

Копия издана
В. И. ЧИТИЧЕВЪ И ГИ. С.
BOLOGNA-Indipendenza 55-57



TRIUMPH
MOTORS

Telegraphic Addresses :

- " TRIUMPH, COVENTRY."
- " CYCLOTHURE, WESDO, LONDON."
- " TRIUMPH, LEEDS."
- " TRIUMPH, MANCHESTER."
- " CYCLOTHURE, GLASGOW."
- " TRIUMPH, PARIS."



Telephone Numbers :

- 542 COVENTRY.
- LANGHAM 1499, LONDON.
- 26538, LEEDS.
- CENTRAL 1911, MANCHESTER.
- CENTRAL 9091, GLASGOW.
- WAGRAM 04.69 PARIS.

Codes used : A.B.C. (5th & 6th Editions), Liebers and Bentleys.

Manufactured by

TRIUMPH CYCLE CO., LTD.

COVENTRY, England.



(ESTABLISHED 1885).

LONDON	-	-	218, Great Portland Street, W.1.
LEEDS	-	-	53, Vicar Lane.
MANCHESTER	-	-	160, Deansgate.
GLASGOW	-	-	14, Waterloo Street.
PARIS	-	-	212, Boulevard Péreire (xvne)

*Awarded Two Grand Prix,
Turin Exhibition, 1911.*

*Contractors to the British,
French, Italian, Belgian
and Russian War Offices.*

AGENTI ESCLUSIVI
 F.lli CHIERICI
 BOLOGNA-1

www.triumph.co.uk

INTRODUCTION

“**I**N MY OPINION YOUR 4 H.P. CHAIN DRIVEN MACHINE IS ONE OF THE MOST NOTABLE ACHIEVEMENTS OF BRITISH ENGINEERING. I HAVE A VARIED EXPERIENCE OF CARS AND MOTOR CYCLES, BUT HAVE NEVER DISCOVERED ANY OTHER ENGINE THAT CARRIED OUT ITS FUNCTIONS WITH SUCH ABSOLUTE DEPENDABILITY IN ALL CIRCUMSTANCES.

WITHOUT GOING INTO DETAILS LET ME SAY THERE IS NO PART OF THE MACHINE WHICH DOES NOT FULFIL ITS PURPOSE IN THE MOST FAULTLESS MANNER.”

* * * * *

These words from the pen of an experienced Motorcyclist, unsolicited and selected at random from a mass of appreciative letters, call for no elaboration inasmuch as they voice the considered opinion of Triumph owners in all parts of the world.

Those familiar with the progress of the motor cycle, will have observed the overwhelming success of the single cylinder machine. Simplicity of design, coupled with the reliability and efficiency, which for so long have been distinguishing features of this type, are largely responsible for this success.

Twenty years ago, the Triumph Company pioneered the “single” and ever since have directed the whole of their resources in perfecting this type of power unit.

To-day there is no other machine so suitable for touring, whatever the state of the weather or condition of the road, either solo or in combination with a sidecar, as “The Trusty Triumph.”

It will be remembered that during the Great War, the Triumph was selected for the arduous duties of active service, and by its faultless service not only upheld the prestige of British manufacture, but again

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demonstrated the superiority of the single cylinder. Well over 20,000 Triumph Motor Cycles were supplied to the British and Allied War Departments, and for five years successfully withstood the greatest test to which a motor cycle has been subjected.

The advent of the All-Chain Drive Triumph marked another stage in the evolution of motor cycle design and set up a new standard of transmission efficiency. This transmission is acknowledged by experts to be the most perfect yet devised, possessing as it does the smooth running and flexibility of a belt with none of the drawbacks of the latter.

As an all-purpose mount it is unequalled.

The Chain-cum-Belt Model still remains a great favourite with those riders who prefer this form of transmission.

Both of these Models are supplied as solo or in combination with the Gloria Sidecar, which has been entirely re-designed.

We are introducing a new Model—A FAST ROADSTER—which comes within the 500 c.c. class. This is installed with a Triumph $3\frac{1}{2}$ h.p. Overhead Valve Engine, which possesses considerable originality and incorporates several important patents. The engine has been designed in conjunction with Mr. Ricardo, the well-known engineer, and its performance in prolonged road tests stamp it a machine of exceptional merit. It is strictly a solo mount and we do not recommend the fitting of a sidecar to this model.

The Junior Triumph, $2\frac{1}{4}$ h.p., Two-stroke, is a particularly suitable little mount for the business man who lives a few miles out of town, and many Doctors find it an invaluable aid in carrying out their professional duties. It is handled quite as easily as a pedal cycle. All controls are mounted on the handlebar and it is extremely economical to run. Although ideal for short spins and "pottering," we do not recommend this machine as a serious long distance touring mount.

Terms of Business.

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

CARRIAGE, 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.

Spare Parts and Replacements.

WHEN ORDERING SPARE PARTS OR REPLACEMENTS, it is advisable, if possible, to send pattern, so as to ensure the order being executed correctly. If this cannot be done, let us have the number of the machine (which is stamped on the engine cradle) 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 send remittance with order, remittance must cover postage.

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

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 re-sold at less than the retail prices set out in our current catalogue.

Triumph Cable Code.

This Private Code can be used in conjunction with A.B.C. (5th and 6th Editions), Liebers and Bentleys.

Model.	Code Word.	Model.	Code Word.
SOLO MACHINES.		SIDE CAR COMBINATIONS.	
Type S.D.	Tru	Type S.D.C.	Clo
" H.	Cra	" H.C.	Sta
" R.	Are	" S.D.C. Commercial. .	Mee
" L.W.	Who	" H.C.	Sea

The above code words represent one Motor Cycle or Motor Cycle Combination only. When ordering two or more, the following "quantity" letters should be affixed to the code word:

Quantity 2 3 4 5 6 7 8 9 10 12 15 20 25 50 100
Letter: B C D F G K L M N R S V X Y Z

For example: "Cra" means one Type H. Motor Cycle, and "Craf" means five Type H. Motor Cycles. Code words can also be compounded, for example: "CraTru" means one each Type H. and S.D. Motor Cycle; "Crastaclo" means one each Type H. Motor Cycle, H.C. Combination, and S.D.C. Combination. Quantities can be indicated by affixing "quantity" letter at the end of each code word of three letters, for instance: "Crafrun" means five Type H. and ten Type S.D. Motor Cycles.

Any combination can be made up and cabled as one word, providing words do not exceed ten letters.

Triumph Guarantee.

