1912

Triumph Motors.

Sole Agents for New Zealand—

Adams, Ltd.,
32, High Street, Christchurch.

And at Wellington, Wanganui,
Palmerston North, and Timaru.

Telegraphic Addresses:
"Triumph, Coventry."
"Cyclothure, London."
"Triumph, Leeds."
"Triumph, Manchester."
"Cyclothure, Glasgow."
"Cyclothure, Dublin."

Codes used: A B C (5th Edition) and Liebers.

Private Code see page 5.

Telephone Nos.:
542, Coventry.
P.O. Central, 1455, London.
4261, Leeds.
6212, Manchester.
9091 City, Glasgow.
1024, Dublin.

Triumph

MOTOR CYCLES

Manufactured by the

Triumph Cycle Co., Ltd.,

COVENTRY,

ENGLAND.

ESTABLISHED 1885.

DEPÔTS . .

LONDON - - - -	4 and 5, HOLBORN VIADUCT, E.C.
LEEDS - - - -	4, KING EDWARD STREET.
MANCHESTER - - -	160, DEANSGATE.
GLASGOW - - -	14, WATERLOO STREET.
DUBLIN (Wholesale Only)	62, WILLIAM STREET.

Iliffe & Sons Ltd., London and Coventry. C.E.

Introduction.

IN the construction of a motor cycle there are two very important points which should always be before the designer's mind, viz., simplicity and reliability. Bearing this in mind, we have for the last seven years devoted our attention exclusively to the single-cylinder model, with unparalleled success.

The whole of our immense resources and energies are focussed on the production of this machine, which has enabled us to make it as nearly perfect as possible; and proofs are not wanting to demonstrate the fact that the TRIUMPH 3½ h.p. Motor Cycle is, and has been, a true missionary in the cause of motor cycling.

It is economical to purchase a TRIUMPH, because:—

- Repairs are very rarely necessary.
- Running expenses are extremely low.
- TRIUMPH Motors command a good price in the second-hand market.
- Every part being interchangeable, no time is lost in obtaining replacements for damaged parts.
- We interpret our guarantee in its broadest possible sense.

Four models are catalogued:

TRIUMPH ROADSTER.
TRIUMPH FREE ENGINE MODEL.
TOURIST TROPHY ROADSTER.
TOURIST TROPHY RACER.

1912 REFINEMENTS.

NEW PAT. SPRING FORKS	Lamp-bracket dispensed with.
TANK	New design, needle valves throughout instead of taps; improved filler caps.
MAGNETO	Foot-controlled.
BRAKES	Brake blocks improved, non-glazing, grip in wet or fine weather.
FRONT RIM BRAKE ..	New design.
ENGINE	Fitted with adjustable spring tappets. (Pro. Pat. 20214/'11.)
FOOTRESTS	Dropped and adjustable, larger rubbers.
BELT DRUM	Suitable for ⅞in. and 1in. belts.
FRONT HUB SPINDLE ..	Stronger.
CROWN SPINDLE	Stronger.
RIMS	Stronger.
HANDLE-BARS	Stronger.

Introduction (*continued*).

STEERING	Improved.
TOOLS	Improved spanners.
TOOLBAGS	Improved.
SADDLE	Improved, increased comfort.
INFLATOR	Reinforced, clips adjustable.

ALL OTHER TRIUMPH SPECIAL FEATURES ARE BEING RETAINED.

Ball Bearing Engine.

Patent Free Engine Plate Clutch (No. 28490/'07).

Patent Carburetter (No. 22545/'07) and Handle-bar Control (Reg. No. 513548/'07).

Patent Silencer Cut-out (No. 25648/'09).

Patent Kick-up Rear Stand (No. 25014/'09).

Patent Front Stand (No. 179467/'10).

Patent Luggage Carrier (No. 17947/'10).

Extra Large Valves.

Heavy Rim Flywheels.

Pannier Toolbags.

Variable Pulley (Reg. No. 514250/'07).

We are very proud of the fact that the following extraordinary performances on TRIUMPH Motors have been made by private owners, and not by paid professionals:

MR. HARRY LONG: 40,037 miles in 44 weeks.

MR. A. E. CATT: Six Days' Record in spring, 2,557 miles.

MR. J. GUZZWELL: Six Days' Record in summer, 2,801 miles.

MR. I. B. HART-DAVIES: End-to-end Record—886 miles in 29h. 12m.

MR. C. E. MURPHY: Irish End-to-end Record—390 miles in 13h. 12m.

Before leaving this subject, we would like to refer to the magnificent performance made by TRIUMPHS in the last Tourist Trophy Race.

The race was held over a most difficult course in the Isle of Man; how difficult can be gleaned by the fact that no less than thirty-one out of fifty-nine starters failed to finish. The TRIUMPH outclassed every single-cylinder machine in the race, winning on sheer merit the first four single-cylinder positions, three of these being in the hands of private owners.

With every TRIUMPH Motor we present a beautifully bound leather log-book containing Accident Insurance Coupon, many riding hints, and other useful information.

TRIUMPH CYCLE CO., LTD.

COVENTRY, (ESTABLISHED 1885.)
January, 1912.

Triumph Motor Guarantee.

WE give the following guarantee with our motor cycles, instead of the guarantee implied by statute, or otherwise, as to the quality or fitness of such machines for the purpose of motor cycling; any such implied guarantee being in all cases excluded. In the case of machines which have been used for "hiring out" purposes, or from which our trade mark or manufacturing number has been removed, no guarantee 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 three months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective. We undertake, subject to the conditions mentioned below, to make good at any time within three months any defects in these respects. As motor cycles 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:

I. The attaching of a sidecar to the motor cycle in such a manner as to cause damage, or calculated to render the latter unsafe when ridden.

II. 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.

Any motor cycle sent to us to be plated, enamelled, or repaired, will be repaired upon the same conditions as if it were a new motor cycle, *i.e.*, we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of material and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of any common law or statute warranty, 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, it must be sent to us, carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired 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 agent from whom he purchased, and the date of the purchase.

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, AND THIS GUARANTEE, AND ANY IMPLIED GUARANTEE, SHALL NOT BE ENFORCEABLE.

We guarantee only those machines which are bought either direct from us or from one of our duly authorised agents, and under no other conditions.

We do not guarantee the specialities of other firms, such as tyres, saddles, chains, lamps, etc., or of any component part supplied to the order of the purchaser differing from our standard specification, supplied with our motor cycles, or otherwise.

THE TERM AGENT

is used in a complimentary sense only, and those firms whom we style our agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account other than the sale of goods which they may purchase from us; nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above guarantee.

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 the goods will be forwarded, or approved references must be given.

CARRIAGE, FREIGHT, and DUTY.—Our agents, if asked to do so, will deliver the motor cycle into the hands of the purchaser free of all transit charges, freight, and duty, and will arrange the price accordingly, but where we are not represented, the motor will be sent from our factory—all charges of carriage, freight, and duty being at the charge of the purchaser. Machines are signed for by the railway and shipping companies as being received in good condition. In case of damage all claims should be submitted to the insurance company.

REPAIRS and SUNDRIES.—Repairs and sundries are charged at net cash prices in all cases. In order to save delay it is essential to remit the approximate amount of our invoice with the order. In no case can credit accounts be opened for small amounts.

PACKING CRATES AND CASES, BEING CHARGED AT LESS THAN COST PRICE, ARE NOT RETURNABLE.

Crates for single motor bicycle	3/- each.
Cases for export—for single motor bicycle ..	15/- ,,

SPARE PARTS AND REPLACEMENTS.

WHEN ORDERING SPARE PARTS OR REPLACEMENTS, it is advisable, if possible, to send patterns, so as to ensure the order being executed correctly. If this cannot be done, let us have the number of the machine (which will be found stamped on the engine cradle) and also number of the engine (stamped on top left side of crank case).

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 accompany orders with remittance, which must include postage.

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

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 condition that they will not at any time be resold at less than the retail prices set out in our current catalogue.

CABLE CODE.

PRIVATE CODE CAN BE USED IN CONJUNCTION WITH A.B.C. AND LIEBER'S.

ROADSTER MODEL.

One Motor Cycle	Moteto	Six Motor Cycles.. ..	Motasei
Two Motor Cycles ..	Motaduo	Nine Motor Cycles ..	Motanove
Three Motor Cycles ..	Motatres	Twelve Motor Cycles ..	Motadoce

FREE ENGINE MODEL.

One Motor Cycle	Libre	Three Motor Cycles ..	Libretres
Two Motor Cycles ..	Libreduo	Six Motor Cycles.. ..	Libresei

TOURIST TROPHY RACER.

One Motor Cycle	Tofy	Two Motor Cycles	Tofyduo
Three Motor Cycles	.. .. Tofytres		

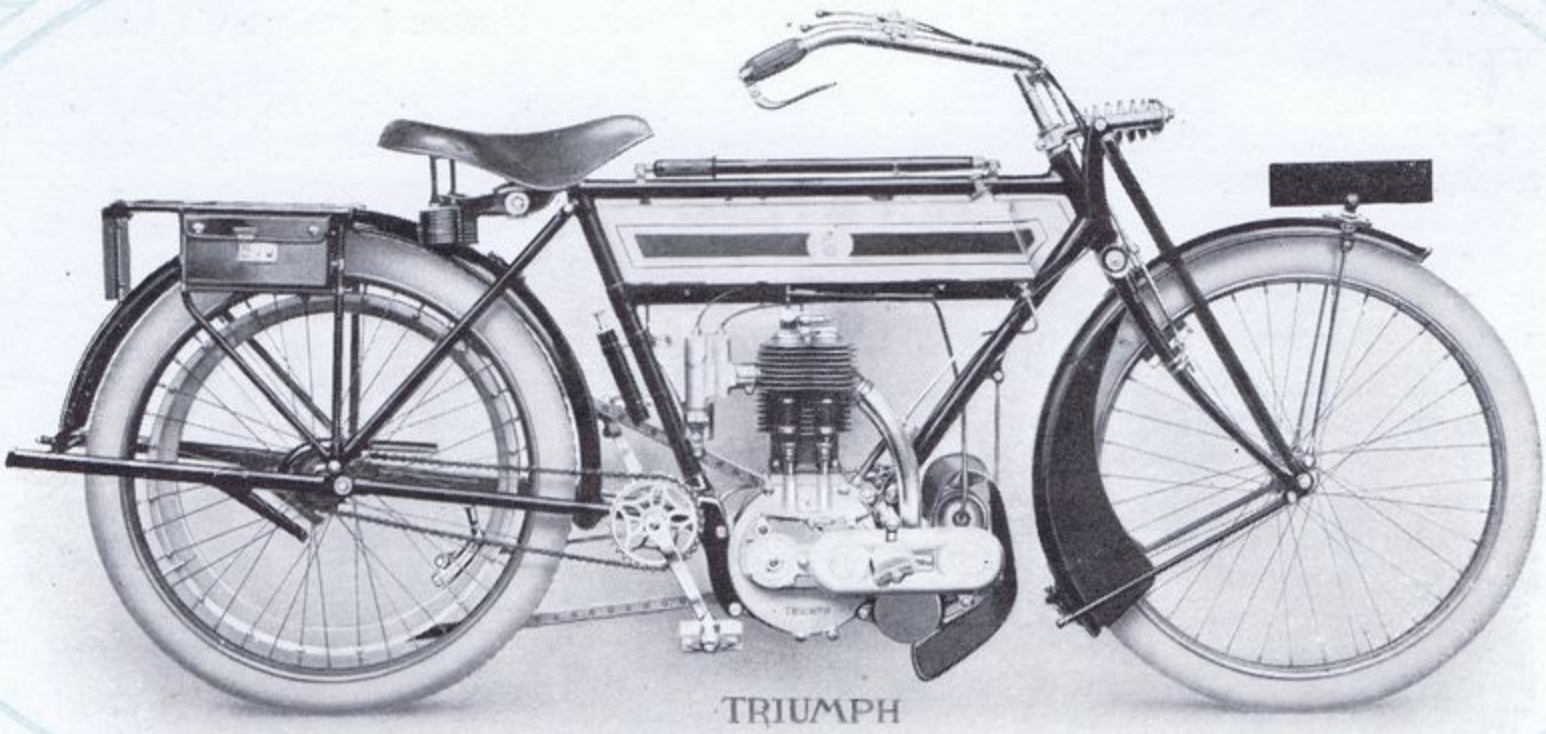
TOURIST TROPHY ROADSTER.

One Motor Cycle	Tour	Two Motor Cycles ..	Tourduo
Three Motor Cycles	Tourtres		

"Triumph" 3½ h.p. Motor Cycle.

ROADSTER MODEL.

With Patent Carburetter, Handle-bar Control, Patent Spring Forks, Ball-bearing Engine, Variable Pulley.



Engine 85 × 88 m.m. ***Ball-bearing Magneto Ignition.***

For simplicity of construction there is nothing to equal a TRIUMPH Motor Cycle. The novice can readily grasp its salient features, and acquire a knowledge of how to drive and control it in a few minutes.

Everything is there ready to the hand, the springing of the front forks, the flexibility of the engine, and the well-sprung saddle make it extremely comfortable over long distances, and it can be made to crawl at five miles per hour, and quickly accelerate up to fifty miles per hour.

Every machine is thoroughly tested on the road by our own experts before delivery, and is most fully equipped, lamp and horn being extras.

IMPORTANT.—A large percentage of engine troubles arise from faulty lubrication. Carefully read instructions on page 31.

See separate Catalogue for Spare Parts and Replacements.

"Triumph" 3½ h.p. Motor Cycle.

ROADSTER MODEL.

With Ball-bearing Engine, Patent Spring Forks, Patent Carburetter, Handle-bar Control, Variable Pulley.

Specification.

ENGINE.—Single-cylinder 3½ h.p.; 85 mm. × 88 mm. bore and stroke (TRIUMPH manufacture throughout); main shaft runs on caged ball bearings; TRIUMPH Registered Design Variable Pulley; large M.O. valves, interchangeable; extra large and heavy rim flywheels; adjustable spring tappets with vertical lift; effective silencer with improved cut-out (Pat. 25648/'09).

CARBURETTER and CONTROL.—TRIUMPH Patent Carburetter (Pat. No. 22545/'07), very economical and easily dismantled, with registered design handle-bar control (Reg. No. 513548/'07).

IGNITION.—Bosch or Simms high-tension ball bearing magneto (dust and waterproof model will be fitted as soon as available); foot control, chain driven (Renold), with oil and dustproof aluminium gear case for chain.

FRAME.—Exceptionally strong; extra low, with long wheelbase; TRIUMPH Patent Spring Forks (Nos. 12165/'05 and 24648/'10), greatly improved, stronger spindle for crown joint; new pattern front rim brake; rear foot brake, operating from footrest lug, and acting on belt drum, made neater and stronger; new composition shoe pad, giving powerful grip, non-glazing.

WHEELS.—26in. × 2¼in.; rims extra strong; Clincher studded or Continental non-skid motor cycle tyres; stronger spindles.

TANK.—Re-designed and improved, made with only one longitudinal seam, sunk and riveted end; enclosed oil pump inclined, dispensing with oil tap; improved petrol injector; petrol gauge; quick detachable and large filler caps; gauze strainers for petrol and oil; needle valves to petrol supply; petrol gauge and petrol injector; strong and neat attachment to frame. Capacity: Petrol 1¼ gallons, oil 1 quart.

TRANSMISSION.—⅞in. rubber V belt on deep section pulley (Variable Pulley, highest gear 4¼ to 1, lowest gear 6¼ to 1); belt rim securely fitted to back wheel.

STANDS.—Back: Fixed to fork-ends, does not interfere with removal of back wheel; spring clip with automatic fastening (Pat. No. 25014/'09). **Front Stand:** Fitted to front forks, serves as mudguard stays when not in use (Pat. 17946/'10), independent of hub spindle.

CARRIER.—An improved light and strong tubular carrier (Pat. 17947/'10).

SADDLE.—Improved Brooks-Triumph, padded top, large size, very comfortable, gives low position.

TOOLBAGS.—Greatly improved pannier bags, provided with locks and special fastener buttons, securely fixed to carrier; complete set of tools with tool-roll.

MUDGUARDS.—Strong and wide, extending well forward over front wheel; side wings to front; efficient mud-flap to protect magneto.

HANDLE-BAR.—Made from high carbon steel, brought well back, stronger; ends slightly dropped, giving a most comfortable position.

FOOTRESTS.—Adjustable, more substantial rubbers; give comfortable position.

FINISH.—Black enamel, on Coslettised frame; wheels plated, with enamelled black centres edged with red lines; tank, aluminium with green panels lined red.

WE RESERVE THE RIGHT TO MODIFY OR DEVIATE FROM SPECIFICATION IN MINOR DETAILS.

PRICE.

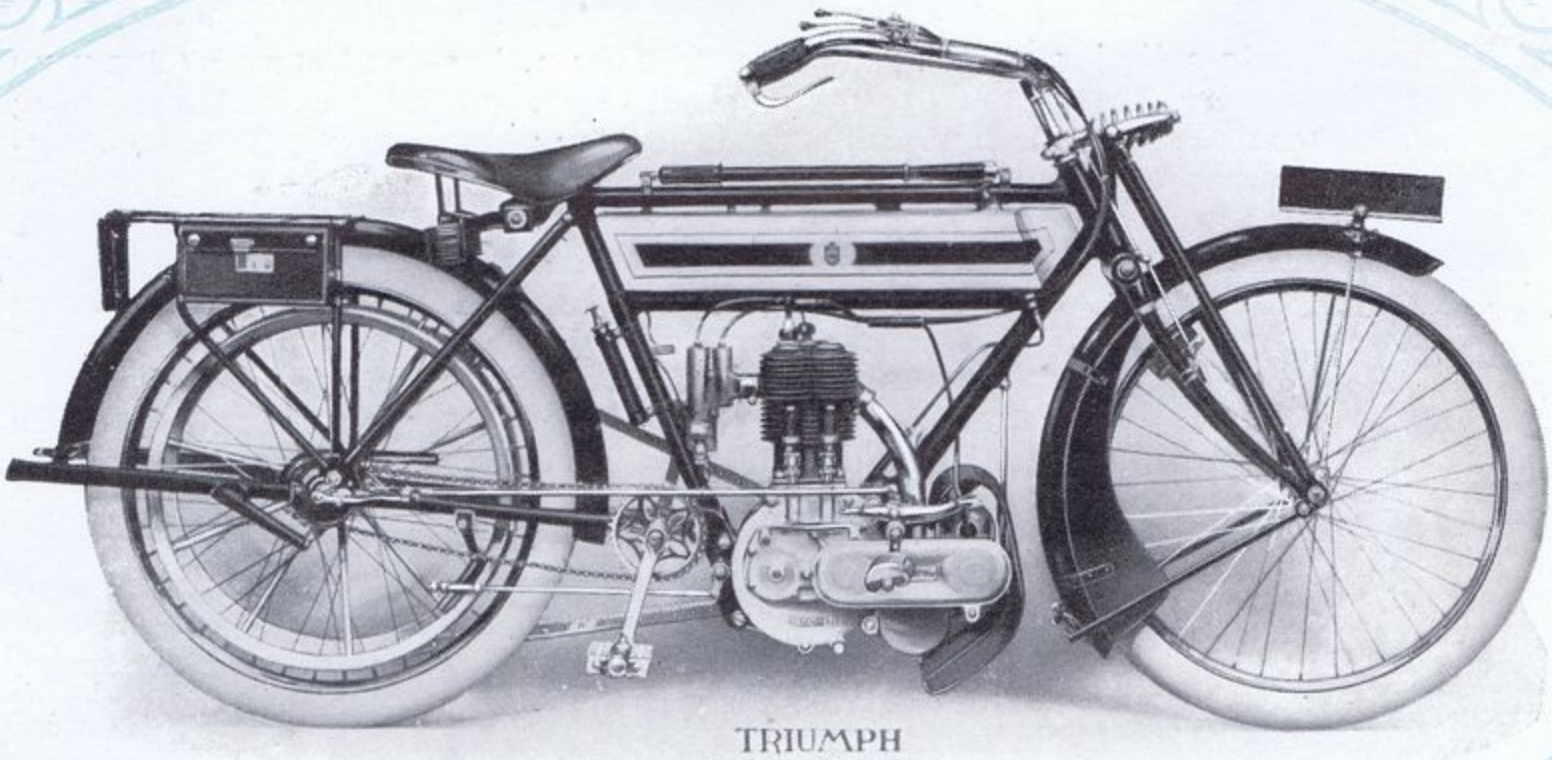
Roadster Model, as above specification .. .. **£**

Price includes a beautifully bound leather log book, containing many riding hints and other most useful information.

