type of great strength and is mounted on extremely large ball bearings at each end. The two con-rods are fitted with split white metal big end bearings of ample proportions (1½ in. x 1⅜ in.) and these bearings are lubricated by pressure fed oil delivered through the crankshaft. The drive is taken through two double helical gear wheels (first of which contains an engine shaft shock absorber) to a four-speed gearbox,



which is in unit with the crankcase, but which is readily detachable should this be necessary. These gear wheels run in a die-cast aluminium case (the inner half of which is integral with the crankcase). The lubrication system is entirely independent of the main engine supply. The magneto is gear driven and there is, in fact, no chain employed in the whole power unit and gearbox. The main oil sump in the crankcase contains four pints of oil and this supply is supplemented by a further pint of oil contained in a separate oil tank, which cleans and cools the oil in circuit, the whole circuit, therefore, having a capacity of five pints.



CARBURETTER Amal ⅞ in. flange fitting.

IGNITION Lucas H.T. Magneto or Magdyno (extra).

GEARBOX Integral with crank case. Four-speed four-plate clutch; hand operated.

FRAME New design Duplex type of best quality weldless steel tubing giving low riding position.

FORK Girder type of new design. Very robust taper tubing with straight front girder. Compression spring, fork dampers, and steering damper.

THE TRIUMPH TWIN.

TRANSMISSION Final drive by roller chain, automatically lubricated.

BRAKES Internal expanding brakes, front and rear inter-connected, operating in 8in. ribbed drums, die cast aluminium shoes and side plates; fitted with special water excluder. Brake ratchet device for parking.

WHEELS Fitted with 26x3.5 Dunlops. Detachable rear wheel, knock-out spindle, leaving brake and driving chain undisturbed. Chrome rims, black centres.

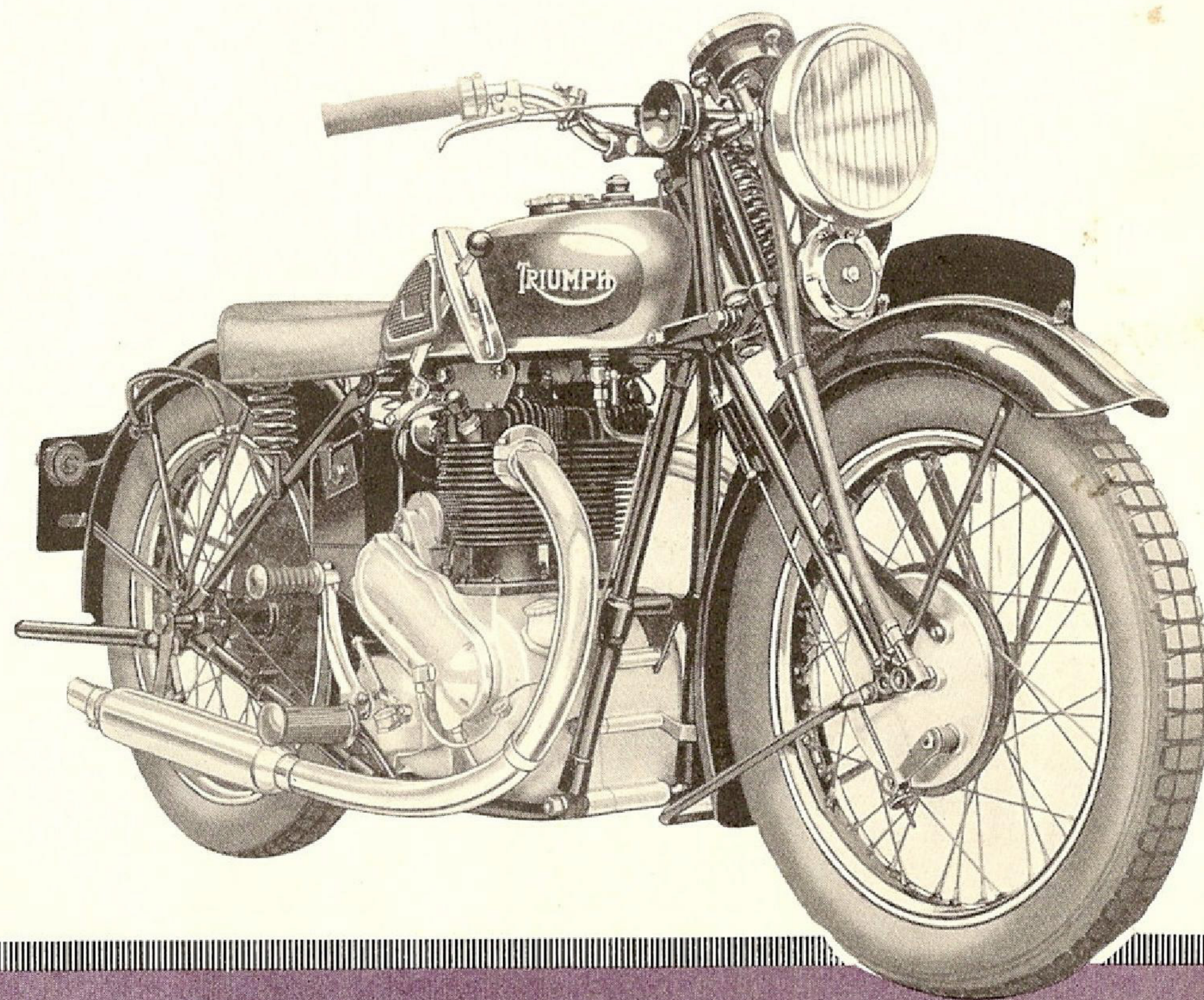
TANK Of new design and shape, extremely strong in construction and having a capacity of 3½ galls. Tank panel contains lighting switch, ammeter and inspection lamp. Finished chrome, black panels and gold lining.

SADDLE Lycett spring seat, pan type.

FINISH Three coats best black enamel on rubber base, usual parts heavily chromium plated.

FITTINGS Sporting type handlebars with clip-on controls giving individual positions. Very neat tubular silencers. Rear stand, spring-up type. Steering damper and fork dampers. Rear carrier. Detachable rear wheel. Panel in tank. Inter-connected brakes fitted with ratchet to maintain brake pressure for parking. Large metal tool box and kit.

TAX £3 . 0 . 0.



MODEL 6/1 (650 c.c.)	- - - -	£70 - 0 - 0
LUCAS 6-v. MAGDYNO PANEL LIGHTING SET (EXTRA)		£5 - 15 - 0
100 M.P.H. 5" DIAL SPEEDOMETER	- - (EXTRA)	£5 - 5 - 0

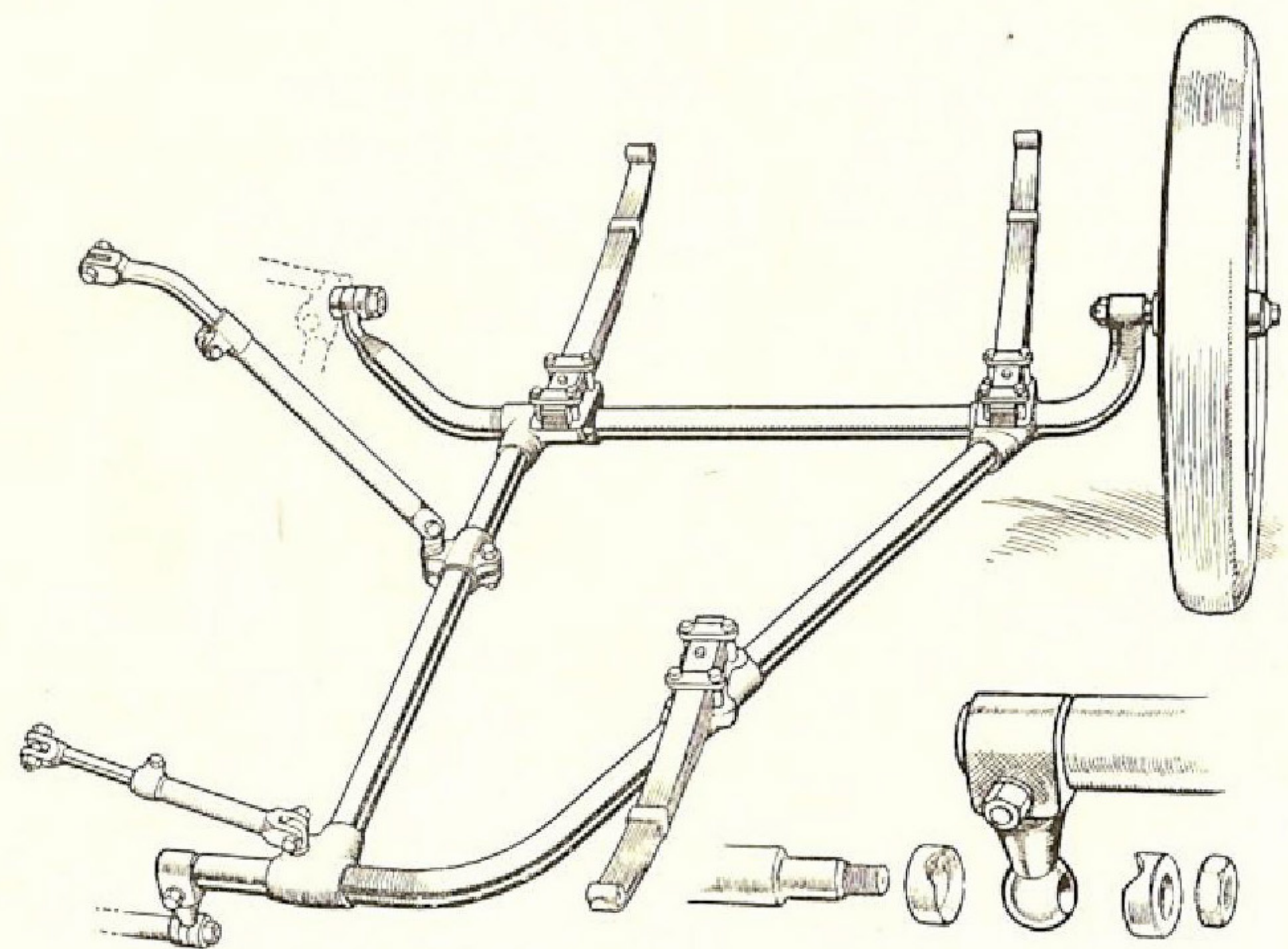
FOR HIRE PURCHASE PRICE SEE PAGE 22

FOR SPECIFICATION
SEE PAGE 16 (opposite)