WE give the following guarantee with our motor bicycles and motor cycle combinations, 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 free supply of a new part in exchange for the part of the motor cycle or motor cycle combination which may have proved defective. We do not undertake to replace, or refix, or bear the cost of replacing or refixing such new part in the motor cycle or motor cycle combination. 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 and motor cycle combinations are easily liable to derangements 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.
- III. The attaching of a sidecar to a motor cycle by any form of attachment not provided or supplied by the manufacturers.

Any motor cycle or motor cycle combination sent to us to be plated, enamelled, or repaired (whether the repairs are required for the purpose of making good the defect above referred to or otherwise), will be repaired upon the following conditions, *i.e.*, we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of 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 motor cycle combinations, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the sender that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the name of the agent from whom he purchased, and the date of the purchase, or the date when the alleged defective part was exchanged, as the case may be.

Failing compliance with 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, combinations, or otherwise.

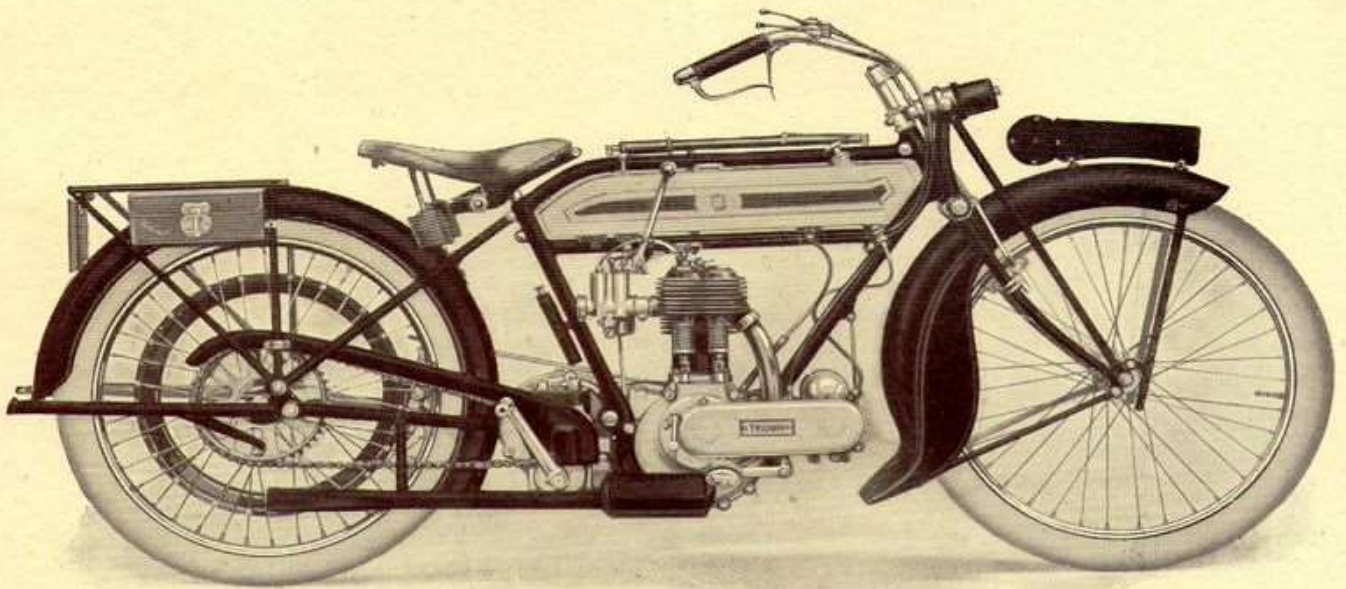
"Junior Triumph" Guarantee.

The guarantee printed above covers the "Junior Triumph" motor, with the exception that the acts included in the term "misuse" shall read:

- I. The attaching of a sidecar to the motor cycle.
- II. The use of a motor cycle when carrying more persons, or a greater weight than that for which the machine was designed by the manufacturers.

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.



4 h.p. Triumph

Type S.D.

With Patent Three-Speed
Countershaft Gear, Spring
Drive, and Multiple Plate
Clutch.

SPECIFICATION.

ENGINE.—4 h.p. Triumph, single cylinder, 85 × 97 m/m bore and stroke, volume 550 c.c.; roller bearings to big end; decompressor.

TRIUMPH THREE-SPEED COUNTERSHAFT GEAR (Pat. Nos. 110581/16, and 21513/18).—Hand controlled. Multiple plate clutch providing free engine in each gear with handlebar control. Kick starter (Pat. No. 111759/17), entirely enclosed. Standard Gears:

Solo—4 $\frac{3}{4}$, 8, 13 $\frac{1}{2}$ to 1.

Combination—5 $\frac{3}{8}$, 9, 14 $\frac{7}{8}$ to 1.

SPRING DRIVE (Pat. No. 18670/19).—Mounted on extension of gear box mainshaft, absorbs all engine shocks and provides a beautifully smooth drive.

CARBURETTER (Pat. No. 24213/14).—Triumph semi-automatic; handlebar control.

IGNITION.—High-tension magneto; chain driven, with oil and dust-proof aluminium case for chain.

FRAME.—Exceptionally strong, made from very best quality weldless steel tubing; incorporated sidecar lugs; fitted with Triumph patent spring forks (Pat. No. 121763/17).

WHEELS.—26 in., extra strong rims; back wheel easily removed.

Weight (for Registration purposes) without tools and accessories, approx. 242 lbs.

PRICE

Type S.D., 4 h.p. Roadster, Triumph Patent
Three-Speed Gear, Spring Drive and Multiple
Plate Clutch

TYRES.—26 × 2 $\frac{1}{2}$ in. Dunlop heavy front, extra heavy back, or Bates' 26 × 2 $\frac{1}{2}$ in. extra heavy, (to fit 2 $\frac{1}{4}$ in. rims), at the option of the Company.

TRANSMISSION.—Roller Chain, front $\frac{5}{8}$ × $\frac{1}{2}$ in.; back $\frac{5}{8}$ × $\frac{3}{8}$ in. The front chain is enclosed in an oil-bath gear case; the rear chain is protected by means of a neat mudshield.

TANK.—Extra strong; hand lubricating pump. Capacity: Petrol, 1 $\frac{1}{2}$ gallons; Oil, 2 pints.

MUDGUARDS (Pat. No. 168218/21).—The front mudguard is wide and of special design; the back guard is carried low, and all fittings are very substantial.

BRAKES.—Registered design compensating foot brake. Front rim brake.

HANDLEBAR.—High carbon steel; two independent fixings in frame head.