"Triumph" 3½ h.p. Motor Cycle.

FREE ENGINE MODEL.

With Handle-bar Control, Patent Carburetter, Patent Spring Forks, Ball-bearing Engine, Variable Pulley.



TRIUMPH
FREE ENGINE MODEL

Engine 85 × 88 m.m. ***Ball-bearing Magneto Ignition.***

This model is most popular with motor cyclists. It is fitted with a Free Engine Plate Clutch (Pat. No. 28490/'07), embodied in the rear hub, and operated by means of a toe and heel pedal from the right side footrest.

This allows the rider to start from rest whilst seated in the saddle, which obviates running alongside to start the engine, and also allows the machine to be brought to a standstill in traffic or elsewhere with the engine running.

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IMPORTANT.--A arge percentage of engine troubles arise from faulty lubrication. Carefully read instructions on page 31

See separate Catalogue for Spare Parts and Replacements.

"Triumph" 3½ h.p. Motor Cycle.

FREE ENGINE MODEL.

With Patent Free Engine Plate Clutch, Ball-bearing Engine, Patent Spring Forks, Patent Carburetter, Handle-bar Control, Variable Pulley.

Specification.

FREE ENGINE CLUTCH. — TRIUMPH Free Engine Plate Clutch (Pat. No. 28490/'07) embodied in back hub, operated by toe and heel pedal.

ENGINE. — Single-cylinder 3½ h.p., 85 mm. × 88 mm. bore and stroke (TRIUMPH manufacture throughout); main shaft runs on caged ball bearings; TRIUMPH Registered Design Variable Pulley; large M.O. valves, interchangeable; extra large and heavy rim flywheels; adjustable spring tappets with vertical lift; effective silencer with improved cut-out (Pat. 25648/'09).

CARBURETTER and CONTROL.—TRIUMPH Patent Carburetter (Pat. No. 22545/'07), very economical and easily dismantled, with registered design handle-bar control (Reg. No. 513548/'07).

IGNITION.—Bosch or Simms high tension ball bearing magneto (dust and waterproof model will be fitted as soon as available); foot control; chain driven (Renold), with oil and dustproof aluminium gear case for chain.

FRAME.—Exceptionally strong, extra low, with long wheelbase; TRIUMPH Patent Spring Forks (Nos. 12165/'05 and 24648/'10); greatly improved, stronger spindle for crown joint; new pattern front rim brake; rear foot brake operating from footrest lug, and acting on belt drum, made neater and stronger; composition shoe-pad, gives powerful grip, non-glazing.

WHEELS.—26in. × 2¼in., rims extra strong; Clincher studded or Continental non-skid motor cycle tyres.

TANK.—Re-designed and improved, made with only one longitudinal seam, sunk and riveted end; enclosed oil pump, inclined, dispensing with oil tap; improved petrol injector; petrol gauge; quick, detachable, and large filler caps; gauze strainers for petrol and oil; needle valves to petrol supply; petrol gauge and petrol injector; strong and neat attachment to frame. Capacity: Petrol 1¼ gallons, oil 1 quart.

TRANSMISSION.—⅞in. rubber V belt on deep section pulley (Variable Pulley, highest gear 4¼ to 1, lowest gear 6¼ to 1); brake drums securely fitted to back wheel.

STANDS.—**Back:** Fixed to fork-ends, does not interfere with removal of back wheel; spring clip with automatic fastening (Pat. No. 25014/'09). **Front Stand:** Fitted to front forks, serves as mudguard stays when not in use (Pat. 17946/'10), independent of hub spindle.

CARRIER.—An improved light and strong tubular carrier (Pat. 17947/'10).

SADDLE.—Improved Brooks-Triumph, padded top, large size, very comfortable, gives low position.

TOOLBAGS.—Greatly improved pannier bags, provided with locks and special fastener buttons, securely fixed to carrier; complete set of tools with tool-roll.

MUDGUARDS.—Strong and wide, extending well forward over front wheel, side wings to front; efficient mud-flap to protect magneto.

HANDLE-BAR.—Made from high carbon steel, brought well back, stronger; ends slightly dropped, giving a most comfortable position.

FOOTRESTS.—Adjustable; more substantial rubbers; give comfortable position.

WE RESERVE THE RIGHT TO MODIFY OR DEVIATE FROM SPECIFICATION IN MINOR DETAILS.

PRICE.

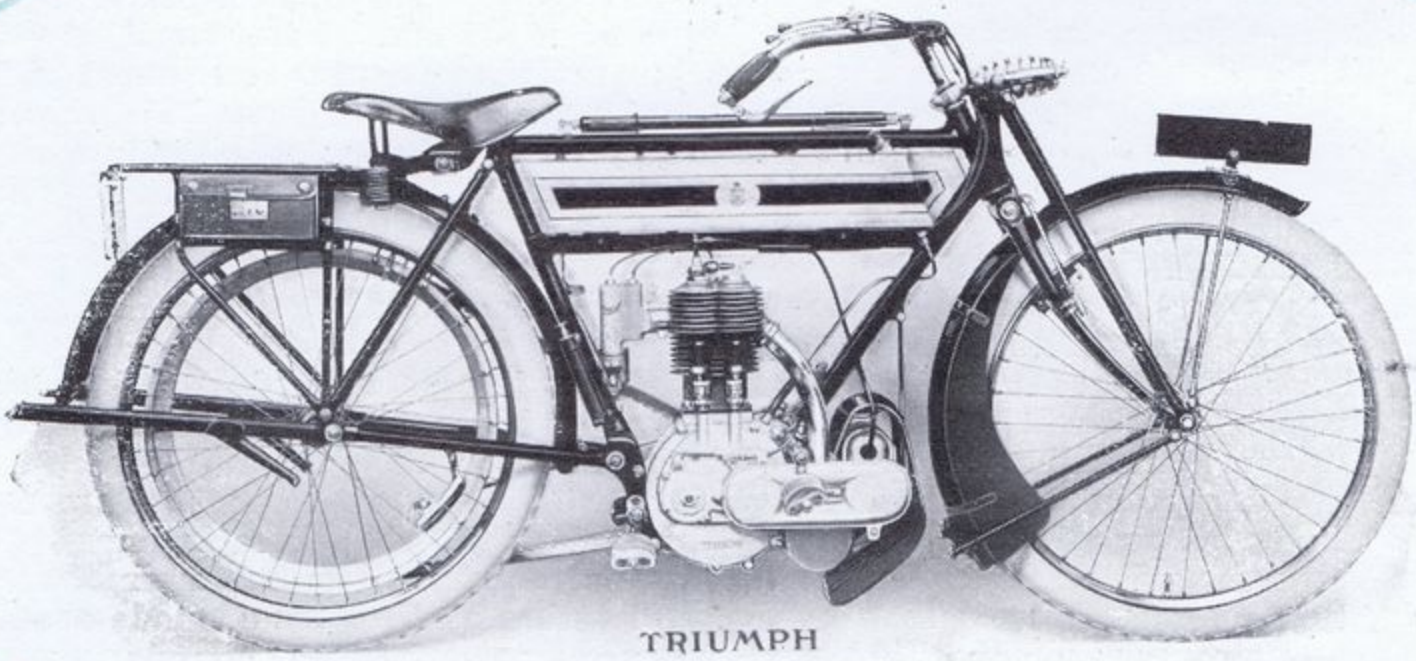
Free Engine Model, as above specification .. .. .. £

Price includes a beautifully bound leather log book, containing many riding hints and other most useful information.

"Triumph" 3½ h.p. Motor Cycle.

TOURIST TROPHY ROADSTER.

With Ball-bearing Engine, Patent Spring Forks, Patent Carburetter and Handle-bar Control, Variable Pulley.



TRIUMPH
T.T. ROADSTER

Engine 85 × 88 mm. ***Ball-bearing Magneto Ignition.***

This is a very similar machine to the T.T. Racer, but the equipment is adapted for roadster requirements.

A shorter wheelbase than the full roadster models is employed, there is no pedalling gear, the handle-bar is raised to give a comfortable riding position, a roadster saddle is used for the same purpose, and two sets of footrests are fitted.

This is a very fast machine, combining the speed of the racing machine and the comfort in respect to the equipment of the touring mount.

IMPORTANT.—A large percentage of engine troubles arise from faulty lubrication. Carefully read instructions on page 31.

See separate Catalogue for Spare Parts and Replacements.

"Triumph" 3½ h.p. Motor Cycle.

TOURIST TROPHY ROADSTER.

With Ball-bearing Engine, Patent Spring Forks, Patent Carburetter and Handle-bar Control, Variable Pulley.

Specification.

ENGINE. — Single-cylinder 3½ h.p., 85 × 88 mm. bore and stroke (TRIUMPH manufacture throughout); main shaft runs on caged ball bearings; TRIUMPH Registered Design Variable Pulley; large M.O. valves, interchangeable; extra large and heavy rim flywheels; adjustable spring tappets, with vertical lift; effective silencer, with improved cut-out (Pat. 25648/'09).

CARBURETTER and CONTROL. — TRIUMPH Patent Carburetter (Pat. No. 22545/'07), very economical and easily dismantled, with registered design handle-bar control (Reg. No. 513548/'07).

IGNITION.—Bosch or Simms high tension ball bearing magneto (dust and waterproof model will be fitted as soon as available); handle-bar control; chain driven (Renold), with oil and dustproof aluminium gear case for chain.

FRAME.—Exceptionally strong, extra low; TRIUMPH Patent Spring Forks (Nos. 12165/'05 and 24648/'10), greatly improved, stronger spindle for crown joint; new pattern front rim brake; rear foot brake, operating from lug on frame and acting on belt drum, made neater and stronger; composition shoe pad, gives powerful grip, and non-glazing; no pedals.

WHEELS.—26in. × 2¼in.; extra strong rims; Dunlop studded motor cycle tyres, beaded edges; stronger spindles.

TANK.—Re-designed and improved, made with only one longitudinal seam, sunk and riveted end; enclosed oil pump inclined, dispensing with oil tap; improved petrol injector; petrol gauge; quick detachable filler caps; gauze strainers for petrol and oil; needle valves to petrol supply; petrol gauge, and petrol injector, strong and neat attachment to frame. Capacity: Petrol 1¼ gallons, oil 1 quart.

TRANSMISSION.—⅞in. rubber V belt on deep section pulley (Variable Pulley, highest gear 3¾ to 1, lowest gear 5 to 1); belt rim securely fitted to back wheel.

STANDS.—**Back:** Fixed to fork-ends, does not interfere with removal of back wheel; spring clip with automatic fastening (Pat. 25014/'09). **Front Stand:** Fitted to front forks, serves as mudguard stays when not in use (Pat. 17946/'10), independent of hub spindle.

CARRIER.—An improved light and strong tubular carrier (Pat. 17947/'10).

SADDLE.—Improved Brooks-Triumph, padded top, large size; very comfortable; gives low position.

TOOLBAGS.—Greatly improved pannier bags, provided with locks and special fastener buttons, securely fixed to carrier; complete set of tools with tool-roll.

MUDGUARDS.—Strong and wide, extending well forward over front wheel, side wings to front; efficient mud-flap to protect magneto.

HANDLE-BAR.—Made from high carbon steel, brought well back, stronger; ends slightly dropped, giving a most comfortable position.

FINISH.—Black enamel on Coslettised frame; wheels plated, with enamelled black centres, edged with red lines; tank, aluminium, with green panels, and lined red.

POSITION.—Two sets of adjustable footrests, allowing for a variety of positions.

WE RESERVE THE RIGHT TO MODIFY OR DEVIATE FROM SPECIFICATION IN MINOR DETAILS.

PRICE.

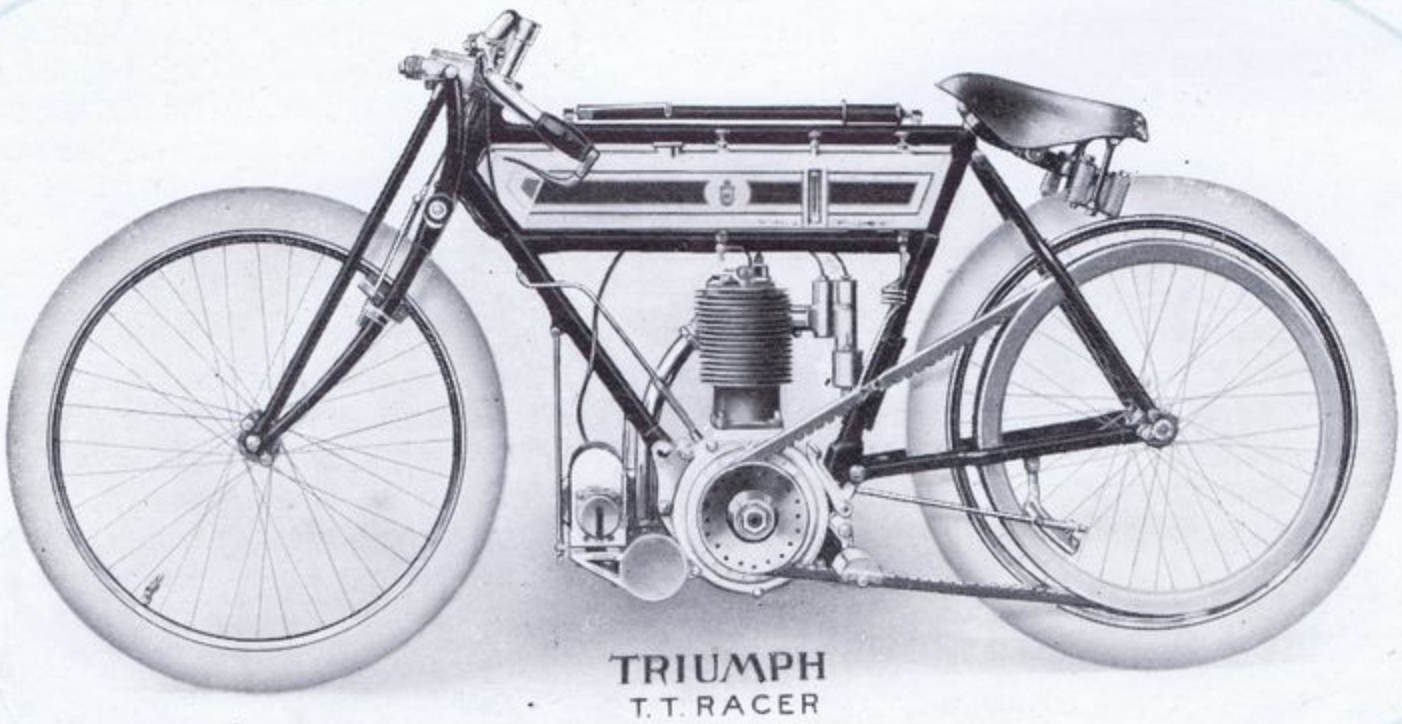
Tourist Trophy Roadster, as per specification .. .. £

Price includes a beautifully bound leather log book containing many riding hints and other most useful information.

"Triumph" 3½ h.p. Motor Cycle.

TOURIST TROPHY RACER.

With Ball-bearing Engine, Patent Spring Forks, Patent Carburetter and Handle-bar Contral, Variable Pulley.



TRIUMPH
T.T. RACER

Engine 85 × 88 mm ***Ball-bearing Magneto Ignition.***

This is a very powerful machine, being the model used by all the TRIUMPH riders in the Tourist Trophy Race.

In this event the TRIUMPH was again by far the fastest single-cylinder machine, winning no less than the first four single-cylinder positions, three of these being in the hands of the private owner.

Reliability is strikingly illustrated in this as in other TRIUMPH Models, and the general design is merely modified to suit racing requirements. The wheel-base is shortened, pedalling gear is dispensed with, a special racing type of handle-bar is fitted, and adjustable footrests are provided to allow the rider to assume a variety of positions.

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IMPORTANT.—A large percentage of engine troubles arise from faulty lubrication. Carefully read instructions on page 31.

See separate Catalogue for Spare Parts and Replacements.

"Triumph" 3½ h.p. Motor Cycle.

TOURIST TROPHY RACER.

With Ball-bearing Engine, Patent Spring Forks, Patent Carburetter and Handle-bar Control, Variable Pulley.

Specification.

ENGINE. — Single-cylinder 3½ h.p., 85 × 88 mm. bore and stroke (TRIUMPH manufacture throughout); main shaft runs on caged ball bearings; TRIUMPH Registered Design Variable Pulley; large M.O. valves, interchangeable; extra large and heavy rim flywheels; adjustable spring tappets, with vertical lift; effective silencer, with improved cut-out (Pat. 25648/'09).

CARBURETTER and CONTROL. — TRIUMPH Patent Carburetter (Pat. No. 22545/'07), very economical and easily dismantled, with registered design handle-bar control (Reg. No. 513548/'07).

IGNITION.—Bosch or Simms high tension ball bearing magneto (dust and waterproof model will be fitted as soon as available); handle-bar control; chain driven (Renold), with oil and dust-proof aluminium gear case for chain.

FRAME.—Exceptionally strong, extra low; TRIUMPH Patent Spring Forks (No. 12165/'05), felt buffer and spring, stronger spindle for crown joint; new pattern front rim brake; rear foot brake, operating from footrest lug and acting on belt drum, made neater and stronger; composition shoe pad, gives powerful grip, and non-glazing; no pedals.

WHEELS.—26in. × 2¼in.; extra strong rims; Dunlop reinforced wired-on tyres.

TANK.—Re-designed and improved, made with only one longitudinal seam, sunk and riveted end; enclosed oil pump inclined, dispensing with oil tap; improved petrol injector; petrol gauge; quick detachable filler caps; gauze strainers for petrol and oil; needle valves to petrol supply, petrol gauge, and petrol injector, strong and neat attachment to frame. Capacity: Petrol 1¼ gallons, oil 1 quart.

TRANSMISSION.—⅞in. rubber V belt on deep section pulley (Variable Pulley, highest gear 3¼ to 1, lowest gear 4½ to 1); belt rim securely fitted to back wheel.