TRIUMPH

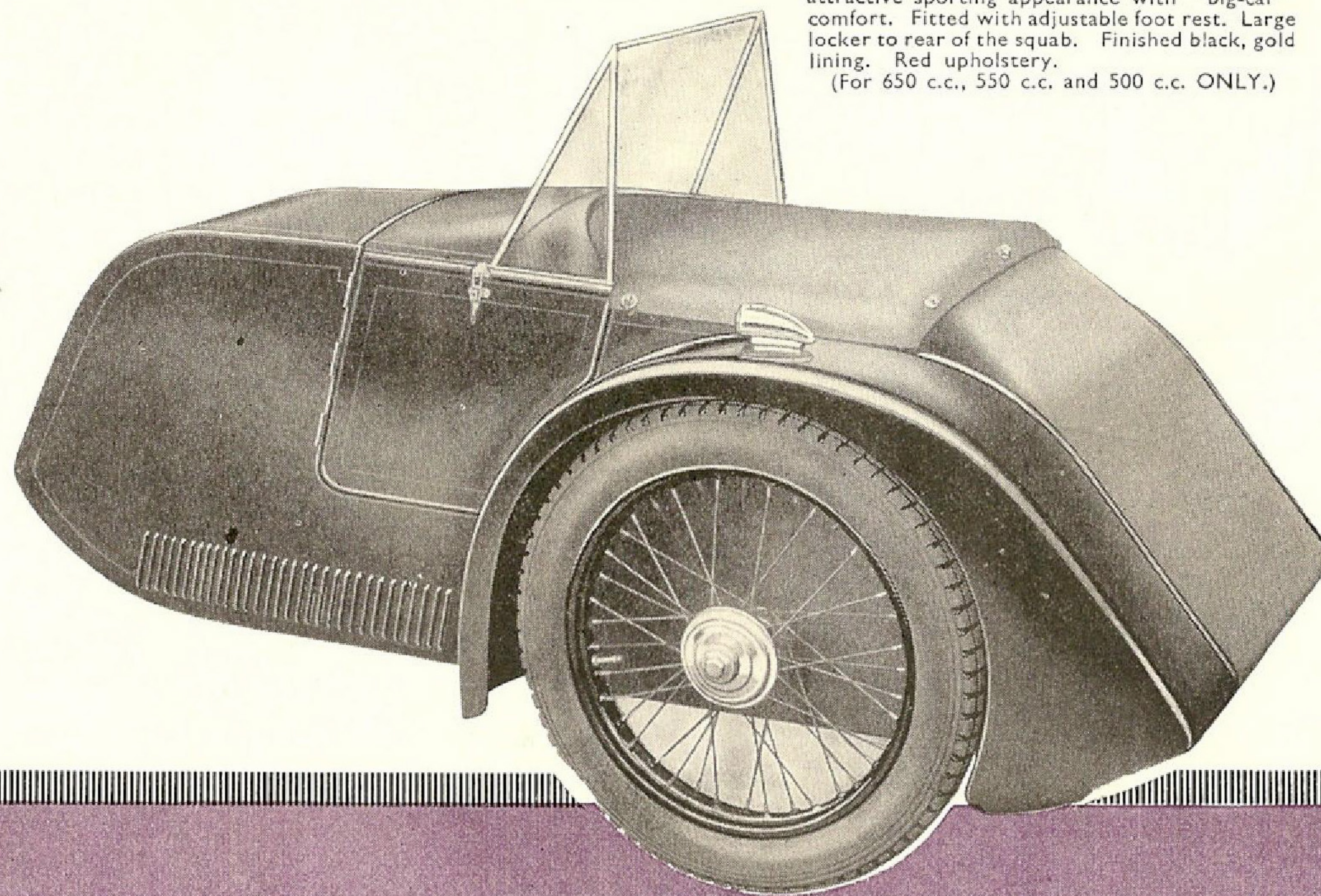
SIDECARS FOR

THE MOTOR CYCLE AND SIDECAR IS THE



"The Motor Cycle."

The New Triumph Sidecar Chassis represents the very latest design and is full of new features. The laminated quarter-elliptic springing ensures comfort, while the new 4-point attachment gives a degree of rigidity so highly valued by the combination enthusiast.



MODEL S.T. The most luxurious sidecar ever offered to the public. Combining a most attractive sporting appearance with "big-car" comfort. Fitted with adjustable foot rest. Large locker to rear of the squab. Finished black, gold lining. Red upholstery.
(For 650 c.c., 550 c.c. and 500 c.c. ONLY.)