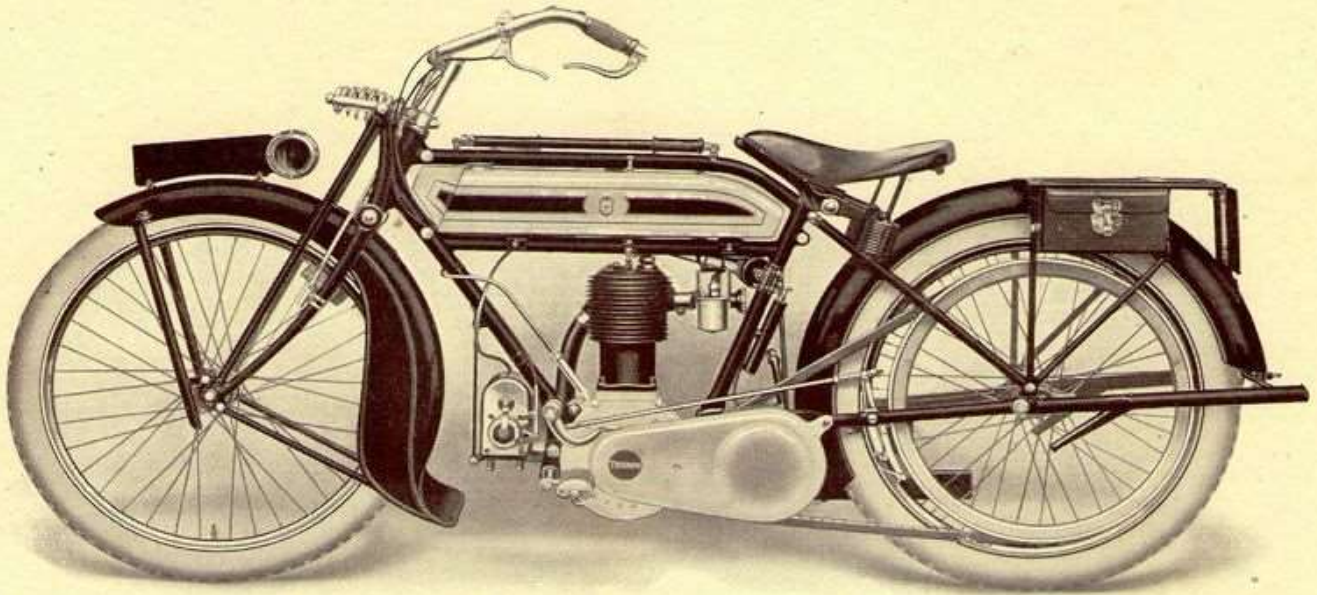
FOOTRESTS.—Adjustable and fitted with substantial rubbers.

CARRIER; FRONT AND BACK STANDS; PADDED TOP SADDLE, large size; PANNIER TOOL BAGS; COMPLETE KIT OF TOOLS.

FINISH.—Enamelled in best black on Coslettised frame; all bright parts heavily plated. The tank is enamelled grey and artistically panelled & lined.

The above price is subject to alteration without notice. We reserve the right to modify or deviate from specification in minor details. All goods are sold by us subject to the limited warranty fully set out in this catalogue.

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4 h.p. Triumph

Type H.

With Sturmey-Archer
Three-Speed Countershaft
Gear.

SPECIFICATION.

ENGINE.—4 h.p. Triumph, single cylinder, 85 × 97 m/m bore and stroke, volume 550 c.c.; roller bearings to big end; decompressor.

SHOCK ABSORBER (Pat. No. 146011/'19).—Fitted on Engine mainshaft. Provides a smooth drive, absorbing all engine shocks.

STURMEY-ARCHER THREE-SPEED COUNTERSHAFT GEAR AND FREE ENGINE CLUTCH.—Free engine in each gear, handlebar clutch control. Kick starter, entirely enclosed. Standard Gears:

Solo—5, 8, 13½ to 1.

Combination—5½, 8½, 14 to 1.

CARBURETTER (Pat. No. 24213/'14).—Triumph semi-automatic; handlebar control.

IGNITION.—High-tension magneto; chain driven, with oil and dust-proof aluminium case for chain.

FRAME.—Exceptionally strong, made from very best quality weldless steel tubing; incorporated sidecar lugs; fitted with Triumph spring forks.

WHEELS.—26 in., extra strong rims; back wheel easily removed.

TYRES.—26 × 2½ in. Dunlop heavy front extra heavy back, or Bates' 26 × 2½ in.

Weight (for Registration purposes) without tools and accessories, approx. 229 lbs.

extra heavy, (to fit 2½ in. rims), at the option of the Company.

TRANSMISSION.—Chain-cum-Belt, ⅜ in. roller chain from engine to gear box, enclosed and adjustable, thence by Triumph 1 in. rubber V belt.

TANK.—Extra strong; hand lubricating pump. Capacity: Petrol, 1½ gallons; Oil, 2 pints.

MUDGUARDS (Pat. No. 168218/'21).—The front mudguard is wide and of special design; the back guard is carried low, and all fittings are very substantial.

BRAKES.—Registered design compensating foot brake. Front rim brake.

HANDLEBAR.—High carbon steel; two independent fixings in frame head.

FOOTRESTS.—Adjustable and fitted with substantial rubbers.

CARRIER; FRONT AND BACK STANDS; PADDED TOP SADDLE, large size; **PANNIER TOOL BAGS; COMPLETE KIT OF TOOLS.**

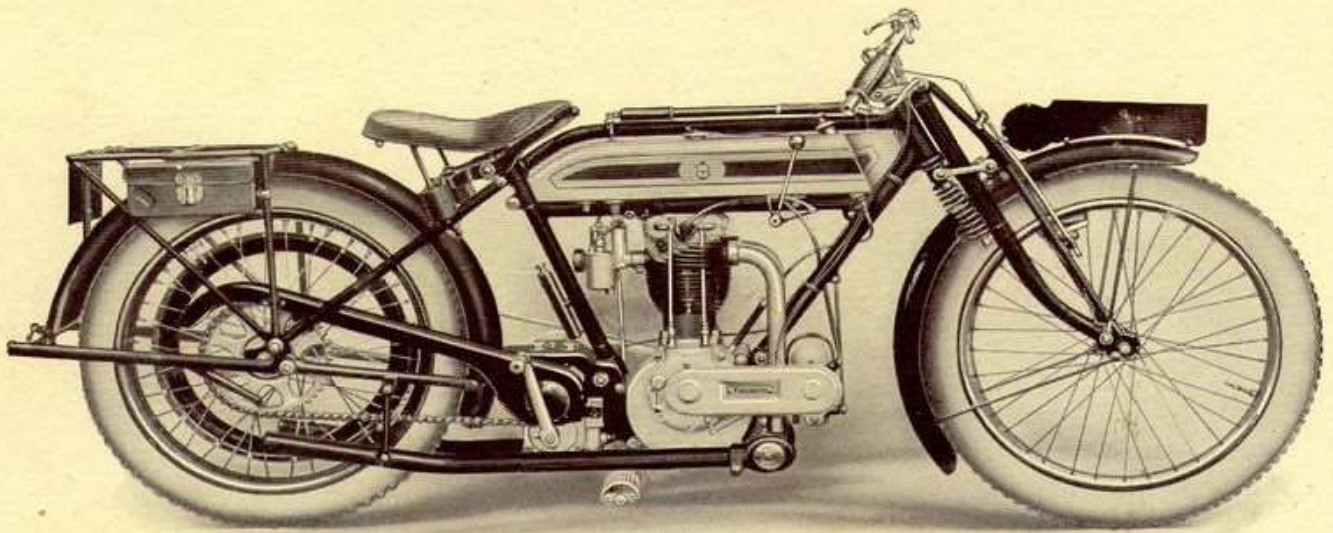
FINISH.—Enamelled in best black on Coslettised frame; all bright parts heavily plated. The tank is enamelled grey and artistically panelled & lined.