STANDS.—**Back:** Fixed to fork-ends, does not interfere with removal of back wheel; spring clip with automatic fastening (Pat. 25014/'09). **Front Stand:** Fitted to front forks, serves as mudguard stays when not in use (Pat. 17946/'10), independent of hub spindle.

CARRIER.—An improved light and strong tubular carrier (Pat. 17947/'10).

SADDLE.—Semi-racing, very comfortable, low position.

TOOLBAGS.—Greatly improved pannier bags, provided with locks and special fastener buttons, securely fixed to carrier; complete set of tools with tool-roll.

MUDGUARDS.—Strong and wide, extending well forward over front wheel, side wings to front; efficient mud-flap to protect magneto.

HANDLE-BAR.—Racing pattern, as illustrated.

FINISH.—Black enamel on Coslettised frame; wheels plated, with enamelled black centres, edged with red lines; tank, aluminium, with green panels, and lined red.

POSITION.—Adjustable footrests, allowing for a variety of positions.

WE RESERVE THE RIGHT TO MODIFY OR DEVIATE FROM SPECIFICATION IN MINOR DETAILS.

PRICE.

Tourist Trophy Racer, as above specification .. .. £

Price includes a beautifully bound leather log book, containing many riding hints and other most useful information.

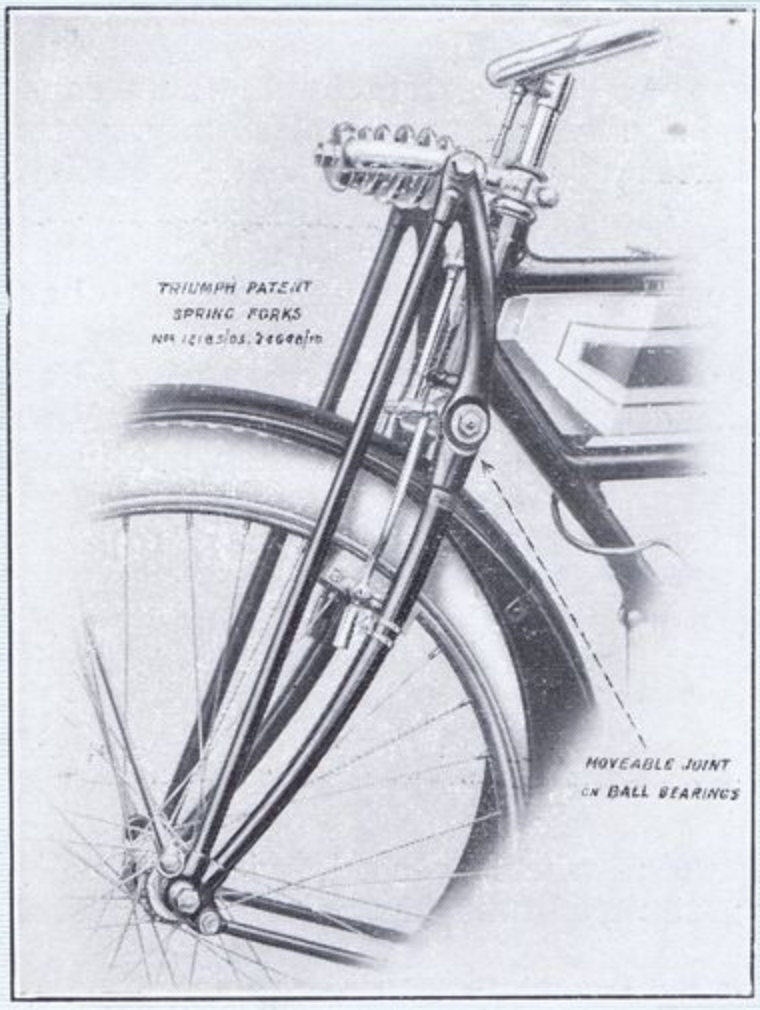
Exclusive Constructional Details
. . of the . .
"Triumph" 3½ h.p. Motor Cycle.

FRAME. There is no better evidence of the strength and suitability of the TRIUMPH Frame than that it is quite an unheard-of thing for one of these frames not to give satisfactory service. This is striking testimony as to the correctness of design, considering the very hard usage meted out to many, especially those on colonial roads, in which market the TRIUMPH is quite as popular as at home.

The frame is built very low, which, together with its straight line construction, greatly adds to its stability, and the rider can easily reach the ground when astride the saddle.

Plain bearings are used in the bottom bracket to prevent the pedal cranks rotating when the machine is in motion. This bracket is eccentric, so that the slack of the chain can be taken up without interfering with any other part of the machine.

The handle-bars are naturally graceful, well brought back with the ends slightly dipping to give a comfortable position to the rider, and, being made of high carbon steel tubing, ample strength is obtained with lightness and resilience.



TRIUMPH PATENT SPRING FORKS (Pat. Nos. 12165/'05 and 24648/'10). These spring forks have been materially improved, and, after a thorough test, have been found an ideal method of springing the front portion of the machine. The two springs previously employed have given place to one large double purpose spring, which gives a sufficiently wide range of movement to neutralise road shocks, and is free from the very common fault of bouncing. The forks are pivoted at the crown on ball bearings, the only movable joint, giving a perfectly free fore and aft motion without a suspicion of side play.

Rigidity in the steering is thus ensured, the mudguard follows the outline of the tyre, and a powerful front wheel brake is used. This brake overlaps the extension piece of the mudguard.

It will be noticed that the TRIUMPH is an extremely neat spring fork without the many movable joints and heavy coil springs so common to many shock-absorbing devices.

This new springing device is suitable, and can easily be fitted, to existing types of TRIUMPH Motors.

See separate Catalogue for Spare Parts and Replacements.

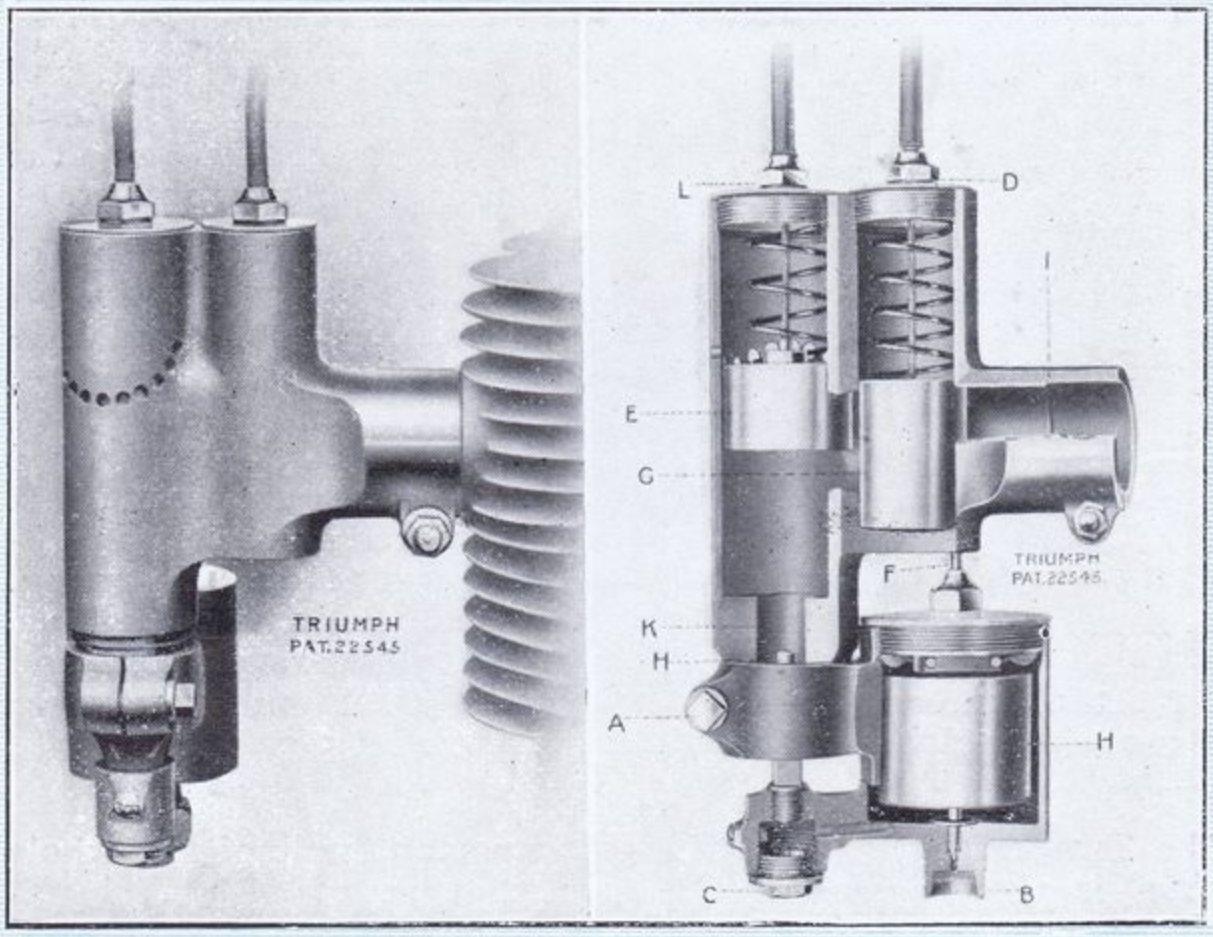
Constructional Details (*continued*).

TRIUMPH CARBURETTER
(Pat. No. 22545/'07) and
HANDLE-BAR CONTROL
(Reg. No. 513548/'07).

This carburetter has been specially designed for the TRIUMPH Engine. This is a most important factor in the satisfactory running of the engine—the two most important units working together in perfect unison.

The piston valves controlling the throttle and air are operated from the handle-bar, and have a most sensitive adjustment which allows the driver to obtain a perfectly accurate mixture.

It is designed on the usual float-feed principle with a single jet and air adapter. A fixed size of jet is employed as standard, but this can be varied by fitting a larger or smaller jet if desired.

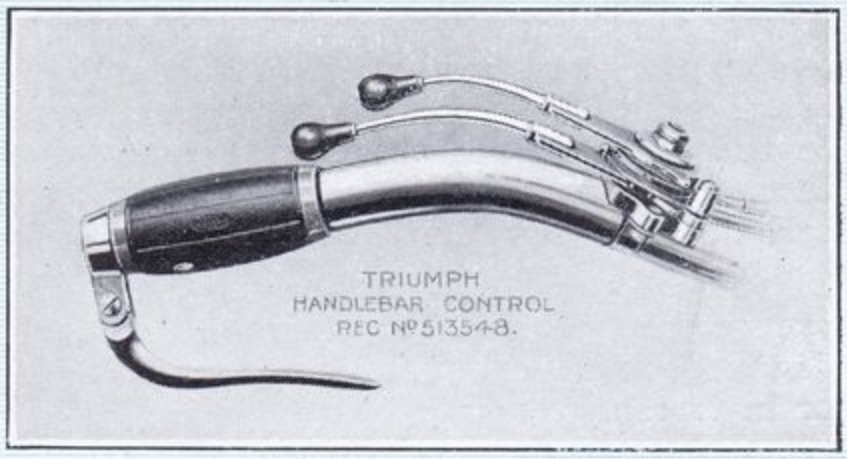


The carburetter is attached to the engine by means of a clip, and secured by a bolt and nut, so that it can easily be removed, and just as easily can the carburetter itself be dismantled for cleaning purposes.

To remove jet and float chamber, loosen screw A, and remove nut which fastens petrol pipe to tank (not shown in illustration), leaving nut which is screwed on to thread B intact. Float and jet chamber will then come away from mixing chamber. Unscrew the jet by means of a spanner provided.

For the purpose of dismantling cylinder, remove float chamber as above, and unscrew nuts D and L, and withdraw air and throttle pistons. The remainder of carburetter can remain attached to the engine during the process.

The control is fitted to the right side of the handle-bars in the form of two small levers, to which are attached the wires having connection with the carburettor. These two levers can be easily manipulated without removing the hands from the grips.



See Separate Catalogue for Spare Parts and Replacements.

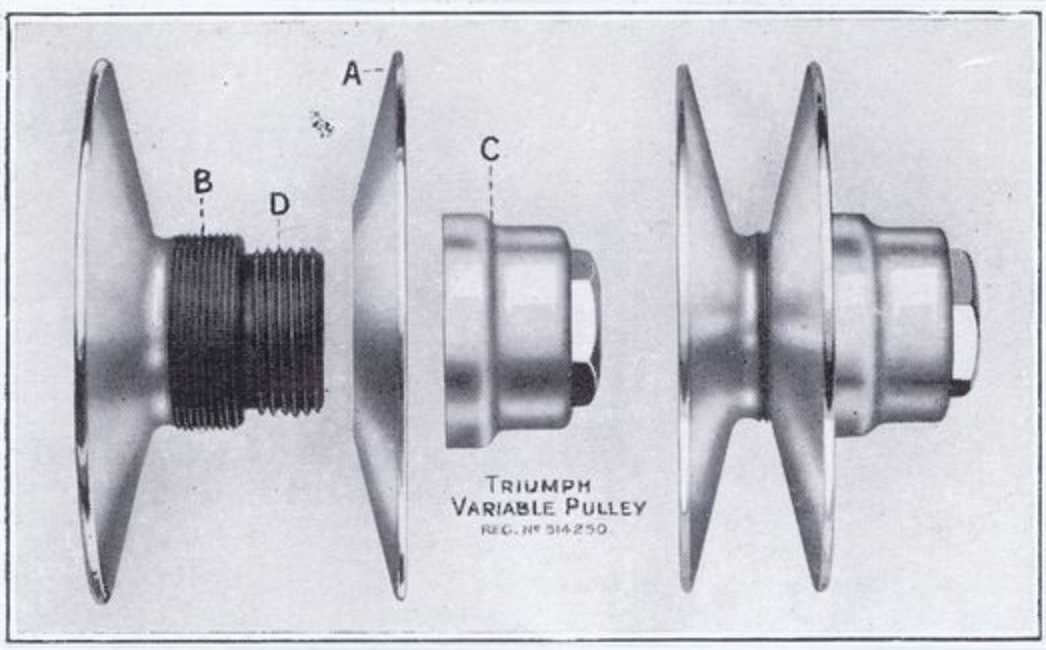
Constructional Details (*continued*).

VARIABLE PULLEY (Reg. No. 514250/'07).

This is a standard fitment of the TRIUMPH Motor Cycle, and allows the gear to be varied from $4\frac{1}{4}$ to 1 to $6\frac{1}{4}$ to 1.

This variable pulley has proved a great boon to riders living in hilly districts or touring therein, as the gear can be changed very quickly to suit varying road conditions.

One view of the pulley shows it disassembled, and the other view assembled, as when fitted to the engine-shaft; and the few following details will furnish the necessary information as to how to make adjustments, and arrive at the correct gear. The flange A is secured on to the boss B by means of a left-hand thread, and the cap C is screwed on to the boss D by means of a right-hand thread. To reduce or raise the gear, remove the belt from pulley, loosen nut C, and then the flange A can be turned easily by hand either to right or left as desired. By doing this it allows the belt to lie higher or deeper in the pulley, which gives the alteration in gear desirable. Retighten nut C, and replace belt.



To remove nut C, fix spanner provided in kit to hexagon part of nut, and with the heavy adjustable spanner gently tap the end of pulley spanner.

A simple method of finding the gear ratio between belt pulley and driving wheel is as follows: Place machine on stand, make a mark on driving wheel with a piece of chalk or pencil and a corresponding mark on belt pulley. Turn the driving wheel one complete revolution, and at the same time count the number of pulley revolutions. If the pulley revolves five to six times to one of the driving wheel, the gear will be 5 or 6 to 1.

TRIUMPH ENGINE.

The TRIUMPH Engine—the most important unit of the whole machine—is the original of the present type of $3\frac{1}{2}$ h.p. single-cylinder. The dimensions are 85 × 88 mm. bore and stroke, giving a piston displacement of 499 c.c., rated at $3\frac{1}{2}$ h.p. The compression is such as to ensure easy starting, flexibility, and to obviate pre-ignition and knocking on hills.

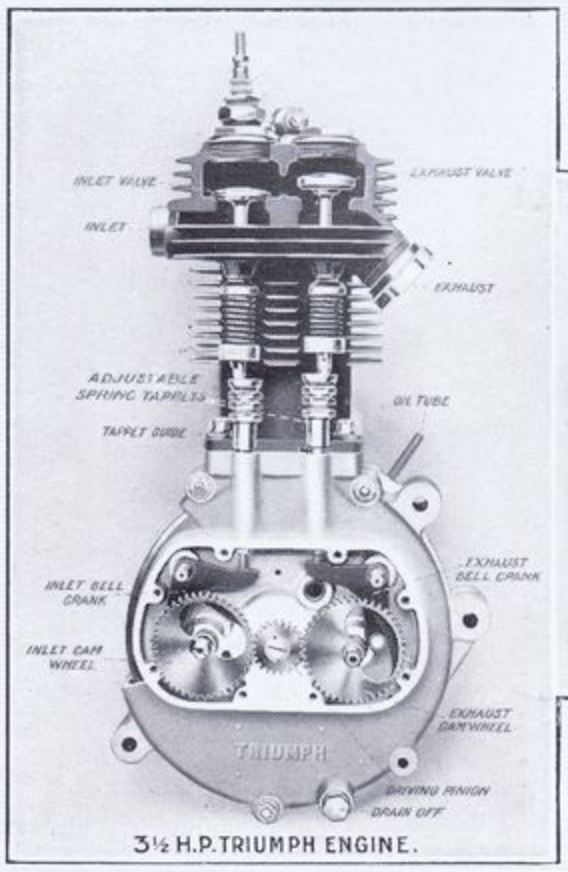
The cylinder itself is a perfect specimen of the foundryman's art. The radiating fins are beautifully shaped, thin and deep, and provide ample cooling surface. It is cast in one piece, thus eliminating leaky joints—a fault inseparable when the cylinder and head are made separately.

The walls are of even thickness; the valves side by side, with the exhaust one in the very best position to catch the cooling air currents. Ball bearings are fitted to the main shaft. These not only reduce friction, and thereby add to the flexibility of the engine, but do not give the slightest trouble—in fact, these bearings can be taken down after having run many thousands of miles, and do not show the least wear.

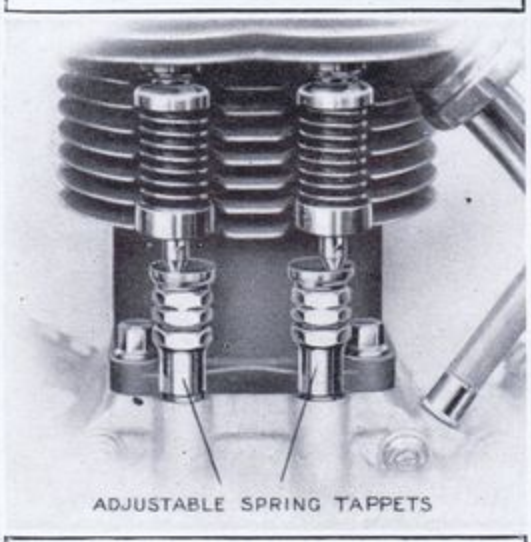
The flywheels have the majority of their weight cast in the rims. These are perfectly balanced, and with other factors impart to the engine extreme flexibility and capabilities of quick acceleration after being retarded on hills or in traffic.

See separate Catalogue for Spare Parts and Replacements.