TRIUMPH TRIANGULATED CHASSIS
COMPLETE WITH WHEEL AND TYRE

£10 - 0 - 0

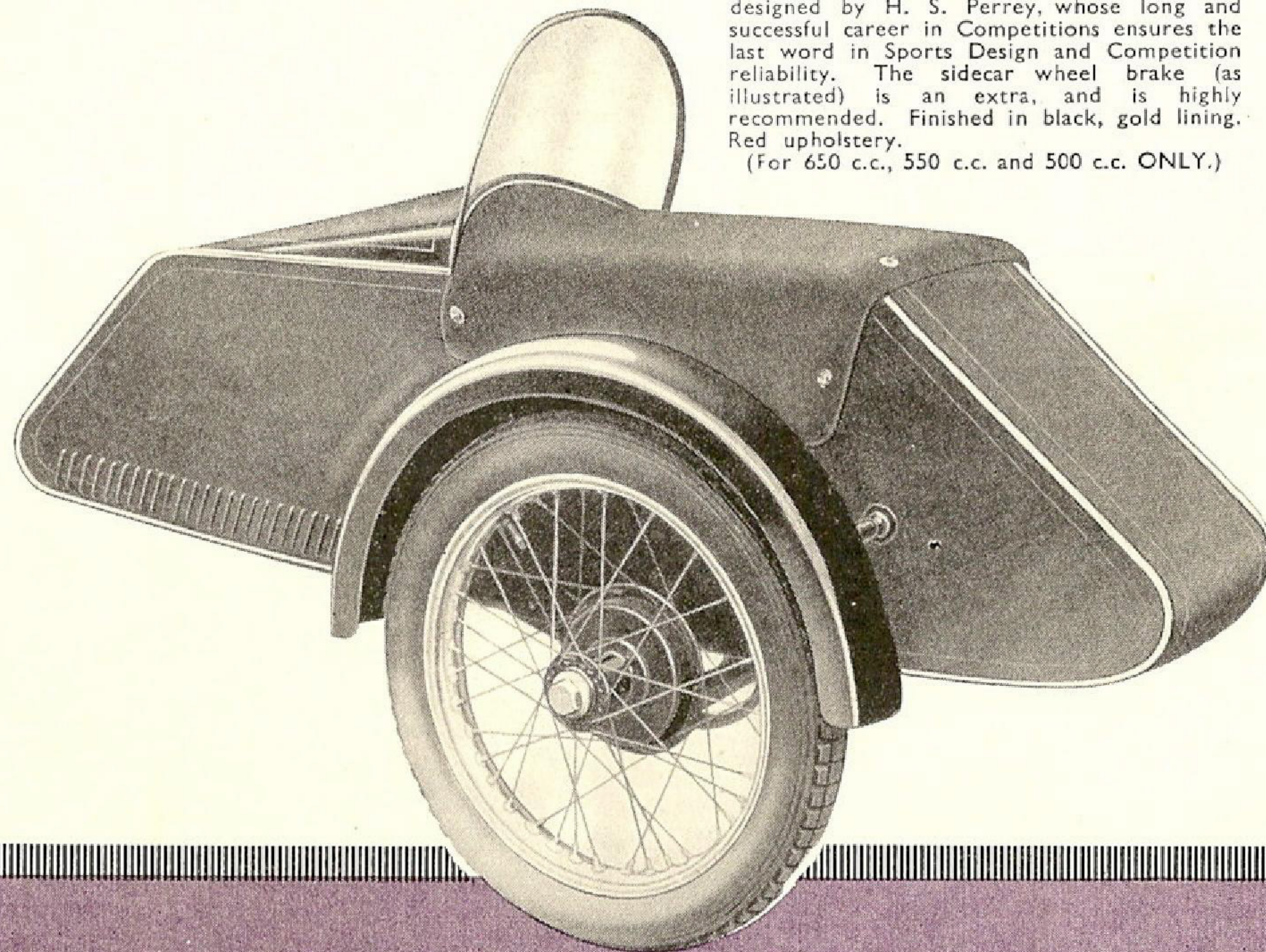
MODEL S.T. - **£22 - 0 - 0**

HOOD (EXTRA) - - **£2 - 0 - 0**

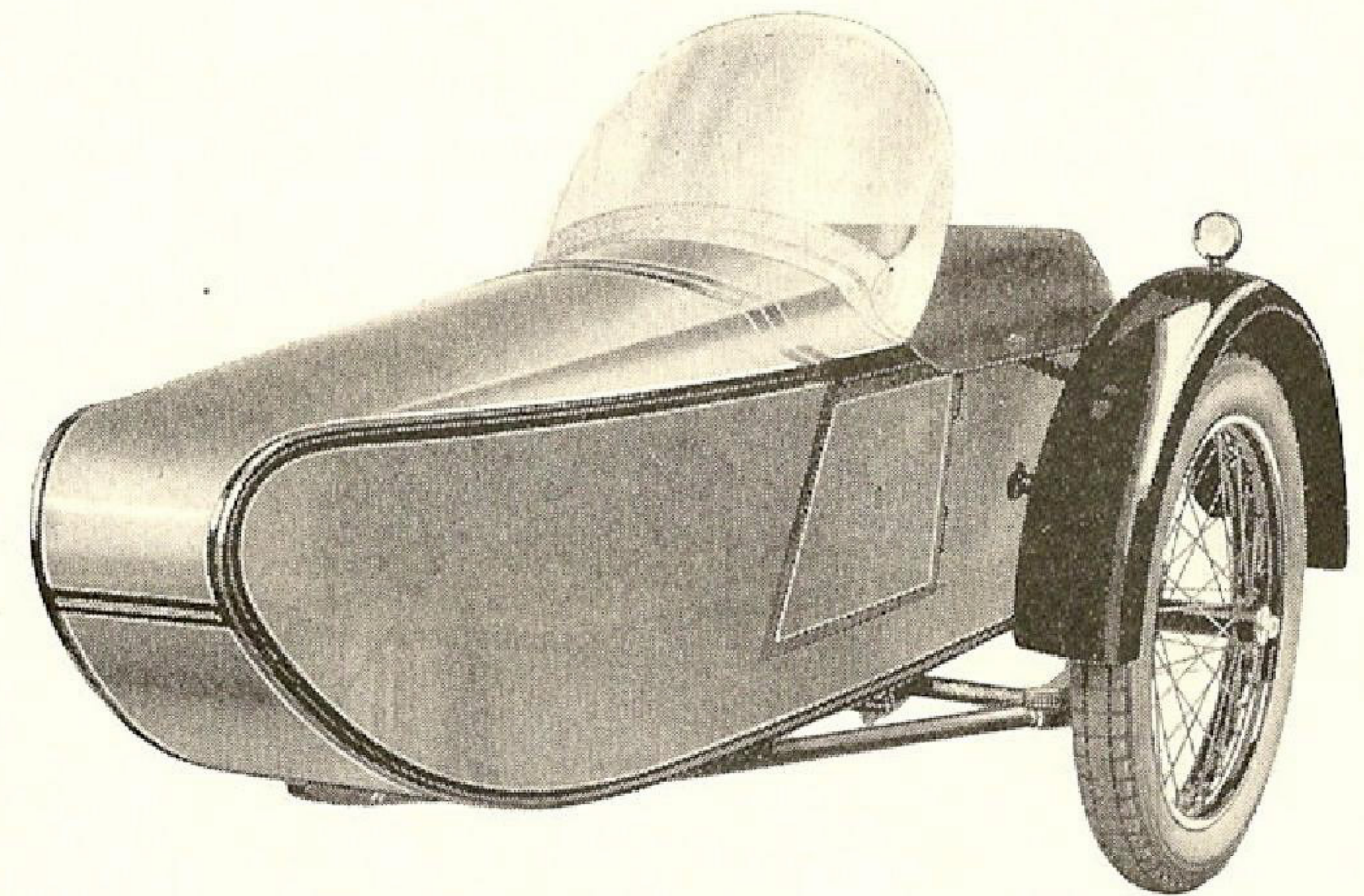
FOR HIRE PURCHASE PRICES SEE PAGE 22

650 C.C., 550 C.C., 500 C.C., AND 350 C.C. MODELS :

SAFEST VEHICLE ON THE ROAD



MODEL S.S. A handsome Sports Sidecar designed by H. S. Perrey, whose long and successful career in Competitions ensures the last word in Sports Design and Competition reliability. The sidecar wheel brake (as illustrated) is an extra, and is highly recommended. Finished in black, gold lining. Red upholstery.
(For 650 c.c., 550 c.c. and 500 c.c. ONLY.)



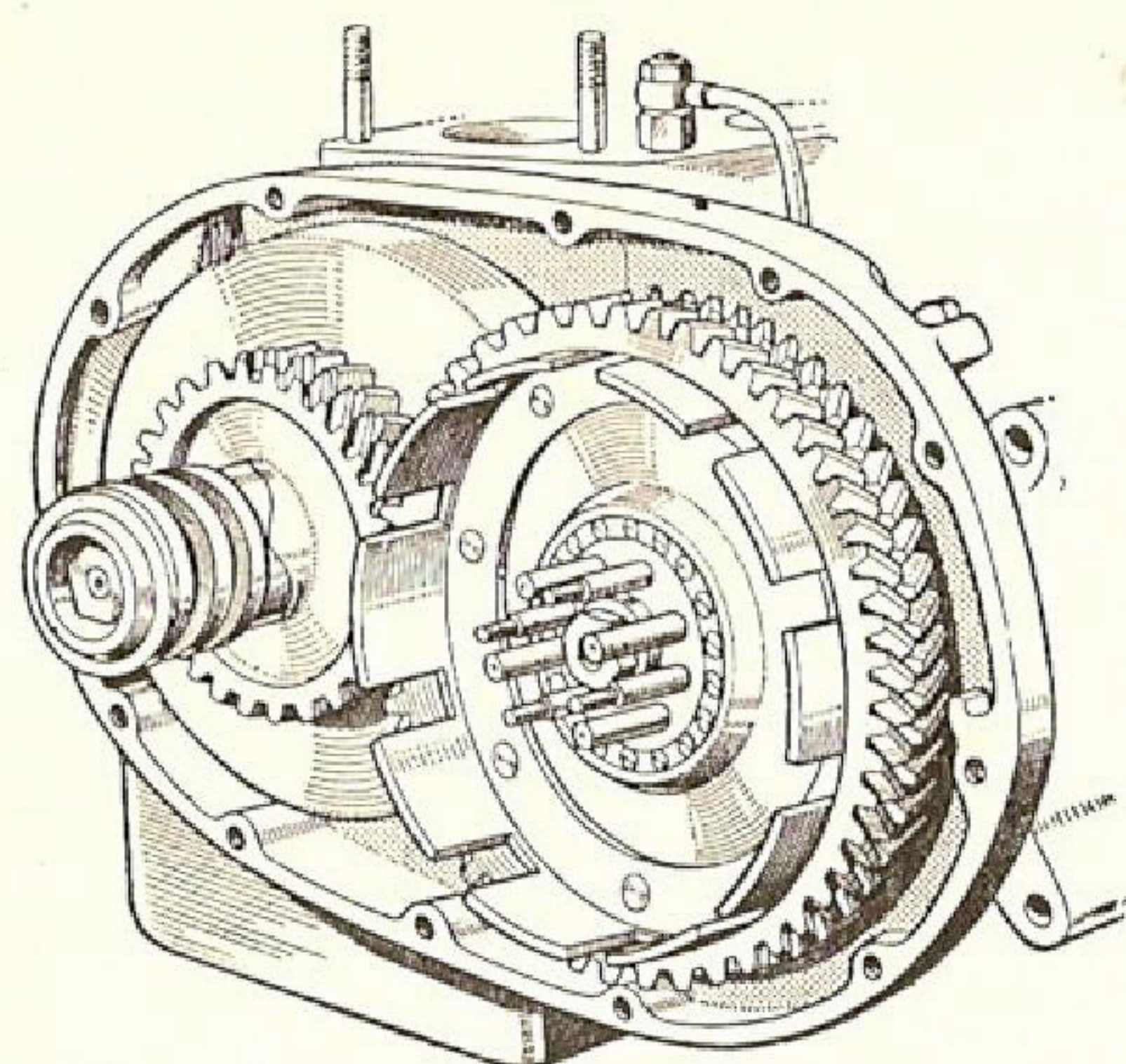
MODEL L.T. An extremely attractive model of lighter construction than models S.T. and S.S., built for everyday use at a competitive price. The passenger's comfort has been studied carefully and the lines of the body are modern and smart. Finished in black, gold lining, red panels in bonnet. Red upholstery.
(For 650 c.c., 550 c.c., 500 c.c. and 350 c.c. MODELS.)