PRICE

Type H., 4 h.p. Roadster, Sturmey-Archer
Three-Speed Gear

The above price is subject to alteration without notice. We reserve the right to modify or deviate from specification in minor details. All goods are sold by us subject to the limited warranty fully set out in this catalogue.

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3½ h.p. Triumph

Type R.

Fast Roadster with O.H.V. Engine, Patent Three-Speed Gear, Spring Drive, and Multiple Plate Clutch.

SPECIFICATION.

ENGINE.—3½ h.p. Triumph, single cylinder, 80·94 × 97 m/m bore and stroke, capacity 499 c.c., overhead valves, with overhead rockers mounted in ball bearings. Patent detachable head. Aluminium slipper piston. Roller bearings to big end; decompressor. (Ricardo Patents, Nos. 125659, 123376, 130411).

TRIUMPH THREE-SPEED COUNTERSHAFT GEAR (Pat. Nos. 110581/16 and 21513/18).—Hand controlled. Multiple plate clutch, providing free engine in each gear, with handlebar control. Kick starter (Pat. No. 111759/17), entirely enclosed. Standard Gears: 4·5, 7·47, 12·46 to 1.

SPRING DRIVE (Pat. No. 18670/19).—Mounted on extension of gear box mainshaft, absorbs all engine shocks and provides a delightfully smooth drive.

CARBURETTER (Pat. No. 24213/14).—Triumph semi-automatic; handlebar control.

IGNITION.—High-tension magneto; chain driven, with oil and dust-proof aluminium case for chain.

Weight (for Registration purposes) without tools and accessories, approx. 240 lbs.

PRICE

Type R., 3½ h.p. Triumph Fast Roadster, with Triumph Patent Three-Speed Gear, Spring Drive and Multiple Plate Clutch

FRAME.—Exceptionally strong, made from best quality weldless steel tubing, provides low saddle position.

WHEELS.—26 × 3 in., extra strong rims; back wheel easily removed.

TYRES.—Dunlop Magnum, 26 × 3 in.

TRANSMISSION.—Roller Chain, front ⅝ × ¼ in.; back, ⅝ × ⅜ in. The front chain is enclosed in an oil-bath gear case; the rear chain is protected by means of a neat mudshield.

TANK.—Extra strong; hand lubricating pump. Capacity: Petrol, 1½ gallons; Oil, 2 pints.

MUDGUARDS.—As illustrated.

BRAKES.—Registered design compensating foot brake. Front rim brake.

HANDLEBAR.—T.T. pattern, made from high carbon steel.

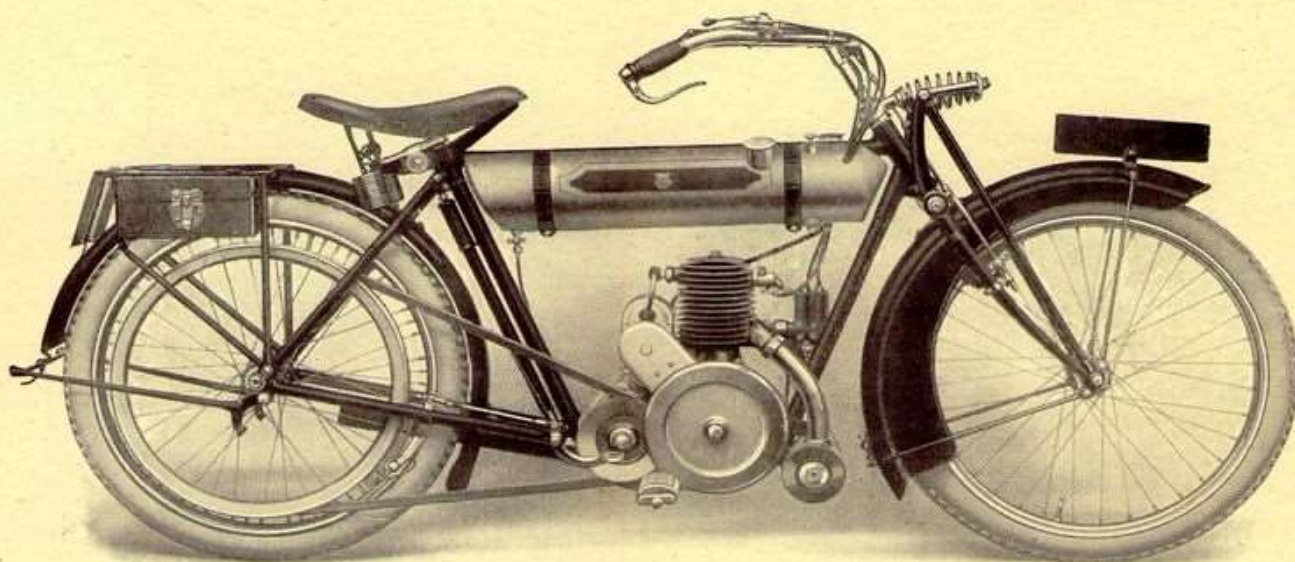
FOOTRESTS.—Adjustable and set well back.

CARRIER; BACK STAND; PADDED TOP SADDLE; PANNIER TOOL BAGS; COMPLETE KIT OF TOOLS.

FINISH.—Enamelled in best black on Coslettised frame; all bright parts heavily plated. The tank is enamelled grey and artistically panelled & lined.

The above price is subject to alteration without notice. We reserve the right to modify or deviate from specification in minor details. All goods are sold by us subject to the limited warranty fully set out in this catalogue.

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2 $\frac{1}{4}$ h.p. Junior Triumph

Type L.W.

With Patent Two-Speed
Countershaft Gear.