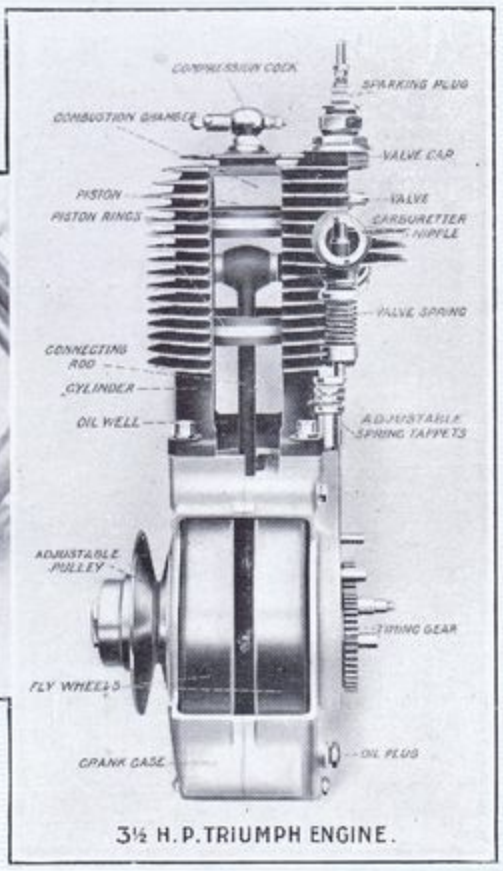
Constructional Details (*continued*).



3½ H.P. TRIUMPH ENGINE.



ADJUSTABLE SPRING TAPPETS



3½ H.P. TRIUMPH ENGINE.

However, the even turning movement or torque of the TRIUMPH Engine at fast and slow speeds is the result of many years of accumulated knowledge, and not the outcome of any one or single set of factors.

Spring tappets, now adjustable, are used, silencing the hammering action of the valves; also the valve mechanism is kept taut, thus preventing any parts rattling when idle in the cycle of operation.

TRIUMPH Engines are made throughout in our own works by the most skilled workmen. Every part is closely inspected and gauged at every stage of manufacture, and finally undergoes a test on the road in the hands of experts who can perceive in a moment any fault in the running, and can just as quickly locate the seat of trouble. The consequence is that the TRIUMPH Motor comes into your hands perfect in every respect.

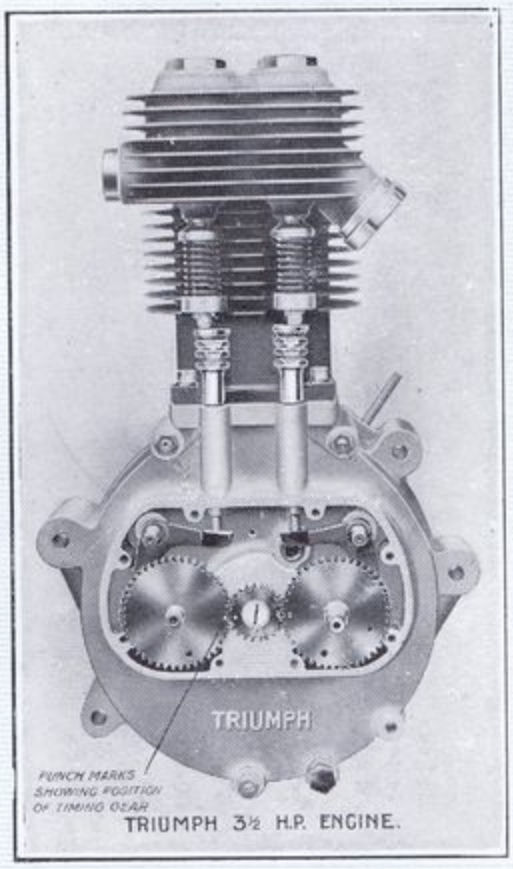
The illustration shows the position of the cam wheels at work. Each of them is marked on the outside with a punch; the inlet cam wheel with one punch mark, and the exhaust cam wheel with two marks. Similar marks are punched on the pinion wheel.

It often happens that, on removing the distribution gear case cover for inspection purposes, the cam wheels come away with the cover, and the timing is consequently upset.

On replacing, care should be taken that the punch mark on the pinion wheel corresponds with the punch mark on the inlet cam wheel, and that likewise the two punch marks on the pinion wheel correspond with the two punch marks on the exhaust cam wheel. The timing will then be correct.

TO DISMANTLE CYLINDER. Remove sparking plug, compression tap, petrol pipe, and the carburetter (see page 15), also nut holding exhaust pipe to engine (special spanner provided), and finally the four nuts securing cylinder to crank case. Lift cylinder, at the same time tilting it towards front down tube. Take care to see that the connecting rod touches the side of the crank case farthest away from the front down tube; the cylinder can then, with a little gentle manipulation, be removed.

See separate Catalogue for Spare Parts and Replacements.

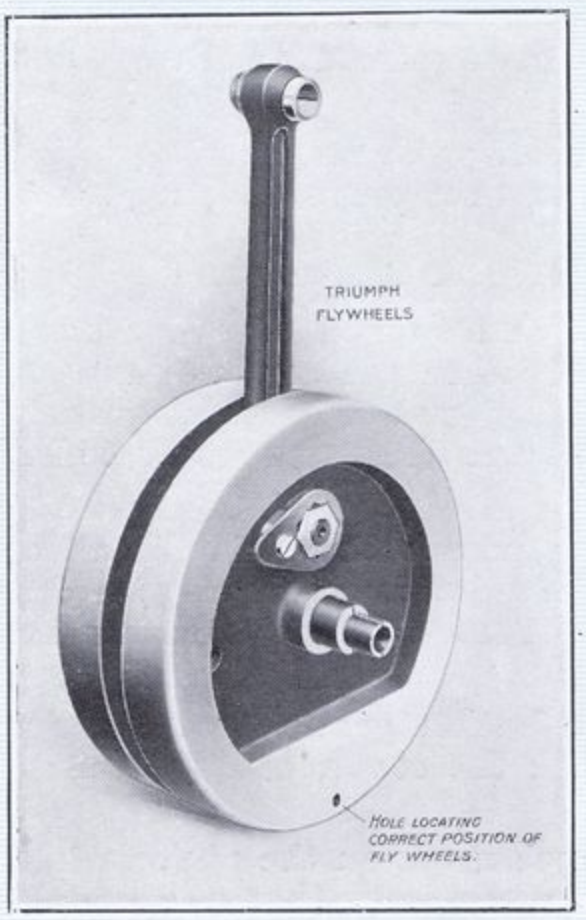


TRIUMPH 3½ H.P. ENGINE.

DISTRIBUTION GEAR, &c. The distribution gear is very substantial, the internal cams being cut out of the solid web. The whole is finally hardened. The tappet rods are relieved of side strains by the interposition between them and the cams of strong bell crank levers. The exhaust valve lifter acts upon this lever, and not directly on the tappet.

FLYWHEELS. As we have previously pointed out, a great deal depends on the design of the flywheels for engine flexibility. With the TRIUMPH Flywheels the weight is cast in the rims, which with all the other parts correctly balanced have a steadying effect on the running of the engine at all speeds.

Some of our customers find it more convenient to have their engines overhauled locally. When this is the case, we wish to lay special stress on the "truing-up" of the flywheels, which is a very important and difficult undertaking.



As a guide to the adjustment being correct, we have drilled a hole through each of the flywheels, through which the tappet rod stems should pass if they are in perfect alignment. Whilst held in this position, the nut of crank pin should be locked, and then the flywheels will be accurately assembled.

We recommend the use of the tappet rod stems for the reason that their diameter coincides with the holes in the flywheels, and so obviates the use of an additional tool.

PISTON. Light weight in the piston is essential to obtain a correctly balanced and flexible motor, and we have paid particular attention in getting a faultless casting in the first place for the TRIUMPH Piston. This is most accurately turned, and ground to size, and fitted with two rings—one at the top, and the other at the bottom. This method of arranging the rings ensures more even wear of the cylinder walls, equal wear taking place over the whole length of the piston travel instead of solely at the top of the cylinder.

With unequal wear proper lubrication is difficult to obtain, resulting in loss of power and knocking, whereas with the TRIUMPH method compression is retained for a far longer period, more power is obtained, and the lubrication is efficient.

The gudgeon pin carrying the connecting rod is a tapered driving fit, which effectually prevents it turning in the piston, and, further, does away with any parts that are likely to come adrift and cause injury to the engine.

See separate Catalogue for Spare Parts and Replacements,

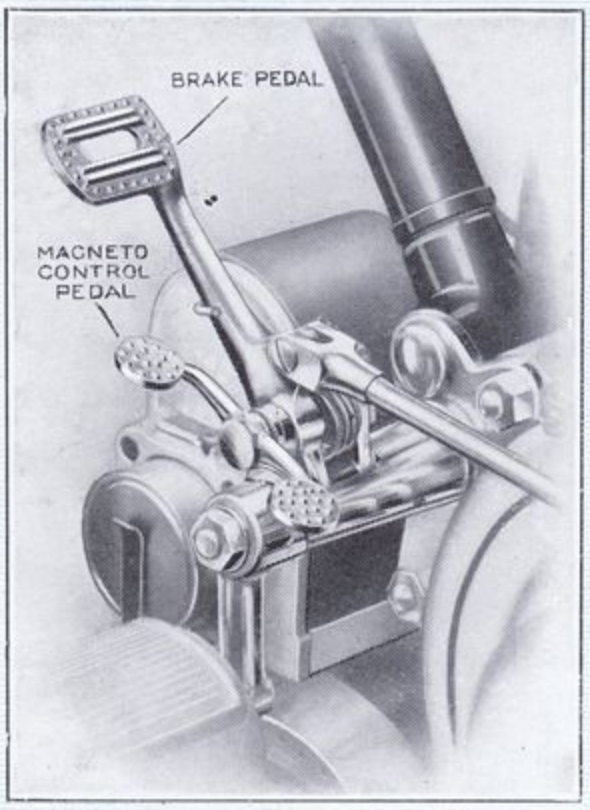
In removing gudgeon pin, care should be taken to see that no undue strain is put upon the piston, as the latter is light, and easily knocked out of shape. Tap with a metal punch the side marked "out," and at the same time get someone to hold piston securely the opposite side, to prevent connecting rod and other parts being strained. In replacing, the end marked "out" on gudgeon pin goes into the end marked "in" on the piston. Having completed this undertaking, test same carefully with a pair of callipers to see that piston is not oval. If slightly oval, tap gently the end marked "out" on gudgeon pin, and this should bring it true again.

TRIUMPH PISTON.

When fitting a new piston ring be careful to thoroughly clean carbon deposit which may have accumulated between the grooves of piston.

VALVES. We supply two types of valves, *i.e.*, a solid steel valve and a compound valve; and although these are interchangeable, yet we do not recommend the solid steel valve to be used as an exhaust for a permanency, because the seating being hard damages the cylinder seating. The seating of the compound valve being made of cast-iron is more suitable.

MAGNETO CONTROL and ADJUSTABLE FOOTRESTS. The contact breaker is connected by means of a short rod to a pair of miniature pedals mounted on the footrest socket. These pedals rock backwards and forwards—a forward position retarding, and a backward position advancing the spark.



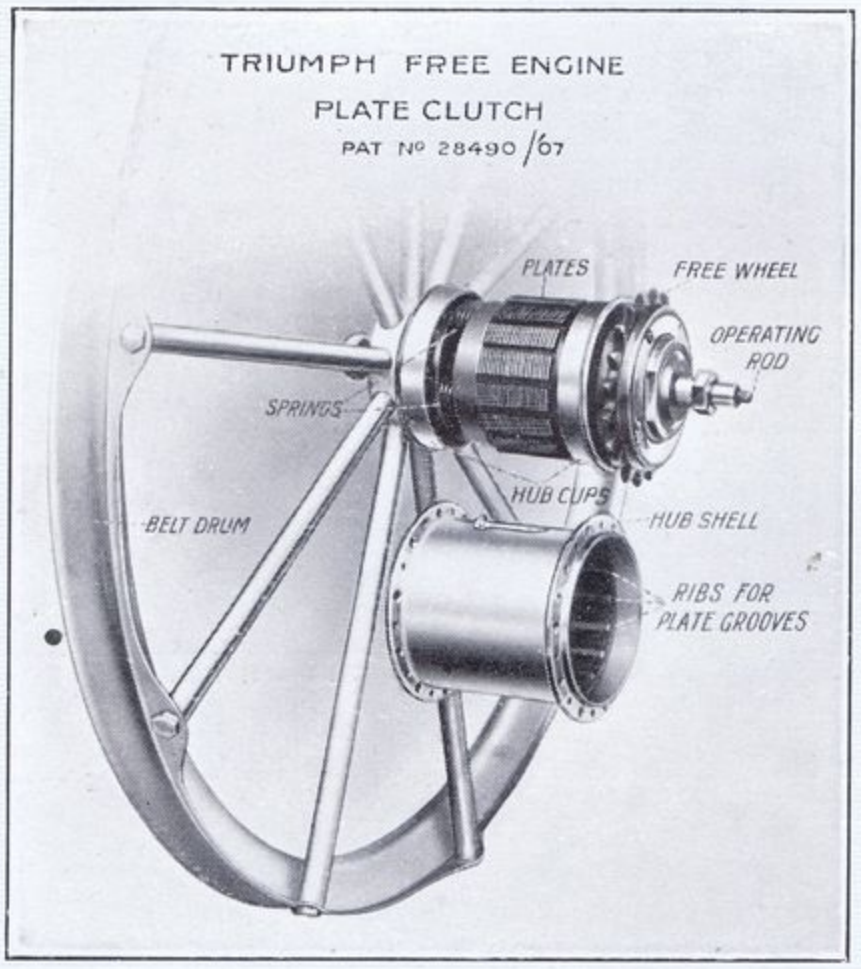
The magneto illustrated is the improved "Bosch," the vulnerable parts of which are enclosed and thus thoroughly protected from dust and water.

As supplies of this particular model will not be available until the spring we are continuing to fit the same model "Bosch" magneto which gave every satisfaction during the past season.

The footrests are adjustable, and can be placed in any position to suit the rider. The footrests proper are made of lighter material than the crossbar to which they are attached, so that in the case of a fall they would take the brunt of the blow, and so protect the more delicate fitments mounted on the same bar. The rubbers are now more substantial.

See separate Catalogue for Spare Parts and Replacements.

Constructional Details (*continued*).



TRIUMPH FREE ENGINE PLATE CLUTCH (Pat. No. 28490/'07).

This is the most popular fitment ever embodied in a motor cycle, and entirely eliminates the run and jump method of mounting.

The clutch, of the multiple plate description, is contained in the rear hub. These plates are made from a special grade of steel, and half of them engage with the hub shell, and the other half with the axle carrying the belt rim.

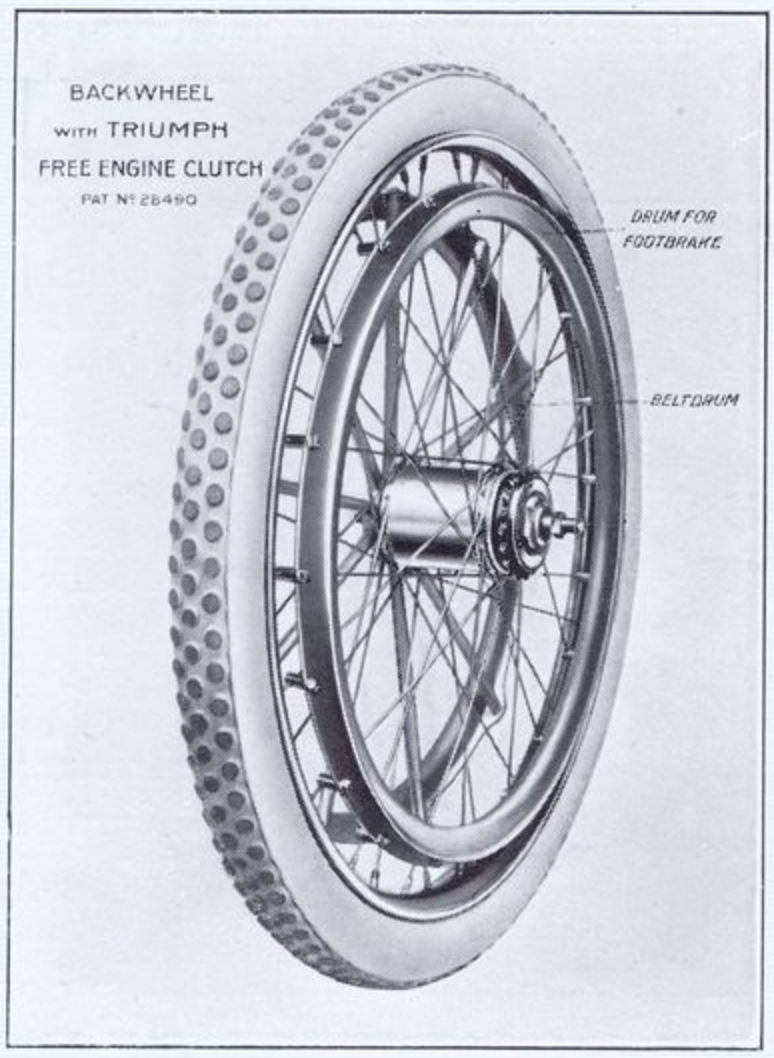
These plates are held in compression by six coil springs, the tension of same being regulated by means of a control rod with external toggle coupled to a pedal on the right side footrest.

With the plates compressed, the drive is absolutely solid, there is no end thrust, no waste of power, and the clutch will not slip even under double load.

With the spring tension released, the plates are free to revolve, and the clutch is then out of action, the back wheel running on a pair of ball bearings, as in any ordinary hub.

With this device the rider can sit in the saddle with the clutch out of engagement, which is done by pressing down the toe pedal. A thrust of the crank pedal will start the engine, and it is then necessary to let the clutch gently into engagement by pressing down the heel pedal, and the machine will move away without any jar or jerk.

Moreover, the clutch can be slipped in traffic, and if necessary the machine brought to a standstill with the engine running.



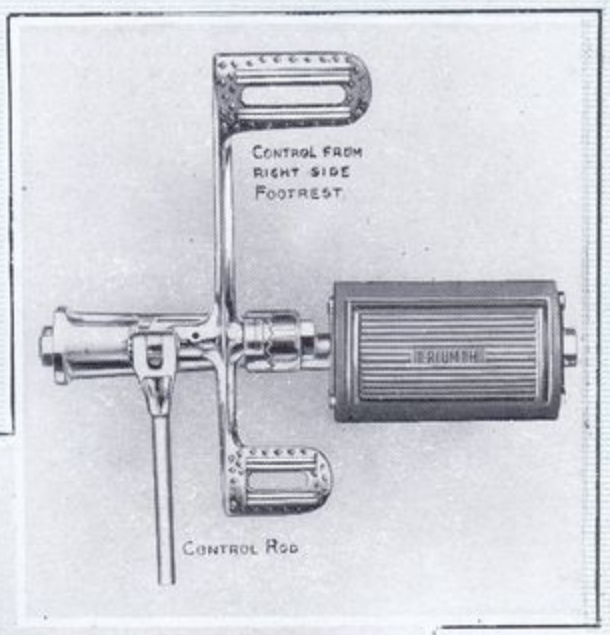
See separate Catalogue for Spare Parts and Replacements.