MODEL S.S. - - - - - **£21 - 0 - 0**
S/C WHEEL BRAKE (EXTRA) - - **£2 - 0 - 0**

MODEL L.T. - - **£17 - 0 - 0**

FOR HIRE PURCHASE PRICES SEE PAGE 22

NEW FEATURES



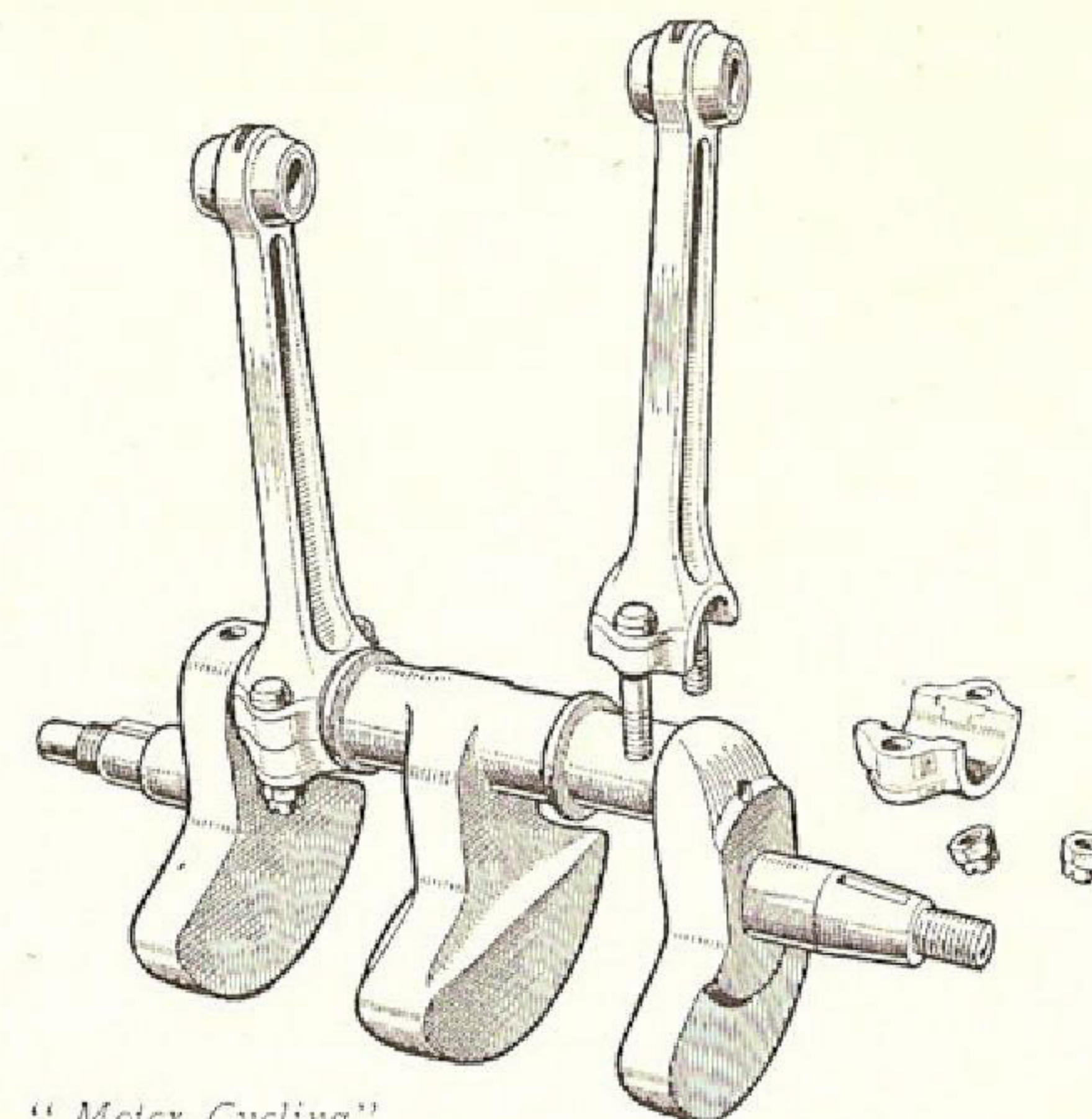
"Motor Cycling" FIG. 1.

THE primary drive on the Triumph "Twin" (Fig. 1) is by two double helical gear wheels, which are extremely silent in operation. The gear wheel mounted on the crankshaft embodies a shock absorber and the whole runs in a bath of oil contained in the die cast aluminium gear case, which is entirely independent of the main oil supply.

The construction of the power unit and gearbox can be described as unit construction, with the added advantage of being able to remove the gearbox complete.

The crankshaft of the Triumph "Twin" (Fig. 2) is a solid forging of maximum strength and is mounted on large diameter ball bearings at each end. The two connecting rods are fitted with split big end bearings of ample proportions ($1\frac{1}{4}$ in. \times $1\frac{3}{8}$ in.) and these bearings are pressure fed lubricated by oil delivered through the crankshaft. The main oil supply for the Triumph "Twin" is carried in a sump in the crankcase (four pints) and this supply is supplemented by a further pint of oil, which is contained in a separate oil tank (Fig. 3) which cleans and cools the oil in circuit, the whole of which has a capacity of five pints.

The brakes on the Models 6/1, 5/5, 5/4 and 5/3 are inter-connected and a special ratchet device (Fig. 4) for parking is employed. The method of operation is to depress the foot pedal and push the ratchet plunger into connection with the hand. The pressure of the brake mechanism maintains the ratchet in place, which is then self released by applying pressure again to the brake pedal.



"Motor Cycling" FIG. 2.

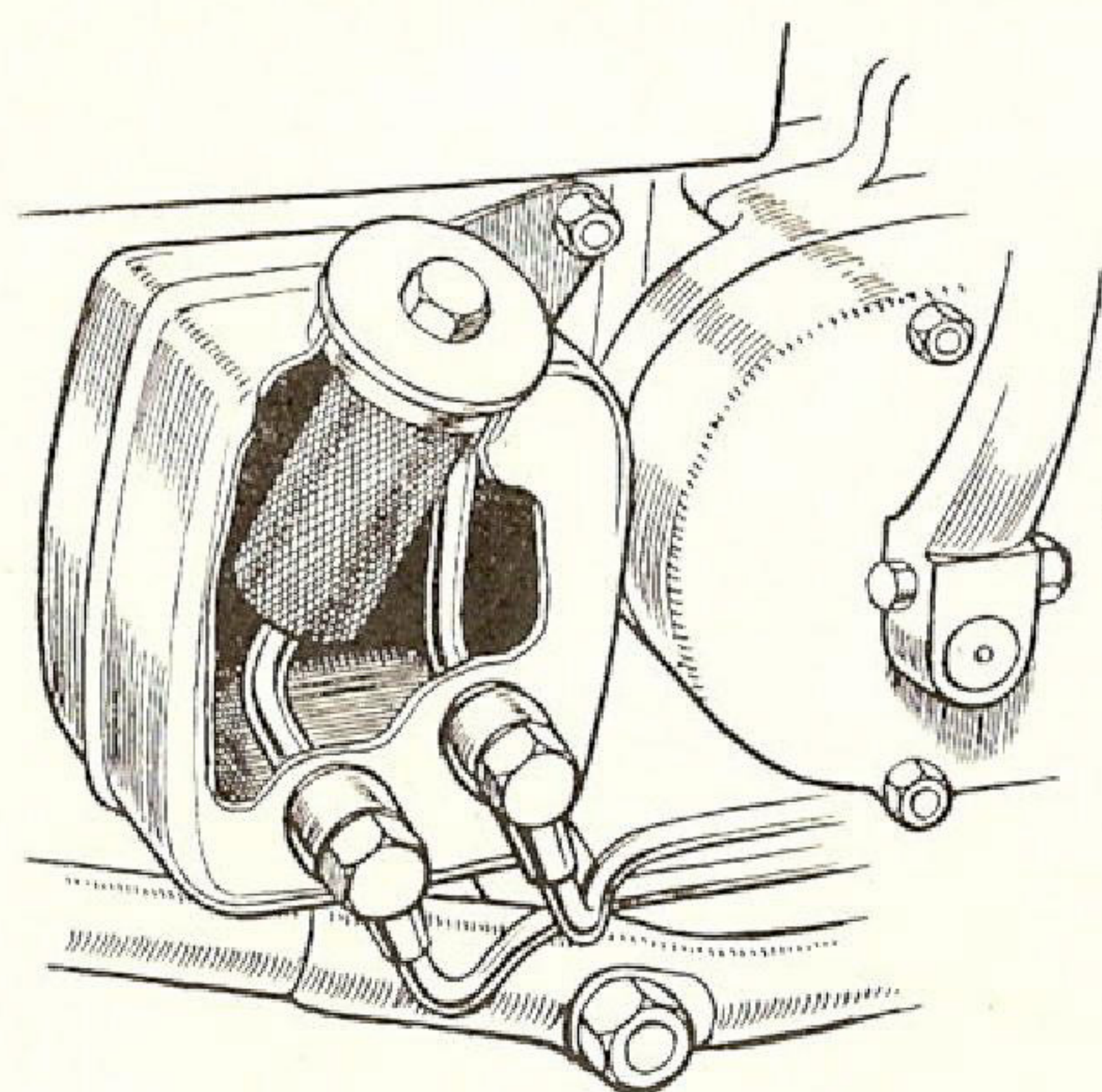


FIG. 3. "The Motor Cycle"