SPECIFICATION.

ENGINE.—2 $\frac{1}{4}$ h.p. two-stroke, 64 × 70 m/m bore and stroke, 225 c.c., Triumph manufacture throughout; patent compression release valve, (Patent Nos. 24664/'13 and 24292/'13) and effective silencer with extension pipe to rear wheel.

TWO-SPEED GEAR.—Triumph two-speed countershaft gear with handlebar control, giving a reduction of 40% from high to low gear. Patent gear box fixing and chain adjustment. (Patent No. 24663/'13).

CARBURETTER.—Handlebar controlled.

IGNITION.—High-tension ball bearing magneto; handlebar control.

FRAME.—Registered design (Regd. No. 62553); Triumph spring forks. Front rim brake, rear foot brake. Saddle only 28 $\frac{1}{2}$ in. from ground.

WHEELS.—24 × 2 $\frac{1}{4}$ in.; Dunlop or Bates' tyres at the option of the Company.

Weight (for Registration purposes) without tools and accessories, approx. 129 lbs.

PRICE

Type L.W., 2 $\frac{1}{4}$ h.p. Junior Triumph, with
Triumph Two-Speed Countershaft Gear ...

TRANSMISSION.—Chain from engine to gear box enclosed, thence by belt.

TANK.—Cylindrical; all control wires taken through fore part, dispensing with clips; combined petrol filler cap and oil measure. Capacity: Petrol and Oil mixture, 9 pints; Oil, 2 pints.

LUBRICATION.—Automatic. Oil mixed with petrol, correct proportion 1 part of oil to 12 parts of petrol, *i.e.*, 4 measures of oil to a gallon of petrol.

STANDS.—Back and front.

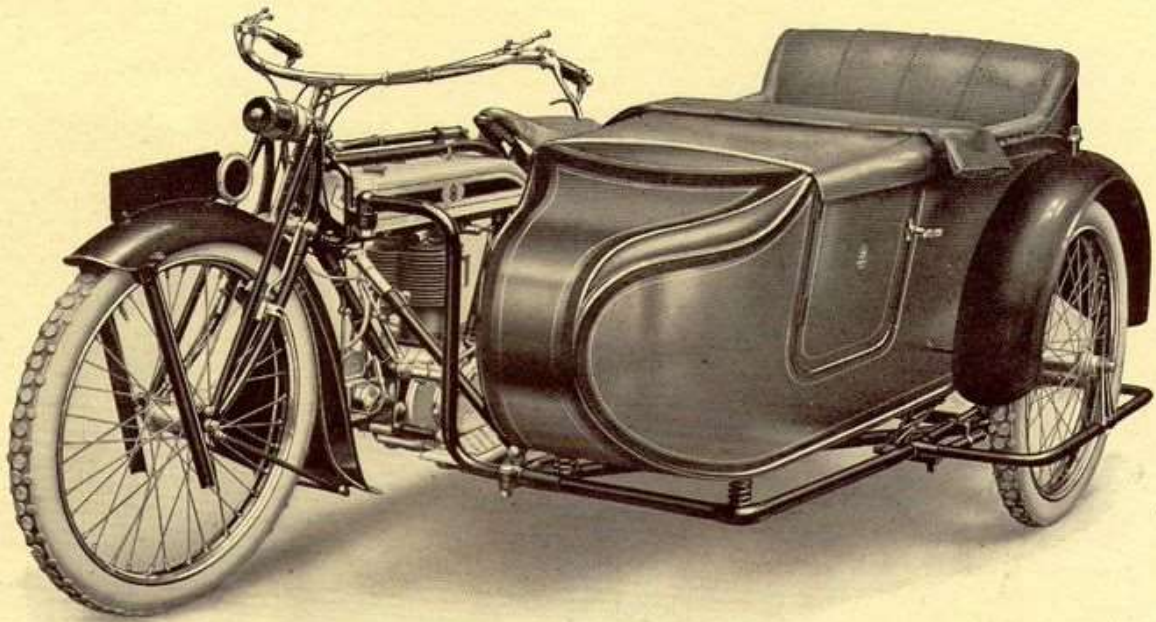
MUDGUARDS.—Strong and wide, front guard fitted with side wings.

FOOTRESTS; CARRIER; LARGE PADDED TOP SADDLE; PANNIER TOOL BAGS; COMPLETE KIT OF TOOLS.

FINISH.—Black enamel on Coslettised frame; all bright parts heavily plated. Tank, enamelled grey, green panels, lined red.

The above price is subject to alteration without notice. We reserve the right to modify or deviate from specification in minor details. All goods are sold by us subject to the limited warranty fully set out in this catalogue.

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4 h.p. Triumph and Gloria No. 9 Sidecar

Specification to be read in conjunction with Specifications of respective types of Motor Cycles set out on pages 6 and 7.

SPECIFICATION.

CHASSIS.—Of special design, built of finest quality carbon steel tubing.

ATTACHMENTS.—Of new design. Embodied in our patent double tube front fitting we have included an extremely simple, safe and quick detachable device (Pat. No. 29089/'19). Back attachment is fixed to chain stay and includes a similar detaching arrangement to the front. Seat column fixing and auxiliary stay also supplied.

SPRINGS.—Back, half elliptic. Front, coil springs.

WHEEL.—Fitted with $26 \times 2\frac{1}{2}$ in. Dunlop heavy or Bates' heavy motor cycle tyre, at the option of the Company.

MUDGUARD.—Wide. Easily detached. Inside wing fitted to protect body from mud.

BODY.—Coachbuilt. Painted Parma violet, beading black, lined bronze. Luxuriously upholstered in blue antique Pegamoid cloth. Tool box under seat. Cupboard at back for spares, spare petrol tin, etc. Pocket in upholstery for papers, etc. Spring seat of improved design. Black rubber apron (lined inside) and foot mat supplied.

YOKES.—Strong and safe. Made from best quality steel tubing.

Chassis is beautifully finished in best black, bright parts heavily plated. Lamp bracket and wheel stand are fitted.

Weight of Sidecar only, 169 lbs.