Constructional Details (*continued*).

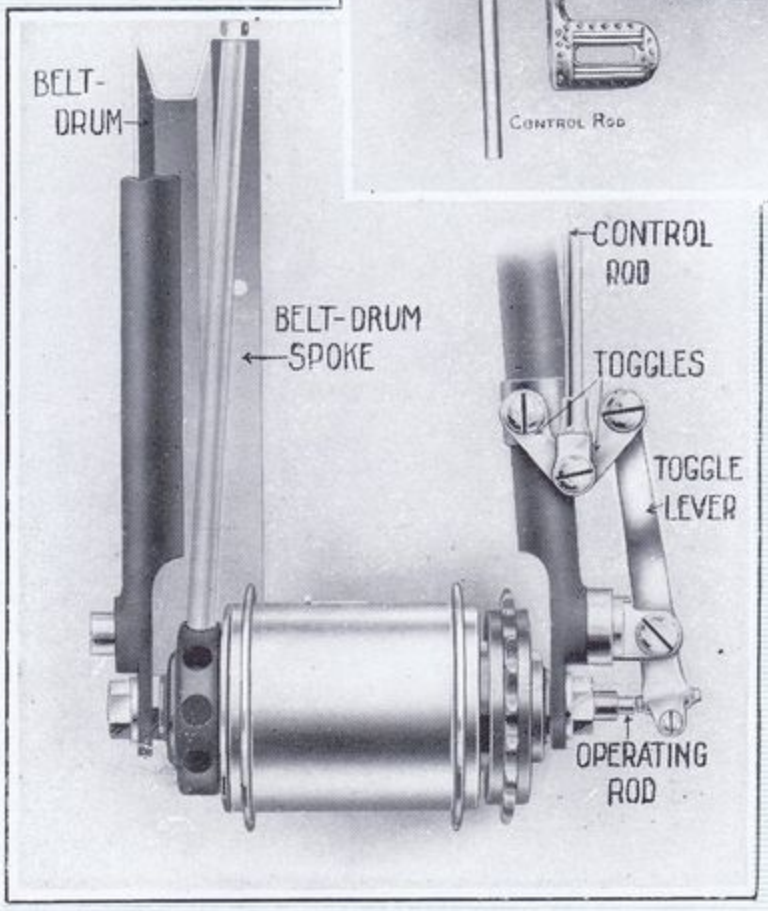
As a brake would be inoperative if fitted on the belt rim, coupled to the free engine clutch, we have fixed a brake drum on to the right side of the back wheel, and the usual TRIUMPH Foot Brake, operated from the left side footrest, acts on this brake drum.

For lubricating, a good brand of water-cooled oil should be used, such as the oil we supply, or "Huile de Luxe."

For more than three years this clutch has been extensively used in private owners' hands, and has invariably given satisfaction. Moreover, our own experiences cover even a greater period, so that we can recommend this device with every confidence. It adds about 10 lbs. to the weight of the machine.



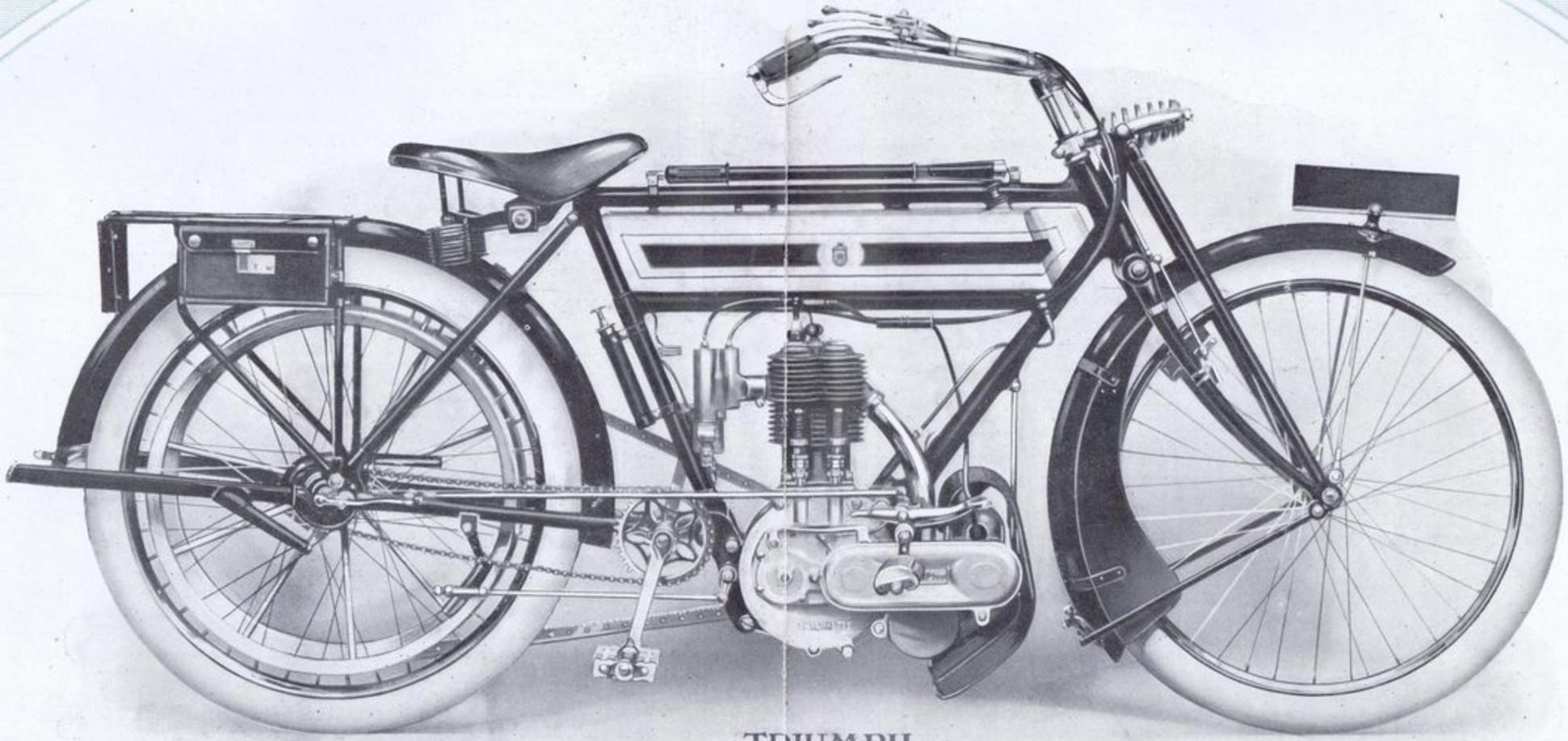
We cannot undertake to fit this clutch to old machines.



TANK. This is capable of holding 1¼ galls. of petrol and one quart of lubricating oil. A glass petrol gauge, sunk into the side of the tank to prevent breakage, tells the level of petrol at any time; and removable strainers for both petrol and oil are fitted, and the filler caps are of a quick detachable description. The compartment for lubricating oil is in the fore part of the tank, lubrication reaching the engine through the agency of an inclined pump easily accessible to the rider. This pump is more fully described later on, and also the petrol injector fitted underneath the tank.

The tank is made with but one longitudinal seam with sunk and riveted end, making a very strong construction. The top edges are rounded. Screw-down needle valves are used throughout, *i.e.*, for petrol supply to carburetter, for petrol injector, and for petrol gauge, thus dispensing with all taps. For the fixing two flat lugs are brazed to the lower rail of the two horizontal tubes of frame, and on these the tank rests. The lugs are drilled with a couple of holes, through which the screws and locking washers pass, these being screwed into the bottom of the tank, thereby eliminating the usual clips on the top tube, and giving a perfectly secure fixing. The outside of tank is finished in aluminium, panelled in green, and lined.

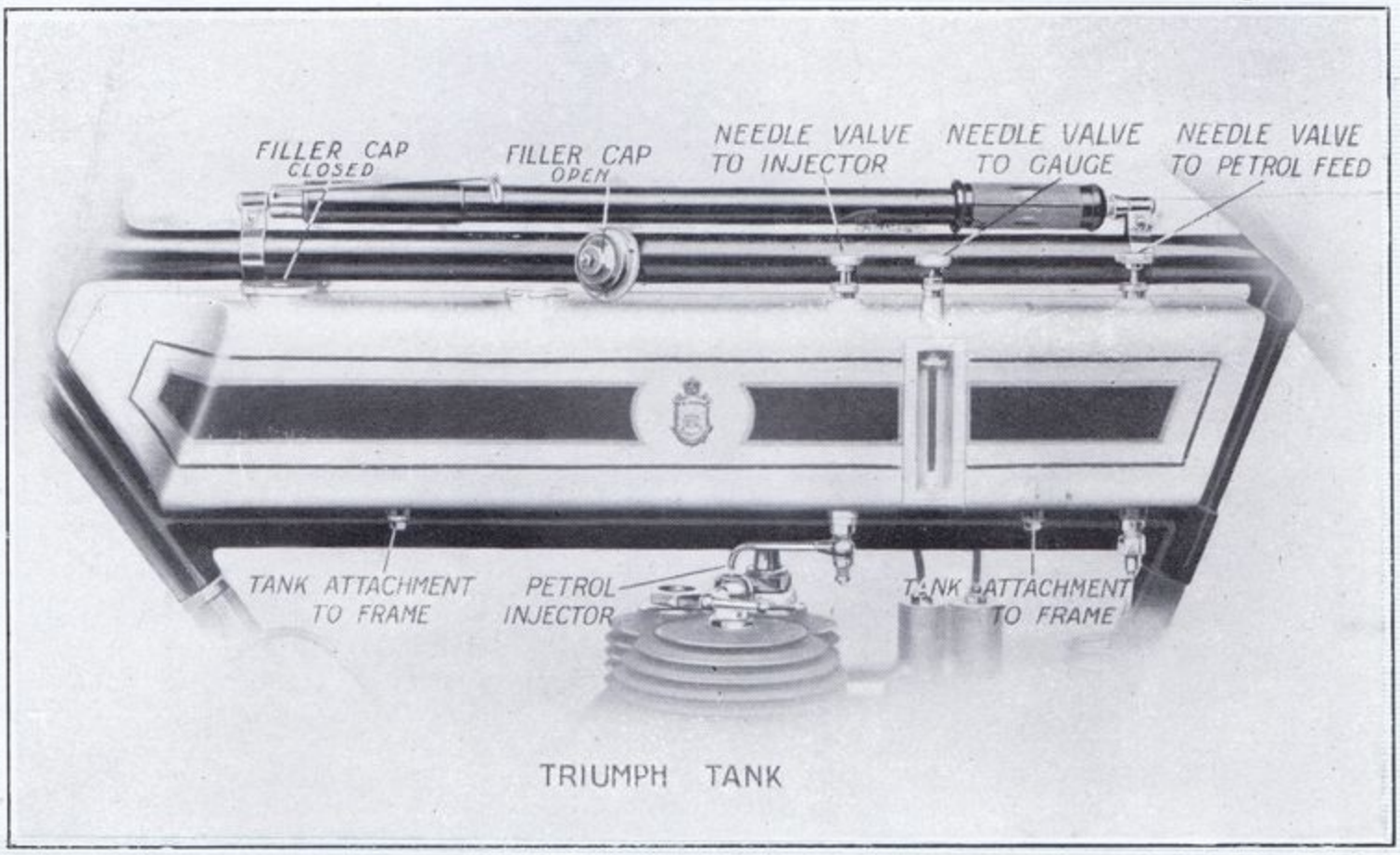
See separate Catalogue for Spare Parts and Replacements.



TRIUMPH

FREE ENGINE MODEL

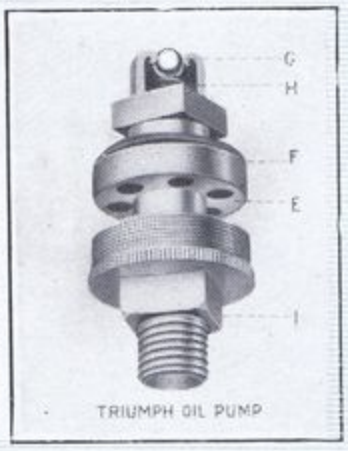
Constructional Details (*continued*).



TRIUMPH TANK

OIL PUMP. So as to be out of harm's way, and for the sake of cleanliness, this is concealed in the forward part of the tank, in an inclined position, so as to be readily accessible to the rider. The usual tap between tank and crank case is dispensed with, the special mechanism of the pump eliminating this, so that there is no possibility of unintentionally flooding the crank case. The mechanism is very simple, and is so constructed that the working parts are readily detached for inspection.

DIRECTIONS FOR USE.—Turn knob A, at the same time raising it so as to bring the plunger rod into engagement with cap. Raise the plunger gently as far as possible, and the oil will be drawn into pump through holes E and past leather washer F. The pump now being full, press down knob A; and the oil, being prevented by washer F from returning through holes E, will force down ball G, thus opening a passage direct to engine. Under ball G is a spring H to keep the former in position, and prevent air instead of oil being drawn into pump.

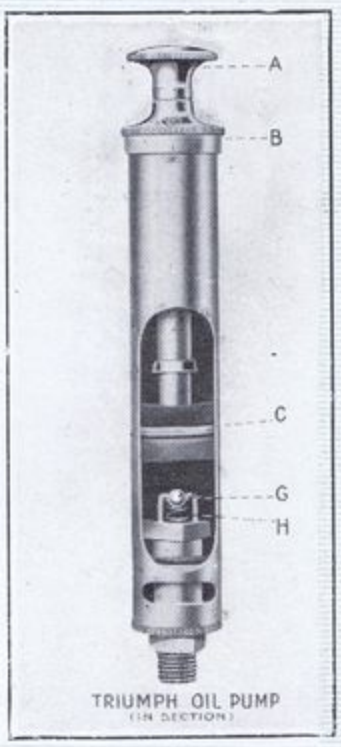


TRIUMPH OIL PUMP

To inspect plunger unscrew milled nut B.

To inspect ball valve and leather washer F unscrew nut I.

Do not draw plunger up too quickly. When this is done, air will be drawn into pump instead of oil. It is, therefore, necessary to pull plunger up slowly, and should air still be drawn in, unscrew the nut at top of pump, and pour a little oil on to washer of plunger, which will make it air-tight.



TRIUMPH OIL PUMP
(IN SECTION)

A sure indication of a full charge of oil being drawn into the pump is quickly apparent to the operator, as when depressing the plunger a certain resistance is felt, whereas if only air is in the pump no resistance is experienced.

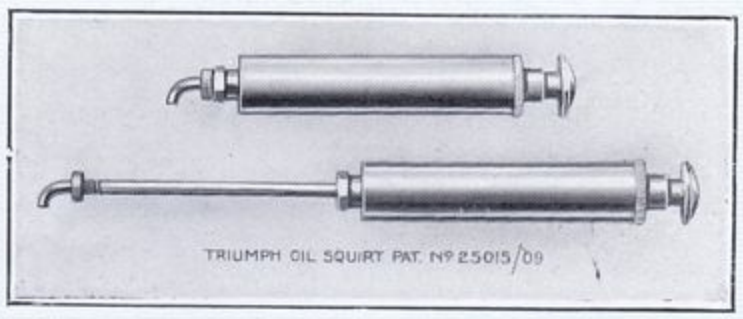
See separate Catalogue for Spare Parts and Replacements.

Constructional Details (*continued*).

PETROL INJECTOR. This is fitted just beneath the tank, and can be swung round so as to bring it directly over the compression tap. Its purpose is to make an easy start possible. With the injector over the cylinder head, open both compression tap and needle valve to injector, and raise exhaust lever (inverted lever on left side of handle-bar) for air release, and inject a small quantity of petrol into cylinder. Little difficulty will then be experienced in starting.

Do not omit to close compression tap and needle valve.

LUBRICATING OIL SQUIRT (Pat. No. 25015/'09). With this device oil can be injected under pressure into all the bicycle bearings and free engine clutch, its extended and bent spout allowing every oilway to be readily accessible.



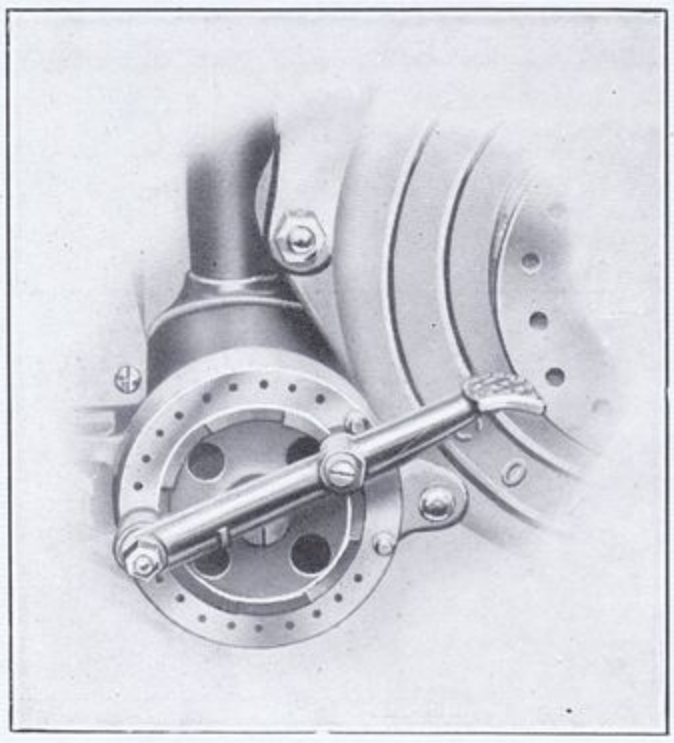
This squirt can be charged direct from the oil tank. It is collapsable, 6in. long closed, 10in. long extended, and the spout, extended or otherwise, screws into barrel, and is rigid.

The container for this device is fitted to the seat column of the frame.

BRAKES. Two very powerful brakes are fitted to the TRIUMPH Motor Cycle. One of these, the belt rim brake, is operated by means of a foot pedal, which is fitted out of harm's way in the case of a fall. This brake alone will control the machine and is particularly useful when coasting long and dangerous hills, leaving as it does the hands free for steering, controlling, etc.

The front rim brake has been improved. The arch now comes outside instead of through the front mudguard, allowing this latter fitment to be removed without interfering with any other part.

This brake is operated by means of an inverted lever on the handle-bar.



The brake blocks have been improved, these are now non-glazing and give a powerful grip in wet or fine weather.

SILENCER, with Patent Cut-out (Pat. No. 25648/'09). This is connected with the exhaust port by a pipe of ample dimensions and gradual bend to enable the waste gases to get away freely.

A patent cut-out is fitted working on the ratchet principle. The operating pedal requires to be depressed for either opening or closing.

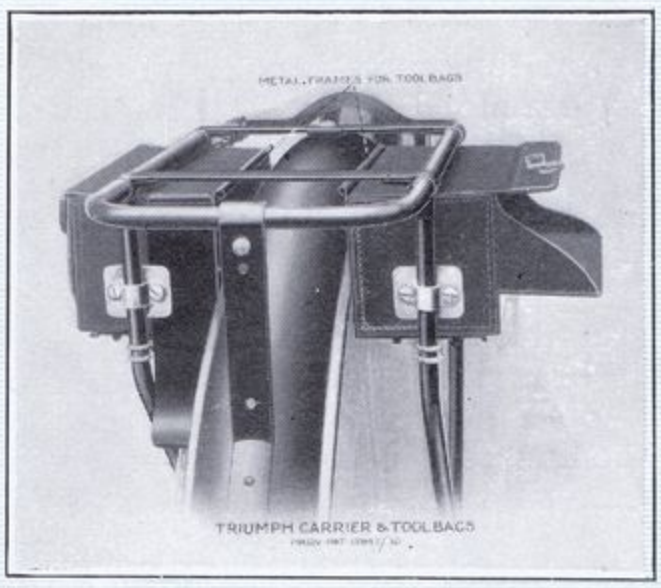
See separate Catalogue for Spare Parts and Replacements.