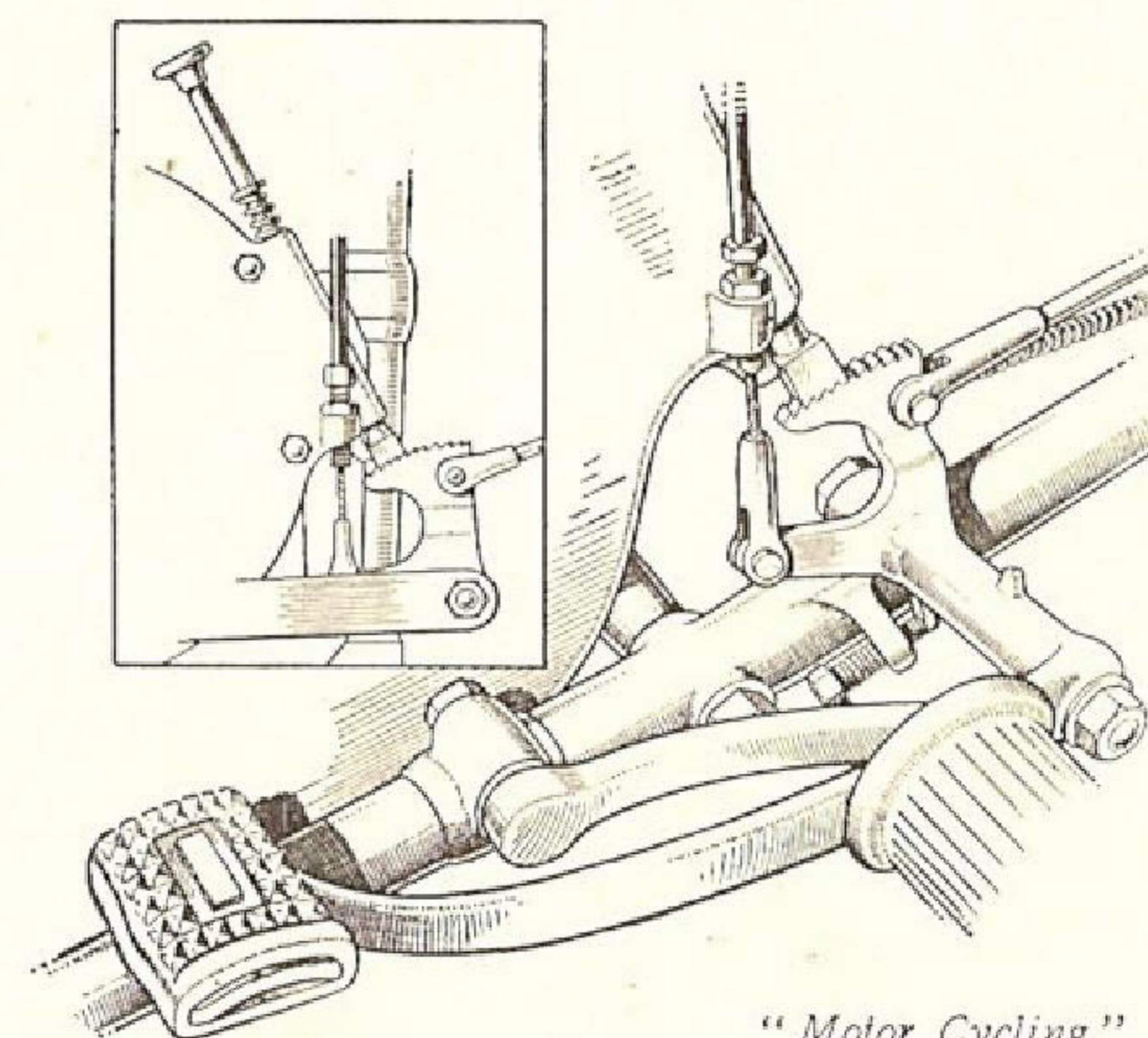


FIG. 4. "Motor Cycling"

FOR 1934.

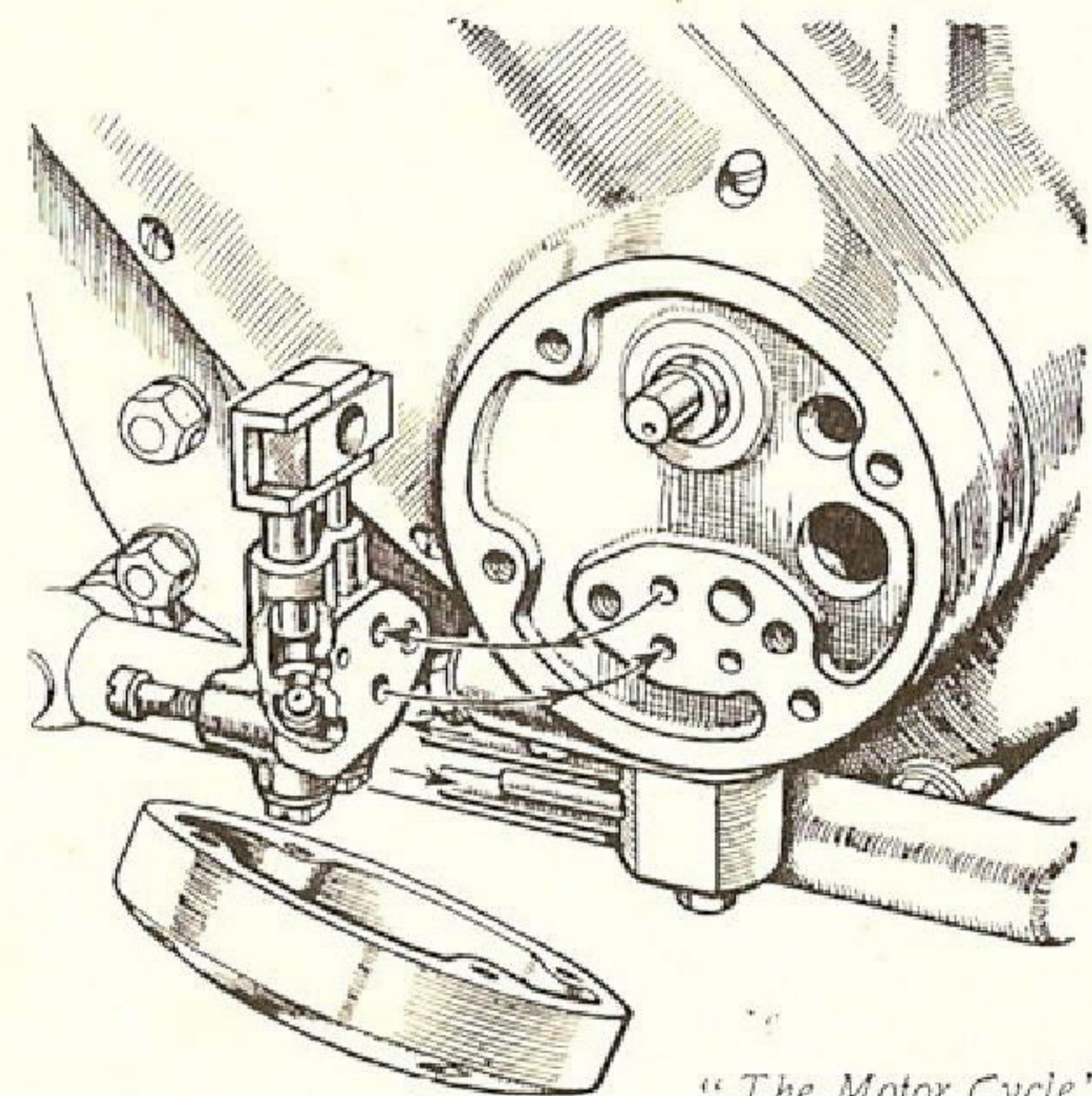


FIG. 5.

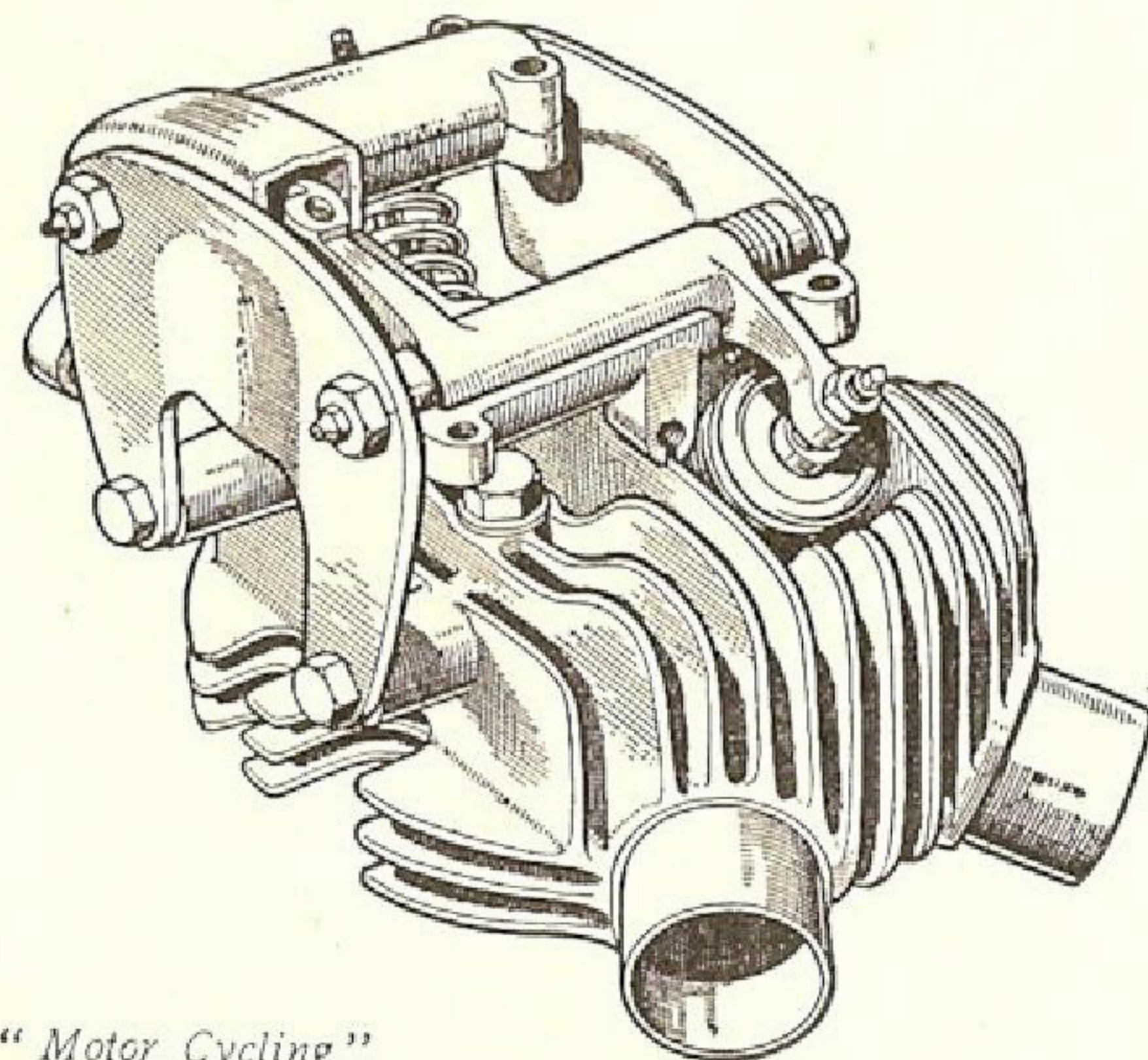
"The Motor Cycle"