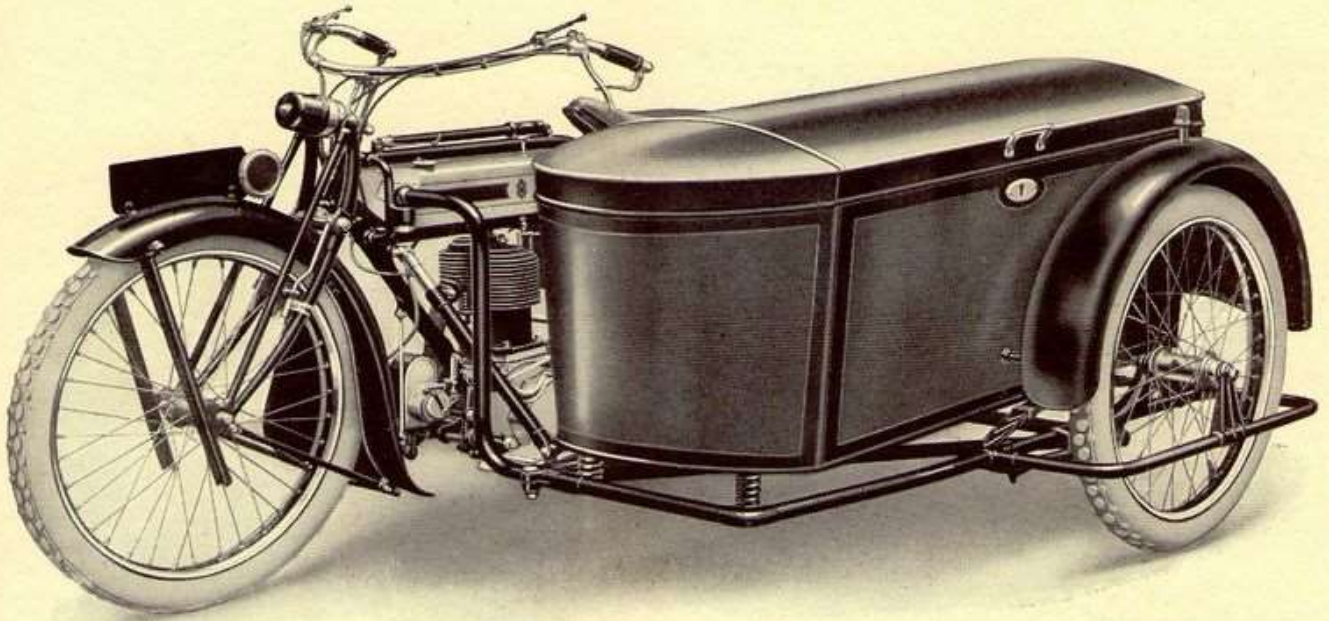
Footboards are fitted to Combinations in place of footrests.

PRICES

Type H.C., 4 h.p. Triumph and Gloria No. 9 Sidecar, Chain-cum-Belt Transmission ...

Type S.D.C., 4 h.p. Triumph and Gloria No. 9 Sidecar, All-Chain Transmission ...

The above prices are subject to alteration without notice. We reserve the right to modify or deviate from specification in minor details. All goods are sold by us subject to the limited warranty fully set out in this catalogue.



4 h.p. Triumph and Gloria No. 9a Commercial Sidecar

Specification to be read in conjunction with Specifications of respective types of Motor Cycles set out on pages 6 and 7

SPECIFICATION.

CHASSIS.—Of special design, built of finest quality carbon steel tubing.

ATTACHMENTS.—Of new design. Embodied in our patent double tube front fitting we have included an extremely simple, safe and quick detachable device (Pat. No. 29089/19). Back attachment is fixed to chain stay and includes a similar detaching arrangement to the front. Seat column fixing and auxiliary stay also supplied.

SPRINGS.—Back, half elliptic. Front, coil springs.

WHEEL.—Fitted with 26 × 2½ in. Dunlop heavy or Bates' heavy motor cycle tyre, at the option of the Company.

Footboards are fitted to Combinations in place of footrests.

MUDGUARD.—Wide. Easily detached. Inside wing fitted to protect body from mud.

BODY.—Coachbuilt. Painted Parma violet, lined bronze and black. Outside measurements, 22 in. wide 22½ in. deep × 51 in. long.

YOKES.—Strong and safe. Made from best quality steel tubing.

Chassis is beautifully finished in best black, bright parts heavily plated. Lamp bracket and wheel stand are fitted.

Weight of Sidecar only, 133 lbs.

PRICES

Type H.C. Commercial, 4 h.p. Triumph and Gloria No. 9A Commercial Sidecar, Chain-cum-Belt Transmission

Type S.D.C. Commercial, 4 h.p. Triumph and Gloria No. 9A Commercial Sidecar, All-Chain Transmission

The above prices are subject to alteration without notice. We reserve the right to modify or deviate from specification in minor details. All goods are sold by us subject to the limited warranty fully set out in this catalogue.

Constructional Details of the 4 h.p. Triumph Motor Cycle.

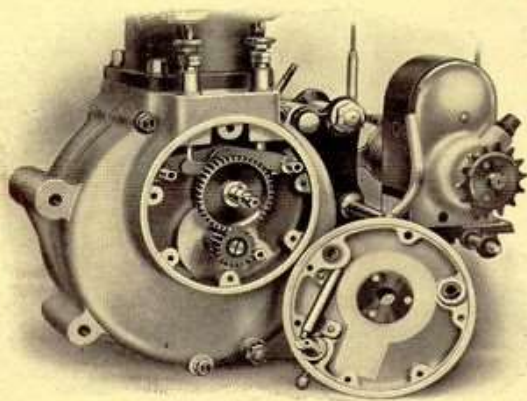
EVENTS that have transpired during the past season in competitions never more forcibly illustrated the overwhelming success of the single cylinder engine.

The Triumph "single" has been standardized for a number of years and although improvements in detail have been introduced from time to time, the basic design remains unaltered. This in itself is clear evidence of the correctness of our original conception, and the brilliance of Triumph performance in the hands of expert and novice alike, clearly reveals its superiority and roadworthiness.

The aim of the Triumph Company has always been to provide the motor cyclist with a mount free from complication and one which can be understood by the rider who possesses no special mechanical knowledge, and also can be maintained at a minimum of trouble and expense.

The Triumph engine fulfils this effort. It is designed on the most simple lines and its functioning can be readily understood by the uninitiated. It is perfectly free from complications likely to give trouble. Every part is easily accessible, and any adjustment that may be deemed necessary can be carried out by any person having but an elementary knowledge of the internal combustion engine.

The normal rating of the 4 h.p. This is obtained from of 85×97 m/m, giving



Triumph 4 h.p. Engine with Timing Gears exposed.



Triumph engine is a bore and stroke a capacity of 550 c.c. The normal rating gives but little indication of the full power developed, as under favourable conditions this is greatly exceeded, as a matter of fact, it is more than sufficient for touring in any part of the country, either solo or in combination with a sidecar.