Constructional Details (*continued*).

STANDS. Two stands are included in the standard specification. A rear stand is mounted independently of the back wheel, thereby not interfering with its removal.

A spring clip fastening is employed. This is fitted to the end of the mudguard, so that the stand can be kicked up, and is automatically secured.

The front stand (Pat. 17946/'10) is coupled to the ends of the forks, and when not in use serves as stays to the front mudguard. This stand is a great convenience when tyre repair is necessary and when cleaning the machine.

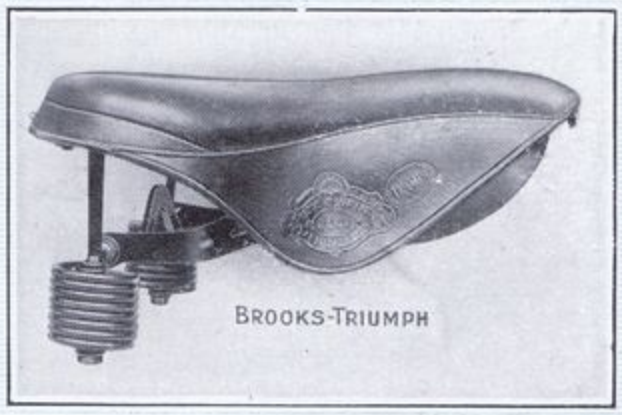


CARRIER (Pat. 17947/'10). This is designed as part and parcel of the frame. It is of a light tubular construction, has a double set of side stays for strengthening, and is so secured to the frame that it does not interfere with the lowering of the saddle. Special brackets are fitted to take the pannier bags, which effectually protect them from mud. These brackets are recessed so that when the bags are in position, they protrude but little beyond the sides of the carrier. This leaves the top of the carrier free for luggage.

PANNIER TOOLBAGS These are fitted into permanent brackets on the sides of the carrier. These brackets are recessed, so do not cause any inconvenience when mounting or dismounting with the bags in position. They are of thoroughly substantial and reliable construction, being made specially for us by Messrs. Brooks, are provided with good locks, and have steel buttons on the corners of the flaps to prevent the bag bulging, and open from the sides, so that all tools are readily accessible.

SADDLE. This is made specially for us by the well known saddle specialists, Messrs. Brooks & Co. The back is cut away to give a low position; compound springs are employed, and the top is padded—important factors in relation to comfort.

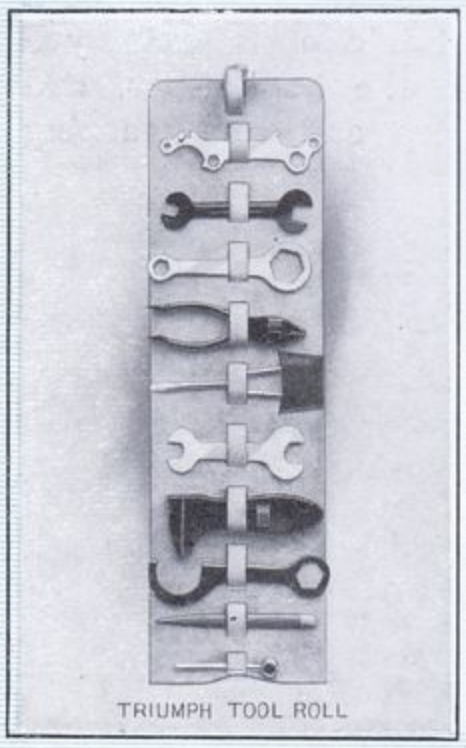
The material and workmanship are of the very best, and we confidently recommend this saddle as being the most comfortable and serviceable one on the market.



See separate Catalogue for Spare Parts and Replacements.

Constructional Details (*continued*).

BELTS. For several years we have used and recommended rubber belts, which we have invariably found to be in every respect satisfactory. We are therefore continuing to fit "Lyso," "Stanley Dermatine" or "Shamrock Gloria" Rubber Belts.

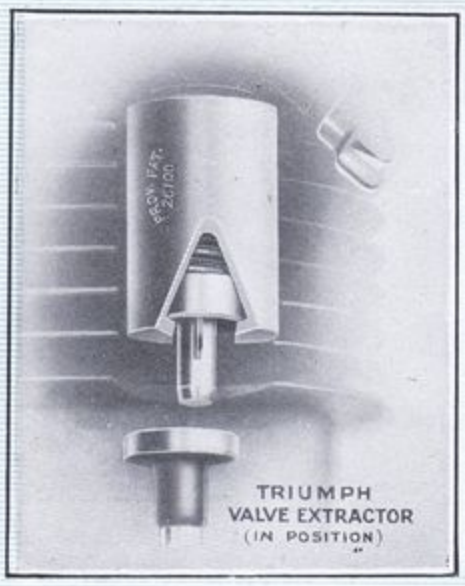


TRIUMPH TOOL ROLL

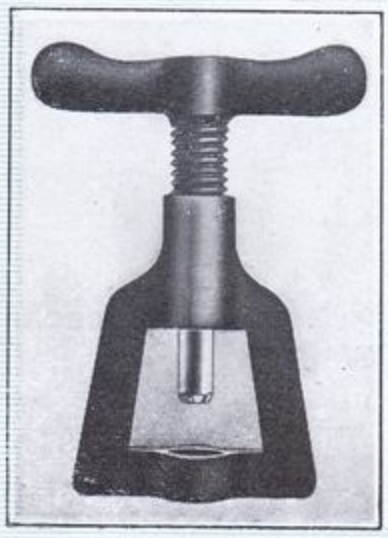
TOOLS. It so often happens when one is in a hurry after effecting a repair on the road that at the end of the journey one finds oneself minus an important tool forgotten to be picked up. To avoid this we supply a kit of tools in a roll, which not only keeps them secure and free from vibration, but so enables the rider to see at a glance that all are intact.

MUD-FLAP TO PROTECT MAGNETO. We fit a large mud-flap in front of the magneto, which thoroughly protects same from all wet and mud.

VALVE EXTRACTOR (Pat. No. 26100/'08). This ingenious little tool has been designed to simplify valve removal, and the few following particulars will make its use quite plain. Turn the pulley until the valve is fully lifted and spring compressed. This will allow the extractor to be placed in position, the top jaw clasping the valve guide, with the lower portion hooking under spring cup. Turn the engine pulley further, when the valve tappet and stem will fall; the cotter can then be extracted, and likewise the valve after first removing the valve cap. With the spring and cup remaining in position, it is an easy matter to slip a new valve in position.



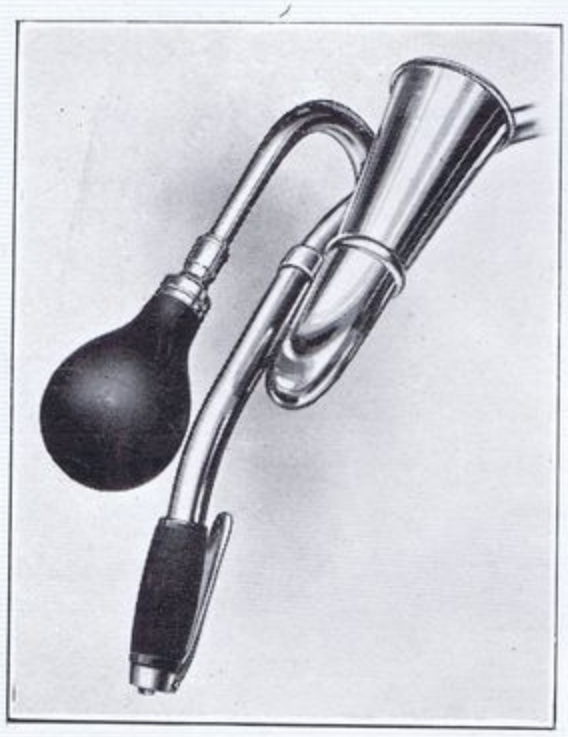
TRIUMPH VALVE EXTRACTOR (IN POSITION)



BELT PUNCH. This is a hollow steel drill in the form of a cutter, which, when screwed down, will pierce a clean hole through the belt for affixing a fastener screw. A fibre washer is recessed in the base to prevent drill becoming damaged or blunted.

This is an extra. Price

See separate Catalogue for Spare Parts and Replacements.



TRIUMPH MOTOR CYCLE HORN.

Owing to the unsatisfactory nature of many horns at present on the market, we have had this one made specially for us. In appearance it is extremely neat, the bulb lies within easy reach of the hand, a substantial clip is employed which retains its grip of the handle-bar, and with it a wonderfully deep and rich warning note can be sounded.

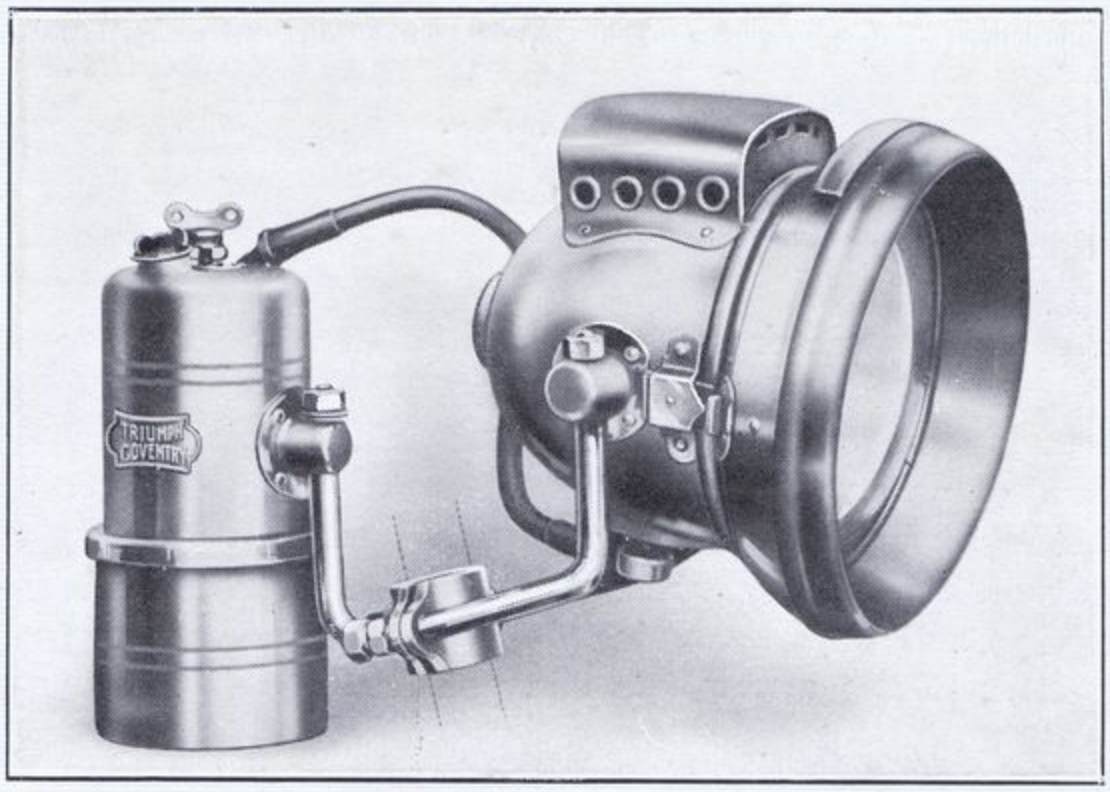
This is an extra. Price

TRIUMPH ACETYLENE HEAD LIGHT AND GENERATOR.

This lamp and generator is provided with a suitable bracket to clip on to the stem of the handle-bar. The head light is made of rolled brass throughout; the body being cone shaped, and fitted with a powerful mirror reflector, ensures a penetrating beam of light being thrown in the line of travel.

It is equipped with a Roni burner, guaranteed not to carbonise, and the front has a bevelled plate-glass convex lens.

The generator itself is on the drip feed principle, the water being regulated by a rotating screw on the top of the water chamber. This generator is perfectly gas tight, and when in position, which is immediately over the top tube, the water supply can be conveniently manipulated by the rider in the saddle.



This is an extra. Price

Spare Parts.

Spare Parts specially recommended to be carried.

	Price.		Price.
Sparking Plug	each	Belt Fastener	each
Exhaust Valve (complete)	,,	Belt Punch	,,
1ft. of Belt	,,	High Tension Carbon Brush & Spring ..	,,
Two Platinum Points ..	,,		
Low Tension Carbon Brush & Spring ..	each.		

N.B.—All parts containing platinum are subject to alteration in price without notice.

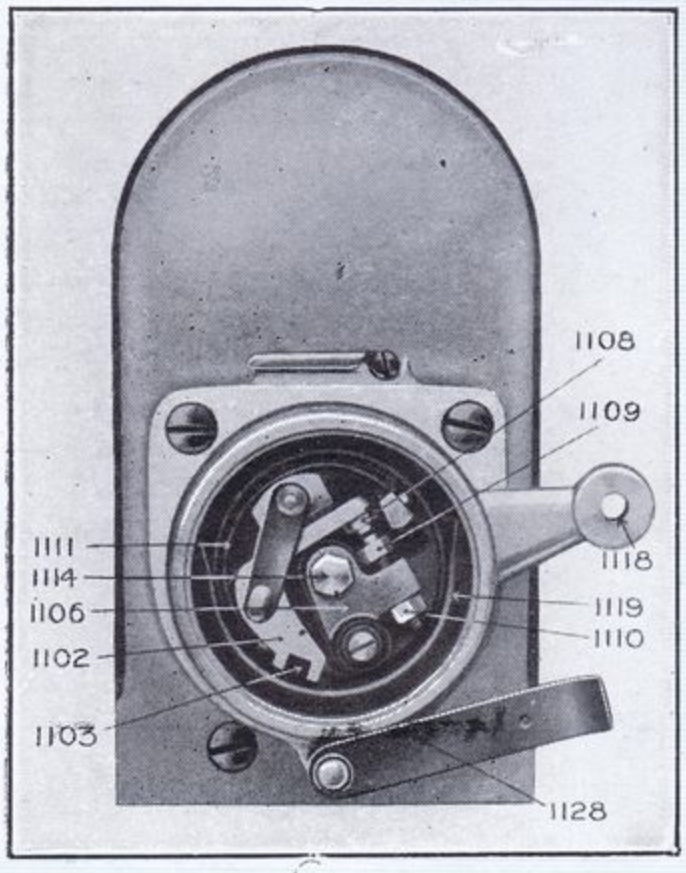
See separate Catalogue for Spare Parts and Replacements.

BOSCH HIGH-TENSION
Magneto Electric Ignition.
WITH BALL BEARINGS.

How to Locate Faults.

Should any irregularity in the ignition occur, the following method should be adopted to ascertain the reason for the fault. The conducting wire should first be detached from the magneto, and a fresh wire put into the carbon holder and brought into such a position as to leave a distance of one millimetre between its end and the magneto.

Set the timing lever to position of full advance, and rotate the magneto by pedalling the machine. If a powerful spark passes regularly between the magneto and the end of the wire, it is clear that the magneto is in working order. The fault must then be looked for in the cable or sparking plug. The cable should be attached again to the magneto, and the sparking plug tested, and if necessary replaced by a fresh one. The wire should also be tested, and care should be taken that the terminal on the end of the cable does not come in contact with any portion of the magneto or engine.



The contact breaker cover should now be removed for the purpose of discovering whether, when the fibre block of the bell crank lever enters the opening of the steel segment 1119, the lever 1102 makes contact with the contact piece 1106, and whether the contact is broken when the fibre block passes out of the recess. The distance between the platinum points should then be .5 mm. Should this not be correct, adjust accordingly. If this is in order, unscrew the screw 1114 by means of the spanner, remove the contact breaker disc, and examine the platinum points to see whether their surfaces are clean and smooth. If they are not, they should be well cleaned with petrol to remove any oil or dirt from them. If the surface of the platinum point is not even, it may be treated with a little fine file. The surfaces between the spring 1128 and screw 1114 should always be kept perfectly clean. Screw 1114 should always be well tightened up.

Briefly, the method of tracing a defect on the magneto is as follows:

First ascertain by attaching the wire to carbon holder whether the machine is in order, then change the sparking plug, examine the cable connected to same, find out whether the lever of the contact breaker works properly, and finally remove the contact breaker disc and examine the platinum points.

It sometimes happens in damp weather that the fibre bush of bell crank lever of contact breaker swells, the result being that the lever does not work freely, consequently no spark is obtainable. Examine this carefully, and if there are any signs of stiffness in its action, detach lever, and alternatively polish the pin with fine emery-cloth, or very slightly ease out the fibre bush with a small round file.

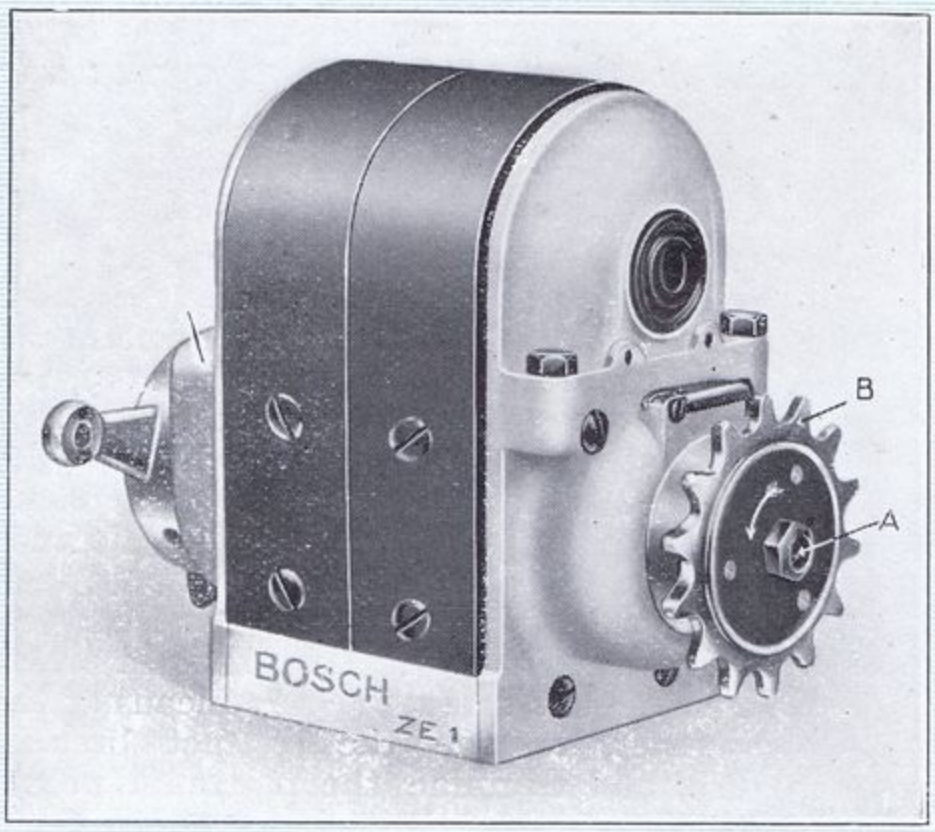
CARE AND MAINTENANCE.