THE oil pump on Models 5/1, 5/2, 5/3, 5/4 and 5/5 is of the double plunger pump type (Fig. 5) and is located at the base of the timing gear cover. It is driven by the exhaust camshaft, the smaller pump drawing oil from the tank (5 pints capacity) passing the oil through a filter and delivering it direct to the big end, a by-pass leading to the "Tell Tale" mounted on the tank. The larger pump scavenges the crankcase through a detachable filter, which is readily accessible, and returns the oil to the tank.

The front forks (Fig. 6) on Models 6/1, 5/5, 5/4, 5/3, 5/2, 5/1, 3/5 and 3/2 are of extremely strong construction and employ

large gauge taper tubes. A strong compression spring (available in two weights, solo and sidecar) is used and its operation is governed by two shock absorbers adjusted by hand and operating on the top links. On the side of the rear off-side fork blade is the lug carrying the brake inter-connection mechanism (where fitted). Special fork links are available for side-car use.

The cylinder head (Fig. 7) on the 5/5, 5/4, 5/2 is a special alloy casting of a most robust construction. It is very deeply finned both horizontally and vertically. The rocker gear is totally enclosed in an aluminium casting, the rockers being supported by two domed strengthened steel plates, bolted to the final vertical fins on each side of the head casting.



"Motor Cycling"

FIG. 7.

The brake drums (Fig. 8) on Models 6/1, 5/5, 5/4 and 5/3 are of 8in. diameter and 1in. width on the shoe. They are cast in a special nickel chromium iron and the drums are ribbed both for strength and cooling. The rear chain wheel is fixed to the drum, which is mounted on a large ball bearing, the drive being taken through splines of fine pitch from the drum to the hub, which is mounted on taper roller bearings. The wheel itself can, therefore, be detached by removing the single retaining bolt.

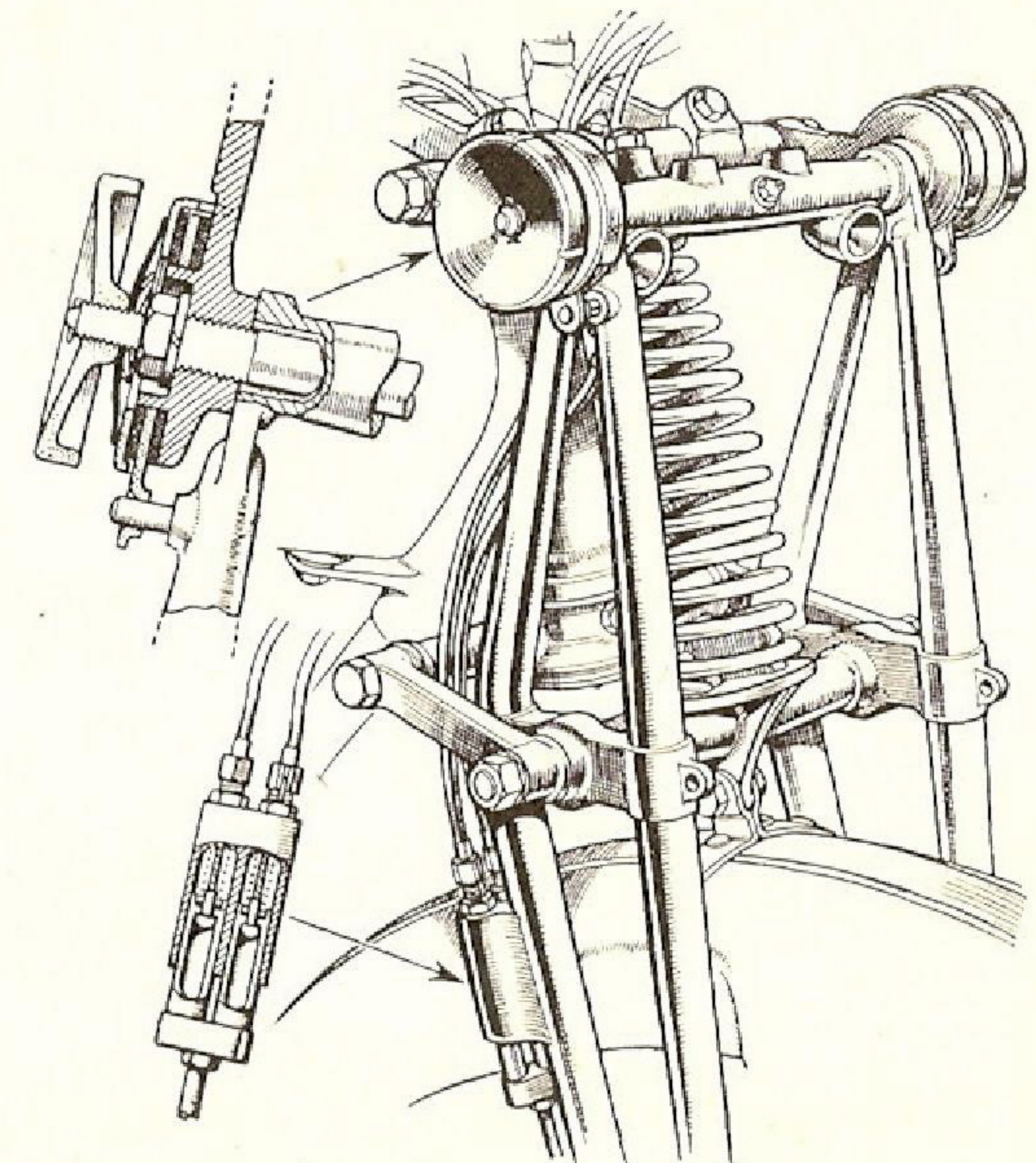
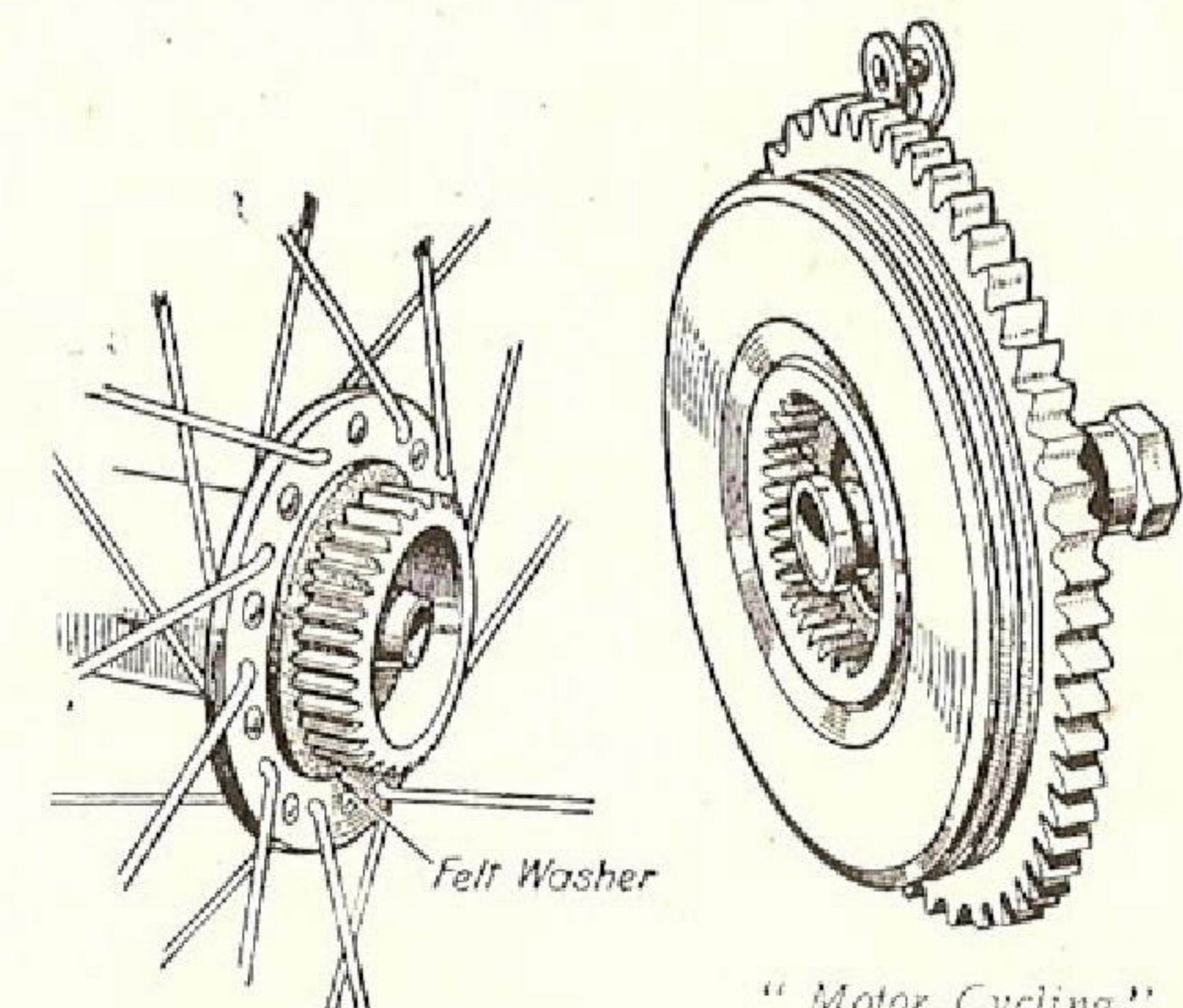