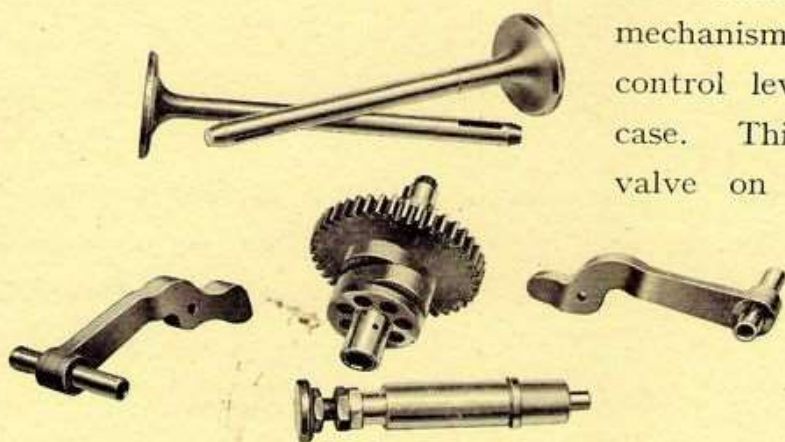
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Valves and Timing Gear.

A great deal of research work has been undertaken in relation to valves. The result of these investigations is that the Triumph valves are made from a special alloy, which, in service, gives perfectly satisfactory results. Triumph valves are placed side by side in the cylinder, and are very accessible. The inlet and exhaust passages are so formed to give the greatest possible freedom to the movement of the incoming and exhaust gases. Provision is made for delicate adjustment of the tappets to take up wear after long service.

The timing gear is contained in a neat extension of the crankcase and is remarkable for its simplicity. Only one gear wheel is used and integral with this are the inlet and exhaust cams. Long rocker arms are interposed between the cams and tappets, thus providing for an easy, smooth and accurate lift of the valves. These rocker arms and also the camshaft are housed in hardened steel bushes ensuring long service. The decompressor cam is also integral with

the other cams and the decompressor mechanism is actuated by a small control lever mounted outside the timing case. This cam partially lifts the exhaust valve on the compression stroke thus reducing the volume of gas in the cylinder without weakening the mixture. With this in operation, it is possible to make an easy start from cold.



Valves and Valve Operating Mechanism of the Triumph 4 h.p. Engine.

Piston, Connecting Rod, and Flywheels.

The Triumph engine is noted for its great flexibility and smooth running. This in a great measure is due to the rotating and reciprocating parts being correctly balanced and the great care which is exercised in the manufacture of every part.

The piston, which is a light casting in a special grade of cast iron, is drilled in a number of places for lightness and lubrication purposes. It is carefully ground to limit gauges. To preclude any possibility of distortion under heat and heavy duty, strengthening ribs are cast in-

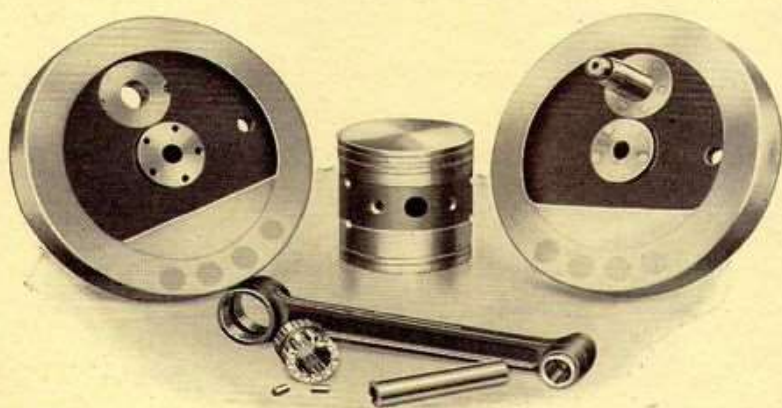
www.flywheels.com

side, and the gudgeon pin bosses are robust. Three rings are fitted, two at the top to retain compression and one in the skirt for the purpose of ensuring adequate lubrication reaching the cylinder wall and for steadying the piston.

The hollow gudgeon pin, which is a driving fit in the piston bosses, is ground to micrometer measurements. This is formed with a slight taper, and a corresponding taper is made in the bosses. The workmanship is so accurate that no auxiliary locking device is needed, thereby avoiding extraneous parts coming adrift and damaging the engine.

The connecting rod is of "H" section, extremely light and of immense strength, and is made of special heat-treated high quality steel. The big end is ground and hardened, and the gudgeon pin end is

bushed with phosphor bronze. The big end carries an improved type of roller bearing. This consists of two sets of hardened rollers, each roller being separately housed in a phosphor bronze cage. This method of mounting the rollers reduces internal friction and provides a bearing that will retain its efficiency for an indefinite period.



Piston, Connecting Rod, and Flywheels of the Triumph 4 h.p. Engine (dismantled), showing the improved type of big end roller bearing.

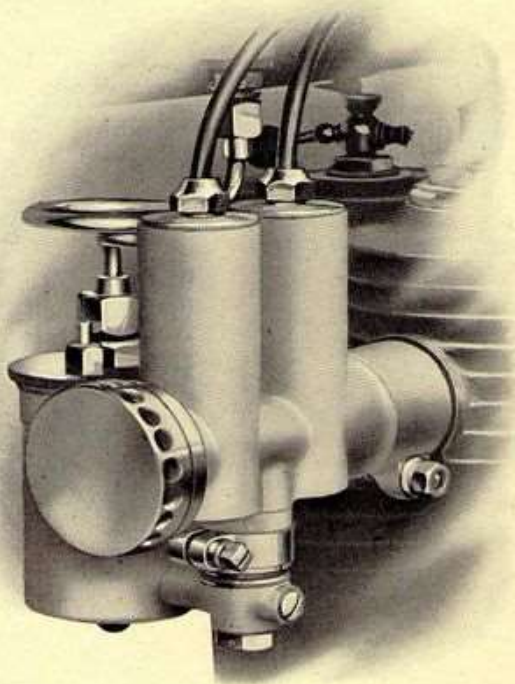
Lubrication. A hand pump is placed in the forepart of the tank, from whence oil is delivered to the crankcase. The engine is lubricated on the "splash" system. This method is simple and effective. No intricate mechanical device is required, and lubrication is under the direct control of the rider.

Triumph Semi-Automatic Carburetter. This carburetter is fitted exclusively to Triumph Motor Cycles, for which it has been specially designed. It is semi-automatic in action and extremely economical. The construction is of the simplest description.

(Patent No 24213/'14)

The main body consists of two chambers, each accommodating a piston slide valve. These valves are operated from the handlebar

and control the amount of air and gas entering the cylinder. The jet is placed between the two chambers so that a strong current of air is drawn directly over the top of the jet, ensuring a full and correctly proportioned charge reaching the cylinder at all speeds.