The armature runs on ball bearings, which should be lubricated once a month by injecting a few drops of oil into the chambers marked "Oil." All the rest of the parts of the apparatus require no lubrication, especially the contact breaker, which is designed to work without oil. It is therefore necessary to prevent any oil from getting on to the contact breaker and its platinum contacts.

HOW TO TIME THE MAGNETO.

The magneto is driven from the engine by means of a Renold chain ($\frac{1}{2}$in. half-inch pitch) running on two sprocket wheels, one being fitted to engine by means of a key, and the other a tapered fit to magneto.

To time the magneto, remove the chain cover and loosen sprocket wheel B by partially unscrewing nut A. Do not take wheel off, but allow it to lie loosely on spindle. Remove compression or exhaust valve caps from top of cylinder, being careful to see that the piston is at the top of firing stroke. To obtain the firing stroke, turn the engine pulley forward till you see the inlet valve close. Immediately this valve closes, the piston is on the ascendant, and when it reaches the extreme limit this is known as the top of the firing stroke. Next remove the upper portion of front end plate of magneto, being careful not to damage carbon brush while doing so. Then the armature has to be brought into position, care being taken to see that the points of the contact breaker are somewhere on the point of breaking.



As stated in the specifications, our motor cycles are fitted either with Bosch or Simms magnetos (at our option).

When ordering parts for magneto it should be stated whether same are required for Bosch or Simms. If no name is mentioned, Bosch will be sent. This specially refers to telegraphic or cable orders.

N.B.—The magneto illustrated is the improved Bosch, the vulnerable parts of which are enclosed, and thus thoroughly protected from water and dust. As supplies of this particular model will not be available until the spring, we are continuing to fit the same model Bosch magneto which gave every satisfaction during the past season.

General Riding Hints
. . and . .
Lubrication Management.

THE FIRST RIDE. Before taking the machine out for the first time, place it on stand, remove the cap on tank farthest away from the head of the machine, fill with petrol, using a funnel with a very fine gauze to filter petrol thoroughly. (This is not necessary with the 1911 and 1912 motors, as gauze strainers are fitted in tank.) Then remove cap nearest the head of the machine, and fill with a good brand of water-cooled oil.

Turn on petrol by opening needle valve, which controls flow of petrol between tank and carburetter, and hold up needle valve of carburetter till the petrol is seen to overflow through a small hole in the top of float chamber. Give engine two charges of oil. (Instructions on this point of lubrication are given in fuller detail later on, which should be carefully read.) Inject a small quantity of petrol into cylinder by opening needle valve to injector and compression tap. Screw down needle valve to injector, and close compression tap. Mount the machine while still on the stand, seeing that the ignition lever is fully advanced —the pedal control depressed backwards for advance—and that the air lever is closed, *i.e.*, push this lever back against slot, and see that the throttle lever (large one) is about one-third of the way open.

Hold up exhaust valve lever under the left hand, and pedal vigorously. Drop lever, and engine should immediately fire. Slightly reduce the amount of gas and give air to suit, so as to obtain a correct mixture, allowing engine to run for a quarter of a minute only, so as to get it fairly warm. These are preliminaries to the first ride, and you will now be anxious to try the machine on the road. Therefore, dismount, place stand in position, and wheel machine into the road, holding up the exhaust valve. See that levers are in correct position, as before mentioned, and while still holding up exhaust lever give a short sharp run forward. (This latter is not necessary with the free engine model.) Drop lever, and as soon as the first explosion takes place, mount by the left pedal. After being comfortably seated, give sufficient air to obtain a correct mixture and control by means of throttle and air levers, using exhaust valve lever as little as possible. Give another charge of oil after a run of ten to fifteen miles, and so on. Drain away stale oil at the end of journey.

If any difficulties present themselves during your novitiate, do not blame the machine. It had to pass satisfactorily a severe test in the hands of an expert before being despatched to you. In case of failure, do not experiment with the machine; ask an expert's advice.

LUBRICATION. A little and often is a golden maxim. For instance, say a charge is required for every ten miles. Draw charge in pump, and give one-half of this every five miles. This is much better than one full charge at a time, because in this case the engine is at one time over-lubricated, and consequently oil is ejected past piston rings, or

See separate Catalogue for Spare Parts and Replacements.

oozes through engine joints, making the latter dirty and unsightly, and at another moment is under-lubricated, causing overheating and carbonisation. If ever in doubt as to whether the engine requires more oil, give the engine the benefit of the doubt. Far better oil too much rather than too little, as it is a simple matter to clean deposit from top of piston and cylinder occasionally, but worn bearings due to lack of oil, on the other hand, are not so readily replaced.

Remember speed means heat, consequently more oil is required when riding fast. At a speed of forty miles an hour and upwards a charge every five miles is not excessive. Drain off dirty oil after a long ride, and always use the best brands; water-cooled oil suits our motor cycles even in hot weather. On the proper amount and quality of oil used depends to a great extent the satisfactory running of the engine.

The question of efficient lubrication is of paramount importance, but one very often neglected by the majority of motorists. Absence of power, loss of compression, fouled valves, broken piston rings, smoky exhaust, carbon deposit, and overheating, are proved to be the result of using lubricating oils unfit for the purpose for which they have been put.

When touring insist on buying brands of oil which have the tins correctly sealed by the makers. It often happens that on asking for a certain brand, a large open can is brought, with the maker's name duly stamped thereon, into which, the original oil having been removed, is poured some inferior kind. This will overheat engine, and cause carbon to cake on top of cylinder and piston, doing an infinite amount of damage in a short time. We strongly recommend water-cooled oil, such as "Triumph" or "Price's Motorine C," and the engine will not only be easier to start, but also less carbon deposit will accumulate. "Triumph" oil has been tested by us, the flash point of which is .548° F.

OVER-LUBRICATING ENGINE.

After having run the machine for a considerable time, should the rider find that the engine requires oil more frequently than when new, it is advisable for him to discover the cause and remedy it, instead of adopting the unsatisfactory method of giving more oil. The following may be the cause of overheating, and consequently a more constant call for additional lubrication: Deposit on top of piston and cylinder—faulty plug—platinum points of magneto dirty or worn—accumulation of dirty oil on the back of contact breaker or on armature.

ENGINE HARD TO START.

This may be due to crank case being flooded with oil. To remedy, drain off superfluous oil from crank case by removing oil tap at bottom; afterwards inject paraffin through small hole drilled in crankshaft. This applies chiefly to models prior to 1910.

DISMANTLING CYLINDER.

See page 17.

It often happens that owners of machines after having once dismantled cylinder are troubled with oil leaking through crank case and cylinder. This is probably due either to the surfaces not having been cleaned, or else they have been damaged in removing cylinder. The remedy in either case is a paper washer soaked in oil.

See separate Catalogue for Spare Parts and Replacements.

ENGINE KNOCKING. Engine knocking on slowing down for corners is due to setting too high a gear or else to carbon deposit on top of cylinder. Roughly speaking, cylinder should be dismantled for cleaning deposit after every thousand miles. When engine commences to knock, at once reduce the amount of air.

FREE ENGINE CLUTCH. This is located in the rear hub, and allows the machine to be started from rest whilst seated in the saddle. To start the engine, sit in the saddle, put the clutch out of action by pressing down the toe pedal, operated from the right side footrest. Start the engine by the pedalling gear, let in clutch pedal with the heel, and at the same time gently ease with the toe pedal to allow the engine to take up the load.

To glide gently away with the engine running quietly, especially on gradients, requires a fair amount of practice, and the rider should not be satisfied until he can, at all events on level roads, gently and gradually engage the clutch, so that the machine will almost imperceptibly pick up speed, and glide away without any unusual jerk or squeak. Until he has thoroughly mastered this, it is advisable for the beginner to lower his gear to about 5 to 1, and also assist in starting the machine from rest by pushing off with the left foot.

Sometimes when ascending a stiff gradient, or when riding at high speeds, the engine suddenly commences to race while the speed of the machine does not increase. The cause is due either to the belt or clutch slipping. To find out which is the culprit, place the machine on the stand with the clutch in action and against compression of engine endeavour to turn the back wheel. In this may the rider can readily see which of the two is at fault. The remedy for a slipping clutch is to inject a few drops of paraffin into hub.

INSTRUCTIONS re OILING FREE ENGINE CLUTCH. We consider "Triumph" or "Huile de Luxe" a good lubricant for clutch, but the rider must be careful not to oil too freely, otherwise the oil will ooze from the bearings and filler cap, run down the wheel spokes, and finally settle on tyre. Roughly speaking, a teaspoonful about every 250 miles should be sufficient, but should the clutch at any time get fierce give a little more. On the other hand, the remedy for a slipping clutch is to inject a few drops of paraffin through filler cap.

Do not flush out the hub with paraffin, as this washes the solid oil away from the bearings, which is put in when assembling for the purpose of keeping the hub both oil-retaining and dustproof.

Do not leave the clutch out of action when machine is at rest, as this places unnecessary strain upon the springs.

SHORT CIRCUITING. If a machine is left out in the rain before starting, the sparking plug should be carefully wiped dry, as this, being wet, may cause short-circuiting, and a start cannot be effected. See that high tension wire does not touch the cylinder.

See separate Catalogue for Spare Parts and Replacements.

Riding Hints (*continued*).

REMOVING BELT. The belt is more easily detached and replaced over edge of large pulley. Put it on small pulley first, and as far as it will easily go on top of large one. Then wheel the machine backward for a yard, and the belt will replace itself.

BROKEN PETROL PIPE. If petrol pipe cracks or breaks, a piece of inflator tubing will effect a good temporary repair, or a short length of insulating tape may be wrapped round in several layers. An external binding of fine wire will strengthen the repair.

SPRINGS ON FRONT FORKS. For comfortable riding the front tyre should not be pumped too hard, but should have sufficient pressure to keep the weight of the machine and rider from bumping on the rim when travelling at an average speed.

Riding an extremely hard front tyre is also responsible to a great extent should a breakage occur to the spring fitted to the spring forks, the reason being that when riding at speed the front wheel "hits" obstructions in the shape of uneven road surface, instead of rolling over them, which would be the case were the tyre softer; consequently, the blow, instead of being partially absorbed by the tyre, is transmitted entirely to the springs, which naturally are affected to their detriment.

LUBRICATE THE BICYCLE BEARINGS. Remember to oil the bicycle bearings, *i.e.*, bracket, steering head, pedals, and in particular hubs and freewheel. Undue wear and unsatisfactory service are often attributable to the neglect of this important matter.

SPARE PARTS. Do not allow spare parts to rattle about. Pack tightly with cloth or leather.

A GREAT CONVENIENCE. There are occasions when an ordinary pedal bicycle is extremely handy. It may be just to pay a visit to your friends, for a short spin into the country, or to carry one in and out of town.

Moreover, cycling provides quite a different form of exercise from anything else, keeping the body vigorous and fit, thus making with motor cycling an ideal dual recreation.

Careful selection of a bicycle, however, is necessary for the full enjoyment of the pastime, and there is no wiser choice than a TRIUMPH Cycle. These are made as good as it is possible to make them—just a little better than others—and they possess refinements for the comfort and convenience of the rider possessed by no other bicycle.

See separate Catalogue for Spare Parts and Replacements.

Failures:

Their Causes and Remedies.

A.—The Motor Develops Fitful Misfiring; Plenty of Petrol in Tank.

(A) Examine sparking plug. If shorting inside, replace with a new one; if sooty, clean thoroughly with an old toothbrush and petrol. Adjust points until an ordinary visiting-card or a finger-nail can just pass between them.

(B) Supposing plug neither broken, sooty, nor badly adjusted, reconnect the high tension wire, and lay the plug on the cylinder so that the body only touches the metal (the cap on porcelain, with terminal and wire end, must not touch). Place machine on stand, raise exhaust lifter, and pedal. If the spark does not appear at every other revolution of the engine-shaft, insert new plug. If not successful, look to magneto. (See page 29.)

(C) The electrical system is in good order, but misfiring still continues. Probably dirt has been carried from tank, choking petrol pipe, or it may be that a little grit has got past the gauze in carburetter, choking jet, but this is most unlikely. Take out, examine, and clean. (See page 15.)

B.—Motor Suddenly Stops Working.

(A) Examine sparking plug as before.

(B) Wheel machine forward without lifting exhaust valve. If it goes too easily, with an unusual hissing noise, a valve spring or stem is probably broken. Examine, replace with spare one. In case of breakage, be sure to recover all the broken pieces. One fragment left may cause considerable damage.

NOTE.—A spare valve and spring should always be carried.

(C) Look at petrol gauge to see if any petrol is left. The engine being still warm, call at the nearest cottage—a little paraffin will answer your purpose until you reach a town.

(D) Tank still partly full. Hold down carburetter float by lifting needle F, and notice whether petrol drips from mixing chamber as well as running from the hole above float chamber. If not, most probably the pipe leading from tank to carburetter is stopped up. Take to pieces and clean (See page 15.)

(E) If stoppage cannot be traced to any of the above causes, notice, when wheeling machine, whether both valves are regularly lifted. If either remains open, the steam has jammed in the guide. Remove cotter and spring. A little paraffin run down the valve stem, followed by a gentle tap or two on the head, will generally loosen the valve sufficiently to permit of its removal. Clean the stem with fine emery-cloth before replacing. If,

See separate Catalogue for Spare Parts and Replacements.

on the other hand, the valve remains closed, but can be lifted by the fingers or a screwdriver, the teeth of the 2 to 1 gear have been probably stripped. This is a very rare occurrence, and is only to be remedied by the makers or other experts. The rider's only course is to remove belt, and pedal home or to the nearest railway-station.

C.—Motor Runs Freely, but does not Propel Machine.

Belt has stretched and is slipping. Cut out an inch, making a fresh hole rather more than half an inch from end of belt.

D.—Motor Refuses to Start after a Stoppage.

Make sure you have turned on petrol ; or the sparking plug is probably sooted, and should be taken out and cleaned, or replaced with a new one.

Maybe that piston has gummed up, due to lubricating oil solidifying—especially in cold weather—or, which does not occur so frequently—to fly-wheels being in a similar condition. To remedy latter, inject petrol or paraffin (squirt provided) through the hole in pulley side of mainshaft. (See remarks concerning magneto, pages 29 and 30.)

E.—Motor Loses Power and Refuses to take Air.

Probably the petrol pipe A is choked. This can be ascertained by holding up needle valve to see if petrol flows freely.

If the motor suddenly stops, this may be due to grit in jet, although a very unusual occurrence owing to gauze in recess at B. To remedy, remove float and jet chambers as above, and pass a fine wire or needle through hole in jet. (See page 15.)

Should the engine for one minute run well, and then suddenly stop altogether, or run very slowly or jerkily, this is generally due to water or dirt in carburetter. To remove same, unscrew nut C, lean machine well over, and let petrol run out freely, and the water in the float chamber will run away at the same time. (See page 15.)

If loss of power is experienced, although compression is good, this is probably owing to carbon depositing on top of piston and cylinder. To remedy this, detach cylinder from crank case as follows : Remove sparking plug, compression tap, petrol pipe, and the carburetter (see page 15), also nut holding exhaust pipe to engine (special spanner provided), and finally the four nuts securing cylinder to crank case. Lift cylinder, at the same time tilting it towards front down tube. Take care to see that the connecting rod touches the side of the crank case farthest away from the front down tube ; the cylinder can then, with a little gentle manipulation, be removed. This having been done, scrape the carbon from the top of piston with a knife or chisel, previously protecting the rings by means of a cloth wrapped round the piston. Next remove the carbon from top of cylinder with a long chisel, and after finally seeing that the rings are in their correct position, oil the piston and cylinder, and replace.

See separate Catalogue for Spare Parts and Replacements.

A few of the most important events won on "Triumph" Motor Cycles during 1911.

DATE.	EVENT.	RIDER.	RESULT.
1910. Dec. 26-29	North Canterbury M.C.C. Christchurch-Dunedin Trial		
	Class II.	R. M. Adams	1st.
		F. Howarth ..	2nd.
	Class III., "TRIUMPH Cup"	S. F. Barnett	1st, won Cup. TRIUMPHS also 2nd, 3rd, 4th, 5th, 6th, 7th, and 9th.
Dec. 28	Melbourne-Sydney Reliability Trial, 575 miles	H. Jenkins ..	Full marks, Gold Medal.
		E. Tyler	" " "
			Only three riders out of nineteen starters gained full marks.
1911. April 8	Reliability Trial (Dunedin), "Hislop Cup," fourth test to decide winner	— Ansell ..	Winner.
April 8	South Australian M.C.C. Hill-climb	H. H. Ragless	1st.
April 24	Victorian M.C.C. 100 Miles Road Race	J. S. Gulline ..	1st.
		L. Beauchamp	2nd.
		H. Jenkins ..	3rd.
		L. Benn	4th.
		C. R. Cook ..	5th.
April 30	Rand M.C.C. Road Race, Johannesburg to Pretoria and back	Percy Flook ..	Winner. Beating previous record.
May 1-6	World's Six Consecutive Days' Distance Record (All-England Route)	A. E. Catt ..	Travelled 2,557 miles, averaging 426 miles a day.
May 28	Race Consuma Ragguaglio (Italy)	Signor Fenci ..	1st.
	Tourist Class	Signor Piana ..	3rd.

A few of the most important events won on "Triumph" Motor Cycles during 1911.

DATE.	EVENT.	RIDER.	RESULT.
1911.			
June 3	M.C.C. London to Edinburgh Trial	—	Ten TRIUMPHS awarded Gold Medals.
June 3	Tasmanian M.C.C. Hill-climb at Hobart	A. G. Ogilvie ..	1st. Fastest time.
June 12-13	John-o'-Groat's to Land's End Record, 886 miles	Ivan B. Hart-Davies	Broke previous record by 3 hrs. Time, 29 hrs. 12 mins.
June 14	Wagga-Wagga Hill-climbing Competition	Three events ..	TRIUMPHS won every event, and filled every place.
June 22	Cape Peninsula M.C.C. Consumption Test	H. Kume ..	1st.
		A. Douglas ..	2nd.
July 3	Tourist Trophy Race (Senior)	—	TRIUMPHS won first four single-cylinder positions, three being Private Owners.
July 13	Irish End-to-end Trial, "Palmer Trophy"	J. Stewart ..	1st. Won Trophy.
July 29-Aug. 3	World's Six Consecutive Days' Distance Record (restricted route)	J. Guzzwell ..	Travelled 2,801 miles in six consecutive days, averaging 467 miles a day.
Aug. 6	Circuit du Rhone (France)	F. A. Rose ..	Winner.
Aug. 14-19	A.C.U. Six Days' Trial, 1,000 miles	—	Six TRIUMPHS started, six finished, three being Amateurs.
Jan. 4 Nov. 2	World's Longest Distance Record	Harry Long ..	Travelled 40,037 miles in 44 weeks, using the same machine throughout.