FIG. 6.

"The Motor Cycle"



Felt Washer

"Motor Cycling"

HIRE PURCHASE • EXTRAS.

Motor Cycles.										Catalogue Price			Deposit			12 Monthly Payments			18 Monthly Payments		
										£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1.50 h.p.	MODEL XV/1	...	...	...	...	...	...	...	...	25	10	0	6	7	6	2	1	8	1	11	3
1.50 h.p.	MODEL X05/1	...	...	...	...	...	...	...	...	29	15	0	7	8	9	2	7	4	1	15	3
1.50 h.p.	MODEL X05/5	...	...	...	...	...	...	...	...	33	10	0	8	7	6	2	12	5	1	18	9
1.75 h.p.	MODEL X07/1	...	...	...	...	...	...	...	...	30	15	0	7	13	9	2	9	2	1	16	8
1.75 h.p.	MODEL X07/5	...	...	...	...	...	...	...	...	34	10	0	8	12	6	2	14	2	2	0	2
2.50 h.p.	MODEL 2/1	...	...	...	...	...	...	...	...	37	0	0	9	5	0	2	19	4	2	4	4
2.50 h.p.	MODEL 2/5	...	...	...	...	...	...	...	...	44	10	0	11	2	6	3	9	6	2	11	4
3.50 h.p.	MODEL 3/1	...	...	...	...	...	...	...	...	38	0	0	9	10	0	3	0	9	2	5	3
3.50 h.p.	MODEL 3/2	...	...	...	...	...	...	...	...	46	10	0	11	12	6	3	12	2	2	12	8
3.50 h.p.	MODEL 3/5	...	...	...	...	...	...	...	...	49	10	0	12	7	6	3	16	3	2	16	0
5.00 h.p.	MODEL B	...	...	...	...	...	...	...	...	50	0	0	12	10	0	4	0	7	3	0	3
5.00 h.p.	MODEL BS	...	...	...	...	...	...	...	...	53	0	0	13	5	0	4	4	7	3	3	0
5.50 h.p.	MODEL 5/1	...	...	...	...	...	...	...	...	46	0	0	11	10	0	3	15	2	2	16	6
5.00 h.p.	MODEL 5/2	...	...	...	...	...	...	...	...	49	0	0	12	5	0	3	19	2	2	19	3
5.50 h.p.	MODEL 5/3	...	...	...	...	...	...	...	...	53	10	0	13	7	6	4	5	3	3	3	6
5.00 h.p.	MODEL 5/4	...	...	...	...	...	...	...	...	56	10	0	14	2	6	4	9	4	3	6	3
5.00 h.p.	MODEL 5/5	...	...	...	...	...	...	...	...	65	10	0	16	7	6	5	1	6	3	14	1
6.50 h.p.	MODEL 6/1	...	...	...	...	...	...	...	...	70	0	0	17	10	0	5	7	6	3	18	10
Sidecars.																					
MODEL S.T.	...	...	...	...	...	...	...	...	...	22	0	0	5	12	6	1	10	5	1	1	0
MODEL S.S.	...	...	...	...	...	...	...	...	...	21	0	0	5	8	6	1	8	11	1	0	0
MODEL L.T.	...	...	...	...	...	...	...	...	...	17	0	0	4	7	6	1	3	8	0	16	4
CHASSIS TRIUMPH TRIANGULATED	...	...	...	...	...	...	...	...	...	10	0	0	—	—	—	—	—	—	—	—	—
EXTRAS.										Catalogue Price			Deposit			12 Monthly Payments			18 Monthly Payments		
										£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
LUCAS 6-V LIGHTING	on	MODELS 2/1, 3/1, 3/2, 5/1, 5/2	...	...	...	...	...	...	...	5	10	0	1	7	6	0	7	5	0	5	2
LUCAS 6-V LIGHTING WITH PANEL LIGHT	on	MODELS 2/5, 3/5, 5/3, 5/4, 5/5, 6/1, B, BS.	...	...	...	...	...	...	...	5	15	0	1	8	9	0	7	9	0	5	4
LUCAS 6-V LIGHTING WITH ALL CHROME HEAD LAMP AND PANEL LIGHT	on	MODELS 2/5, 3/5, 5/5	...	...	...	...	...	...	...	6	0	0	1	10	0	0	8	1	0	5	7
SIDECAR LAMP	...	...	...	...	...	...	...	...	...	0	10	0	0	2	6	0	0	8	0	0	6
REAR STOP LIGHT	...	...	...	...	...	...	...	...	...	0	5	0	0	5	0	—	—	—	—	—	—
ALTETTE ELECTRIC HORN	...	...	...	...	...	...	...	...	...	1	5	6	0	6	4	0	1	9	0	1	3
TRIP TYPE SPEEDOMETER (FORK FITTING, F.W.D.)	...	...	...	...	...	...	...	...	...	2	10	0	0	12	6	0	3	4	0	2	4
100 m.p.h. TRIP TYPE SPEEDOMETER with 5-in. Dial (FORK FITTING, F.W.D.)	...	...	...	...	...	...	...	...	...	5	5	0	1	6	3	0	7	1	0	4	11
PILLION FOOTRESTS	...	...	...	...	...	...	...	...	...	0	6	0	0	6	0	—	—	—	—	—	—
PILLION SEAT	on	MODELS 2/1, 3/1, 3/2, B, 5/1, 5/2...	...	...	...	...	...	...	...	0	12	6	0	3	2	0	0	10	0	0	7
REAR CARRIER (EXCEPT MODELS 5/3, 5/4, 6/1)	...	...	...	...	...	...	...	...	...	0	5	0	0	5	0	—	—	—	—	—	—
4-SPEED GEARBOX	on	MODELS XV/1, X05/1, X07/1, 2/1, 3/1	...	...	...	...	...	...	...	1	10	0	0	7	6	0	2	0	0	1	5
FOOT CONTROL	on	MODELS 2/1, 3/2, B, 5/2	...	...	...	...	...	...	...	1	0	0	0	5	0	0	1	4	0	0	11
PANEL TANK	on	MODELS 2/1, 3/1, 3/2, 5/1, 5/2	...	...	...	...	...	...	...	1	0	0	0	5	0	0	1	4	0	0	11
BULB HORN	...	...	...	...	...	...	...	...	...	0	8	6	0	8	6	—	—	—	—	—	—
26x3.5 DUNLOPS OVER 26x3.25	...	...	...	...	...	...	...	...	...	0	10	6	0	10	6	—	—	—	—	—	—

All Hire Purchase transactions are treated in strict privacy.

The Motor Cycle is handed to the purchaser by the Triumph Dealer free of transit charges within reasonable distance of the Dealer's business premises, and where we are not represented the Motor Cycle will be sent to the nearest Railway Station, packed free of charge and carriage paid.

Application and Order Forms are obtainable from any Triumph Dealer, or direct from our Head Office, Coventry, post free on request.

BENEFITS.—The terms include a full and comprehensive Insurance Policy for the period mentioned, covering Fire, Burglary, Theft, Third Party Unlimited Risk, Personal Accident Benefit to Hirer, also Passenger in Sidecar.

PAYMENTS.—If the purchaser wishes to pay a larger deposit than set out in the above terms, a discount of 6 per cent. is allowed on the difference paid.

Should the purchaser wish to make a complete settlement after payment of the first instalment, a discount of 5 per cent. is allowed.

For settlement in 3 months, a discount of 3 per cent. from balance.

For settlement in 6 months, a discount of 2 per cent. from balance.

For settlement in 9 months, a discount of 1 per cent. from balance.

NOTES OF INTEREST.

STANDARD GEAR RATIOS.