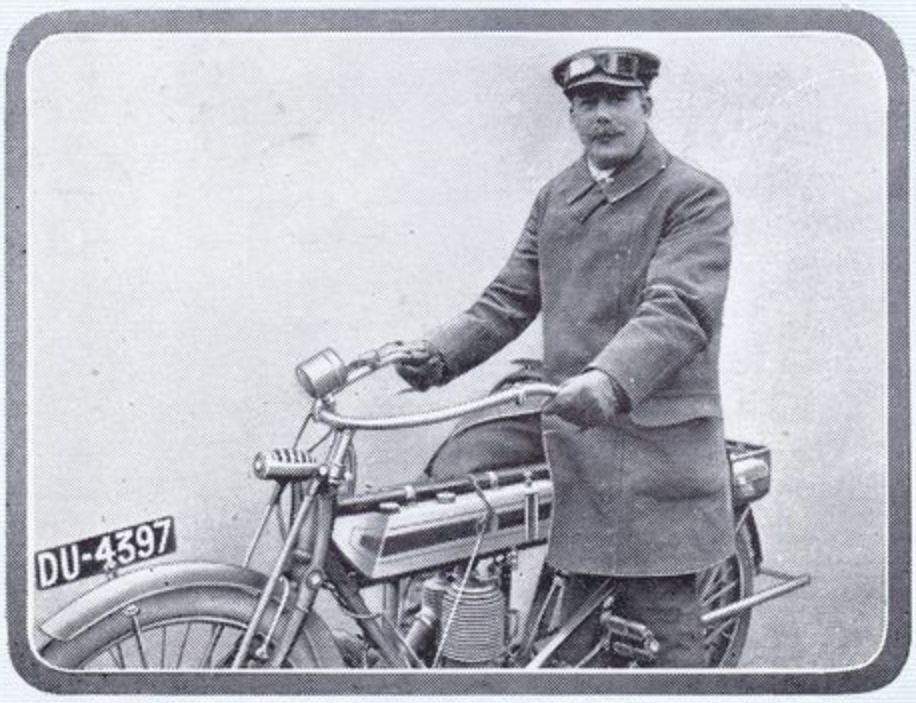
Extracts from a few Unsolicited Testimonials.

"Not a broken Valve in Five Years."

Thorpe Satchville, Melton Mowbray,
11th February, 1911.

Dear Sirs,—I feel I must write and tell you the extraordinary amount of pleasure and satisfaction I have had as a TRIUMPH rider during the last five years. I first rode a TRIUMPH in 1906, and have ridden one regularly every year since. In all that time, over many thousands of miles, I have only twice broken down—ordinary tyre troubles and belts excepted. On one occasion something went wrong with the magneto, and on the other (it was my 1907 mount) the end of one of the tappet rods fractured. I have never even broken a valve, which is no doubt great luck, but nevertheless a fact. I think the foregoing is extraordinary testimony to the wonderful reliability of your splendid machine.

GEORGE W. HILLYARD.



Mr. Harry Long at the finish of his Record Ride—40,037 miles in ten months on a Free Engine Triumph, Jan. 4th to Nov. 2nd, 1911.

"31 Triumphs in Use."

1-5, Bedford Row, Christchurch, N.Z.,
3rd November, 1910.

Gentlemen,—Along with this letter we are sending you photographs of twenty-six members of our travelling force, all with their TRIUMPH Motor Cycles. These prove indispensable to our men, who are expected to be continually on the road, during wet or dry weather, over the level roads of Canterbury, or the mountainous country of the North Island and the West coast of this, canvassing or starting our well-known McCormick or Deering harvesting, tillage or seeding implements, engines, auto buggies, etc.

Owing to the TRIUMPH, absolute reliability, together with the very low cost of upkeep, added to its rapidity of transit, no other mode of conveyance is as convenient or useful.

We shall probably require five or six more TRIUMPHS for the use of our experts during harvest time, and we hope that you will have a shipment arriving shortly,

and will be able to spare us this quantity, thus bringing the number of our TRIUMPHS in daily use by our men up to thirty-one or thirty-two.

As more than half the world's supply of wheat, oats, barley, and rye has been gathered by Deering and McCormick's binders during the past five years, so we trust that more than half the world's motor cyclists will be mounted on TRIUMPHS.

INTERNATIONAL HARVESTER CO., OF AMERICA
F. W. JONES (Manager).

"Without our Triumphs we should Never Get About at all."

Bentong, Pehang, F.M.S.,
13th February, 1911.

Dear Sirs,—We are just about the end of the world here—fifty miles off the main road—and if it were not for our TRIUMPHS we should never get about at all. There are six motor cyclists in the district. Four of us own TRIUMPHS—the other two wish they did. For continuous hard work and thorough reliability, through all sorts of weather, and over all conditions of roads, they can't be beaten.

F. C. MARSHALL.

Mr. F. A. Rose, winner of the Great French Road Race—the Circuit du Rhone—on his 3½ h.p. Triumph.

30,000 Miles.

Salisbury House, Hastings Road,
West Ealing, W.,
16th February, 1911.

Dear Sirs,—I must once again testify as to the marvellous good work in your machines—in fact, I cannot express in words my great appreciation of my 1906 TRIUMPH, now in its sixth year of hard work. Once only has it failed me, and that was a simple absurd trouble of gummed oil on the platinum points, causing misfire.

I have now done well over 30,000 miles at a total cost for repairs well under £3. The machine goes so well that I cannot give it up, much as I should like a 1911.

WILSON PROSSER.

"I was Fascinated the Way She Took the Hills."

1, Dalhousie Square, Calcutta,
23rd February, 1911.

Dear Sirs,—Shortly before Christmas I purchased a 1910 Free Engine Clutch TRIUMPH Motor Bicycle. I might say I had not purchased this machine a fortnight before I did a 175

mile run on her, covering the ground on which the Bengal Motor Cycle Trials were held, and there are some very stiff gradients; but I did the entire journey without a hitch. I was simply fascinated by the way in which she took the hills.

E. D. MABBETT.

Mr. A. E. Catt, holder of the Six Consecutive Days' Record—All England Route—on his Free Engine Triumph.

Distance, 2,557 miles; averaging 426 miles a day.

May, 1911.

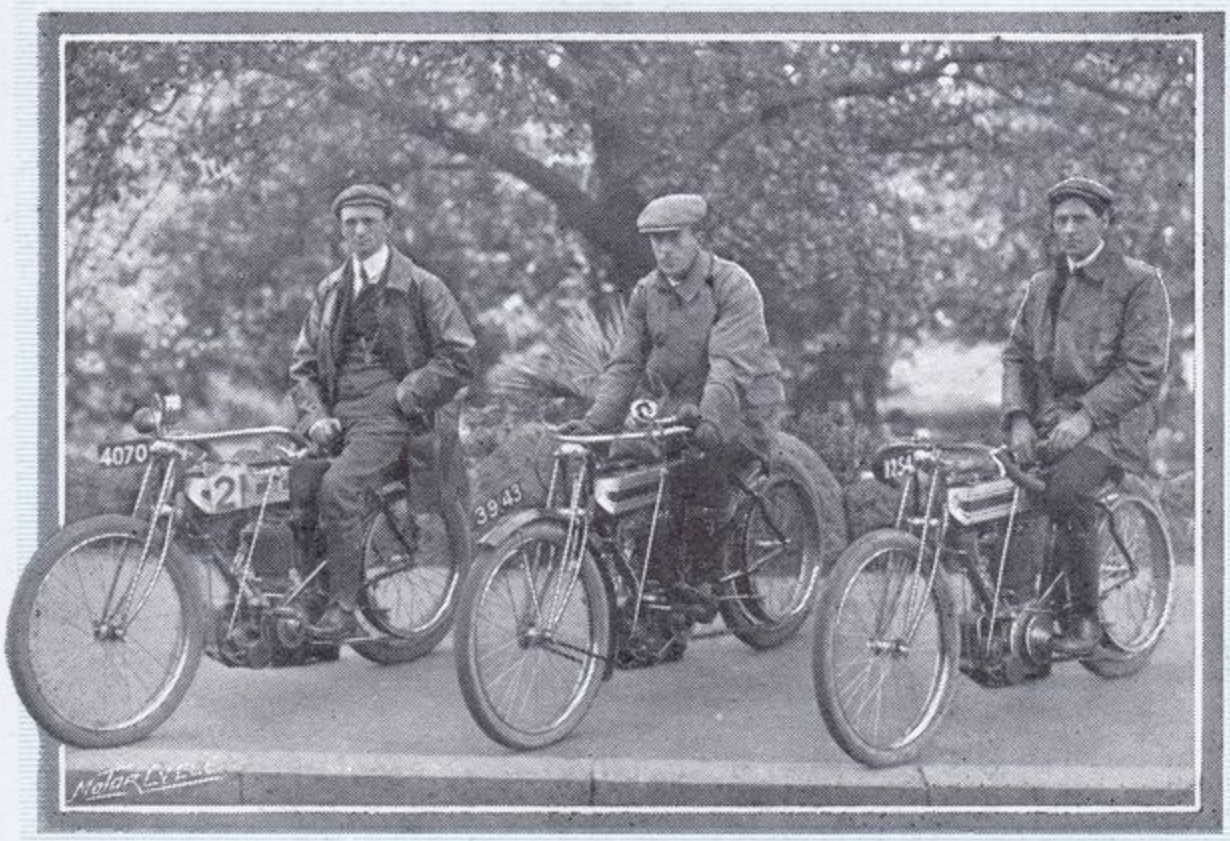
A "Triumph" of Engineering.

Singleton, N.S. Wales, Australia,
22nd March, 1911.

Dear Sirs,—I ride a TRIUMPH, and cannot speak too highly of it. It is indeed a "triumph" of engineering. Our roads are not to be compared with the English. We have to hang on like grim death all the time, but for all these drawbacks I would not dream of forsaking motor cycling. I would recommend the average Australian road as a test for any motor.

My fellow riders have done splendidly in the New Zealand Trials, which took place a short time ago, and only the other day a TRIUMPH rider was successful in winning a hill-climb and reliability test against all sorts of machines at Waston's Bay, near Sydney.

H. HARGRAVE.



Winners of the Victorian M.C.C. 100 Miles Road Race, all on Triumphs

Names reading from left to right are Messrs. J. S. Gulline, L. Beauchamp, and H. Jenkins.

The winner lowered the Australian Record by over 14 minutes.

—The Motor Cycle.

Testimonials (*continued*).

"I Have Gone Back to a Triumph."

White Hart Street, High Wycombe,
31st March, 1911.

Gentlemen,—I feel I must drop you a line to let you know how satisfied I am with my 1911 TRIUMPH.

I rode one of your 1909 machines in 1909 for something like 2,000 miles, and never once did it fail me on the road, although at the time I was an absolute novice.

Mr. J. Guzzwell, holder of the Six Consecutive Days' Record—Restricted Route—on his Free Engine Triumph. Distance, 2,801 miles; averaging 467 miles a day. July, 1911.

Thinking at the time that most of the best makes were equally as reliable, in 1910 I invested in a popular two-speed machine, which I had for about two months, and then purchased an 8 h.p. two-speed machine, but which I did not keep long. In both of these machines I found lacking one important thing—reliability. The two-speed gear I had was one of the best on the market, still it was continually wrong, and getting out of order without the slightest reason; and I can assure you I had plenty of tinkering about on the road, which, after riding a reliable TRIUMPH, was by no means satisfactory.

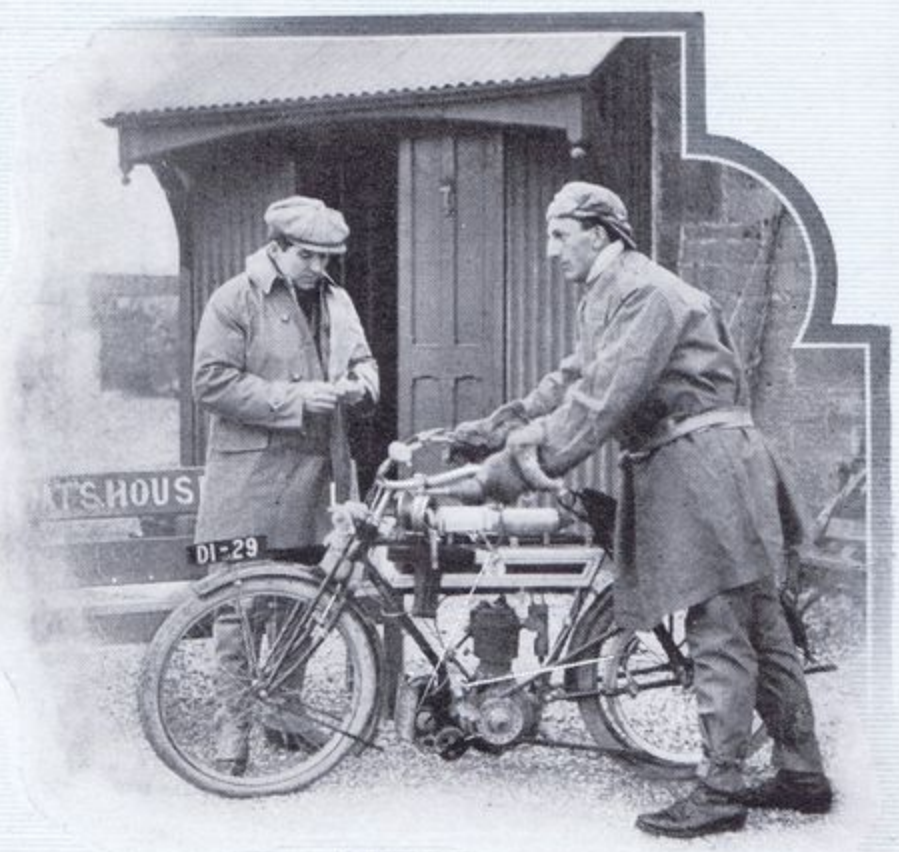
To sum up, all I can say is that, although the 3½ h.p. and the 8 h.p. are two popular machines on the market, I have gone back to the kind with reliability—namely—a TRIUMPH.

W. T. INGE.

"I Have Never Had a Breakdown."

Hunstanton, S.O.,
4th June, 1911.

Dear Sirs,—I am compelled to tell you how well one of your machines has served me. I have had it for a year, and never had a breakdown. It is the envy of all my friends, because of its smooth running, speediness, and reliability. I



Mr. Ivan B. Hart-Davies, holder of the classic End-to-End Record.

His time for the 886 miles was 29 hours 12 mins.

live in a very hilly part of the country, and the brakes are perfect. I am staying in Norfolk now, and everyone is asking me where I got my bicycle. The first time I saw it I was struck by its beautiful workmanship.

C. R. POLLET.

4,500 Feet Rise in 18 Miles Without a Stop.

Rangoon, Burma,
6th April, 1911.

Dear Sirs,—I am the owner of a TRIUMPH Motor, on which during the seven months I have had it I have travelled over 3,000 miles. The machine has behaved splendidly the whole time, and I have nothing but praise for it. The way in which it romped up a fearful hill to a height of 4,500 feet in eighteen miles was marvellous, and not a stop the whole way. W. M. MOORE.

An Indian Army Officer who constantly uses his 3½ h.p. Triumph, and which has never failed him.

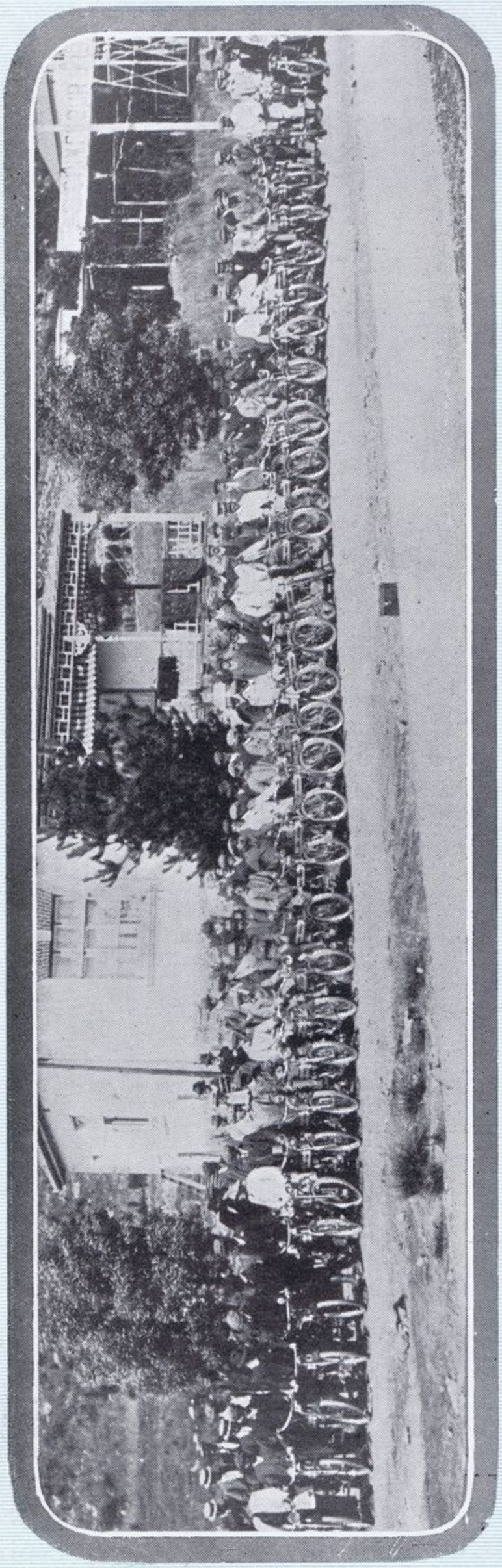
—The Motor Cycle

"Greatly Admired by French Motorists."

The Acres, Upton Heath, Chester,
9th June, 1911.

Dear Sirs,—It may be of interest to you to learn that my TRIUMPH Motor Cycle was greatly admired by the French motorists. The neatness of the engine, the substantial design of the frame, and the general accessibility of everything called for much appreciation by all, and when they saw the way the engine carried me over the hills they were further impressed.

I may say the machine ran through the tour with absolute clocklike regularity. Although it was over 90° in the shade, the engine never showed the least sign of overheating. C. DEAN.



A long line of motor cyclists in Johannesburg, all riders of one make of machine—the ubiquitous Triumph.—*The Motor Cycle.*

The Ideal Motor for Touring.

Universitaetstrasse 27,
Marburg, Germany,
5th July, 1911.

Dear Sirs,—For touring your machine cannot be surpassed, for it never failed to work. We were never laid up on the road. My wife and I weigh 280 lbs., and we carried wraps and baggage weighing 99 lbs., and also cooking outfit, change of clothing, spare parts, etc. H. P. MIDKIFF.

"It Has Never Failed Once."

Nicker's Bush, *via* Barkley West,
South Africa,
17th April, 1911.

Gentlemen,—I cannot help saying a word of praise for my reliable TRIUMPH mount. I have been using it now for six months, and the mechanism has never failed once. It is the first motor I ever handled, and we have very rough roads, which one can only expect on a river diamond diggings. T. J. WHEELER.

"Never Replaced Anything."

Christmas Steps, Bristol,
14th June, 1911.

Dear Sirs,—I have now had my TRIUMPH about twelve months, having done thousands of miles during the time, and can truthfully say I have never replaced anything. This is, I think, a remarkable test of reliability. It is also the most comfortable machine I have ridden.

W. H. MAGGS.

1912

Triumph Motors.

TRIUMPH
CYCLE Co LTD
COVENTRY.

ESTABLISHED 1885.