MODEL.	Sprocket.	Top.	3rd.	2nd.	Low.
XV/1	27T	6·3	—	10	16
X05/1 and X07/1 ...	23T	7·4	—	11·7	18·8
X05/5 and X07/5 ...	23T	7·4	11	16	24·3
2/1 and 3/1 (3)	17T	6	—	10	15·5
2/1 and 3/1 (4)	19T	6	7·5	11·2	17
2/5	19T	6	7·5	11·2	17
3/2 and 3/5	Solo 21T	5·6	7	10·3	15·7
	Sidecar 19T	6·6	8	12	18·4
5/1 and 5/2	Solo 25T	4·7	5·8	8·6	13·2
	Sidecar 21T	5·6	7	10·3	15·7
5/3, 5/4 and 5/5	Solo 25T	4·8	6	8·7	13·3
	Sidecar 21T	5·7	7	10·3	16
6/1	Solo 49	4·6	5·7	8·5	11·6
	Sidecar 53	5	6·2	9·2	12·6

SADDLE HEIGHTS ...	6/1, 5/5, 5/4, 5/3, 5/2, 5/1, 3/5 and 3/2 ...	29in.
" "	3/1, 2/5, 2/1 ...	28½in.
" "	X models ...	27in.
GROUND CLEARANCE	All models (except X)...	5½in.
" "	X models ...	3¾in.
WHEEL BASE	6/1, 5/5, 5/4, 5/3, 5/2, 5/1, 3/5 and 3/2 ...	54in.
" "	2/5, 2/1, 3/1 ...	52in.
" "	X models ...	50½in.
COMPRESSION RATIOS ...	O.H.V. (Mark 5's) ...	7 —1
" "	O.H.V. ...	6 —1
" "	Twin ...	5¾—1
" "	Side Valves ...	5 —1
TYRE PRESSURES (in lbs. sq. ins.)	Size Front Rear	
	26 × 3	17 23
	26 × 3-25 (250)	16 20
	26 × 3-25 (350) (500)	18 22
	26 × 3-5	16 21
	27 × 3-25	20 24
OILS (ENGINE)	Winter. Mobiloil "D" Castrol "XL" Aeroshell	
	Summer. Mobiloil "D" Castrol "XXL" Aeroshell	

TRIUMPH LAURELS FOR 1933.

- COLMORE CUP TRIAL.** On its very first appearance in Trials the Model X05/1 (150 c.c. O.H.V.) wins the MOXON CUP for best performance in the 150 c.c. class.
- VICTORY TRIAL.** H. S. Perrey wins the VICTORY CUP, for best performance of the day on a Silent Scout and Sidecar (Model BS.)
- COTSWOLD CUP TRIAL.** T. Robbins wins the Boakes & Harper Trophy on a Model X05/1 (150 c.c. O.H.V.) for best performance in the 150 c.c. class.
- WYE VALLEY TRIAL.** TRIUMPH Sweeps the board! The Triumph Team (H. S. Perrey, J. Amott, L. Crisp) wins the Premier Award (Hereford City Trophy). H. S. Perrey wins the Meredith Cup for best performance in the sidecar class (BS. and Sidecar). R. S. Bond wins the Watson Cup for best performance in the 250 c.c. class.
- KICKHAM TRIAL.** C. H. King wins the Wessex Cup for best performance in the 250 c.c. class.
- SCOTTISH SIX DAYS.** 4 SILVER CUPS
3 GOLD MEDALS
and the George Albert Memorial Trophy.
- TRIUMPH "ROUND ENGLAND" TEST.** A Model X05/1 (150 c.c. O.H.V.) visits 80 Towns **IN 10 DAYS** and is ridden by 80 different drivers.
The machine finished at Coventry 3 minutes before time.
Covered over 2,000 miles.
Averaged 2,100 M.P.G. on OIL.
Averaged 117 M.P.G. on PETROL.
Only adjustment—chain tightened once.
Running cost less than ¼d. per mile.
- SYDNEY MELBOURNE RECORD.** A model X07/1 (174 c.c. O.H.V.) lowered the record, beating the 250 c.c. time by 134 minutes and the 350 c.c. by 43 minutes. Time 15 hours and 34 minutes.
- INTERNATIONAL SIX DAYS' TRIAL (1933).** 11 entries, 11 finished.
8 Gold Medals, 3 Silver Medals. (1934 Models employed.)

**500 miles in 500 mins.
SPEED TEST
Awarded MAUDES TROPHY
October, 1933**

COPY OF GUARANTEE GIVEN TO TRIUMPH DEALERS

WE do not appoint agents for the sale of our motor cycles or other goods. We assign to Motor Cycle Dealers, who carry on business on their own account, areas, in which they have the exclusive or other right to sell goods purchased by them from us. A Dealer purchasing from us or a Sub-Dealer purchasing from him, may assign to his purchaser the benefit of the guarantee printed below. Any such dealer is not authorised to advertise, incur any debts, or transact any business whatsoever on our account; nor is he authorised, so as to bind us, to give any warranty or make any representation or make or agree to any condition on our behalf.

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in place of any conditions, warranties or liabilities whatsoever, implied by law, implied at the place of manufacture and/or at the place of sale, all such implied conditions, warranties, and liabilities being in all cases excluded. Any statement, description, condition or representation contained in our catalogue, or in any advertisement, leaflet or other publications shall not be construed as enlarging, varying, or overriding this guarantee. In the case of machines which have been used for "hiring out" purposes, or any motor cycle and/or sidecar used for any dirt track, cinder or grass track, racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition), or from which our trade mark or manufacturing number has been removed, no warranty or condition of any kind is given or is to be implied.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of delivery and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination or sidecar which may have proved defective. We do not undertake to replace or refix or bear the cost of replacing or refixing, such new part in the motor cycle, motor cycle combination or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motor cycles and motor cycle combinations are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include amongst others the following acts:—

1. The attaching of a sidecar to a motor cycle in a manner calculated to cause damage or to render the latter unsafe when ridden.
2. The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
3. The attaching of a sidecar to a motor cycle by any form of attachment not provided or supplied or approved by the manufacturers, or to a motor cycle which is not designed for such use.
4. The attaching of a sidecar by any means to a motor cycle not recommended by the manufacturers for such a purpose.

Any motor cycle or motor cycle combination or sidecar sent to us to be plated, enamelled, or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months, above referred to, and this guarantee is in lieu and in exclusion of any common law or statute, warranty or condition and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

CONDITIONS OF GUARANTEE

If a defective part should be found in our motor cycles, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the sender that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the name of the Dealer from whom he purchased, and the date of purchase, or the date when the alleged defective part was exchanged as the case may be.

Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders.

We guarantee only those machines which are bought either direct from us or from a Dealer, who has purchased direct from us, or from a Sub-Dealer who has purchased from him, and under no other condition.

We do not guarantee the specialities of other firms such as tyres, saddles, chains, lamps, etc., nor do we guarantee any component parts supplied to the order of the purchaser differing from our standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

TERMS OF BUSINESS

PAYMENT.—In all cases where we have no ledger account, an invoice will be submitted to intending purchasers on payment of which goods will be forwarded, or approved references must be given.

CARRIAGE.—Prices quoted in this Catalogue include free delivery at the business premises of any of the Company's Dealers within Great Britain and Northern Ireland. Where we are not represented, machines will be sent carriage paid from our factory to the nearest railway station.

INSURANCE.—Motor Cycles and Sidecars, when forwarded per Passenger Train to any part of Great Britain or Northern Ireland, are consigned, unless otherwise instructed by the purchaser, at lowest rates, i.e., consignee's risk, but in order that the consignee shall be relieved of all troublesome negotiations should breakage or damage occur, all new complete machines forwarded by us in the above manner are covered by Insurance against damage in transit, theft, and pilferage up to 75 per cent. of the total loss, customers should, therefore, notify the Company immediately in respect of any damage or loss. It is understood that the Company only act as agents between the purchaser and the Insurance Company, and no responsibility attaches to the Company in case of non-compliance of the Insurance Company with the claim of the purchaser.

Motor Cycles and Sidecars, when forwarded per Goods Train, are consigned at Railway Company's risk, and in case of damage, all claims should be addressed to the Carriers. The above arrangement does not apply to repairs or spare parts.

We reserve the right to modify or deviate from specifications in minor details.

All goods are sold by us subject to the limited warranty fully set out in this Catalogue.

Packing Crates are charged for, but are returnable.

SPARE PARTS AND REPLACEMENTS

When ordering Spare Parts or Replacements, please specify catalogue number or code word quoted in Spare Parts Catalogue. If a Spare Parts Catalogue is not available, it is advisable, if possible, to send pattern, so as to ensure the order being executed correctly. If this cannot be done, let us have the number of the machine, also number of the engine. Catalogue of Spare Parts on application, price 1/6 (post free).

REPAIRS.—Repairs are charged at net cash price in all cases. Machines or parts for repair must be forwarded carriage paid to the Works, with the sender's name attached. The despatch should be promptly advised by SEPARATE POST, and full instructions for repair enclosed, otherwise unnecessary delay and annoyance are often caused.

Customers having no account with us should not fail to send remittance with order: remittance must cover postage if goods ordered are under £1 in value.

When making inquiries respecting any part or repair, PLEASE QUOTE OUR ORDER NUMBERS IN EVERY CASE, otherwise it is difficult to trace the matter.

When sending machines to our Works for repair, it is advisable to remove all spares and accessories, as we cannot be responsible if any of these are missing when the machine is returned.

PRICE MAINTENANCE

It is our great desire, while giving the best value for money, to prevent any undue cutting of prices, and our goods are only sold on the strict conditions that they will not at any time be re-sold at less than the retail prices set out in our current catalogue.