Triumph Semi-automatic Carburettor.

One size of jet only is used, and riders are recommended not to interfere with this, as after prolonged experiments this size has been found to give the most satisfactory results. The float chamber is provided with a top feed and a suitable gauze is placed beneath the jet to trap any foreign matter in the fuel.

All parts are readily accessible for inspection and cleaning.

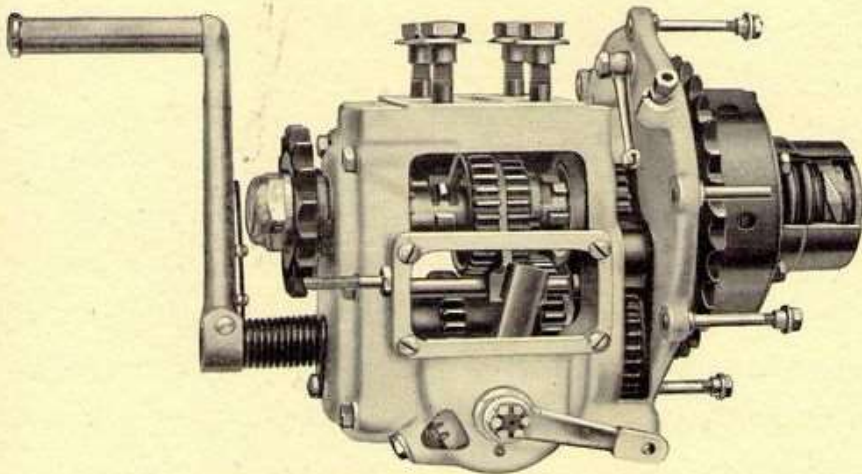
**Triumph
Patent 3-Speed
Countershaft
Gear,
Multiple Plate
Clutch and
Shock Absorber**

(Pat. Nos. 110581/16, 21513/18,
111759/17 18670/19.)

A number of very important features are embodied in the Triumph Patent Three-Speed Gear. Outwardly, it is similar in appearance to many other gears, with the exception that a very neat and effective adjustment device for tensioning the front driving chain is embodied. This takes the form of a rack and pinion, placed on the top of the box and in engagement with the bracket forming part of the bottom back stays of the frame. The chain is

adjusted by simply slackening off the holding-down nuts, without any fear of losing the correct alignment.

Internally the gear differs from anything yet attempted, and herein lies the reason why the Triumph gear is so silent in operation, and the full power of



Triumph Patent Three-Speed Gear, Multiple Plate Clutch and Shock Absorber (in section), showing the operating mechanism and the load compensating nut of the spring drive.

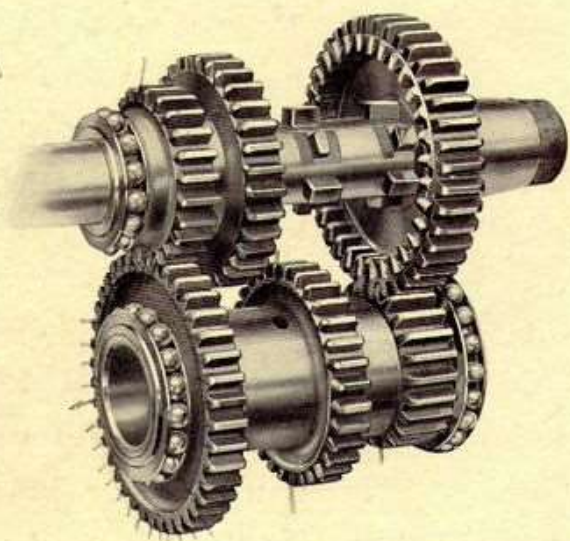
www.fw.it

the engine transmitted so smoothly to the road wheel. With this Three-Speed Gear we do not claim to compete in price with the mass production article. The design is such as calls for the very highest precision in manufacture, and this can only be secured by the most skilled craftsmanship procurable.

Some gears are notoriously noisy. This is due to leaving exaggerated clearance in the clutch dogs and general slackness in the sliding member on the splined shaft, which naturally cause excessive "back lash." This objectionable feature is eliminated in the Triumph gear by the absence of any clearance in the dogs when fully engaged, and is obtained by adopting a "two-step" engagement. No splined shaft is used, but instead castellations are formed on the shaft with alternate castellations cut back, so that when the sliding pinion is moved laterally to mesh with the pinion on the layshaft, it is still free to rotate and is under no load. A further movement brings the pinion into full engagement with the other castellations, so that all clearance is now taken up. This "two-step" engagement is delightfully smooth in operation, and to obtain it, only one movement of the gear lever is necessary. Two sets of dogs are in engagement simultaneously, thus evenly distributing the load, and it is impossible for any gear to jump inadvertently out of engagement or to be stripped.

Riders are warned not to endeavour to change gear when the machine is stationary, as this will damage the operating gear

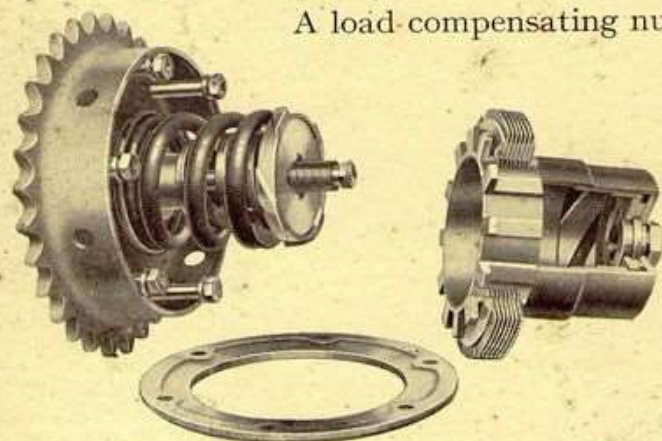
The kick starter mechanism is entirely enclosed. It includes an ingenious device whereby the kick starter is thrown out of engagement before the lever returns to normal position, or in the event of a back-fire. This ensures silent running, minimum of wear, and allows the machine to be wheeled backwards.



Main and Layshafts of the Triumph Three-Speed Gear, showing the cut back castellations on Mainshaft and internally cut gear wheel.

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The shock absorber, which is responsible for converting what would otherwise be a harsh drive into one that is quite smooth and indistinguishable from that of a belt, with none of the latter's drawbacks, is mounted on the gear box mainshaft. The principle under which this works is as follows:—



Triumph Multiple Plate Clutch and Shock Absorber (in section).

A load compensating nut is splined to the gear box mainshaft, and slides thereon. The outer diameter is coarse threaded with the driving shell, the outer shell forming part of the clutch. The shell, which is outside the load compensating nut, may rotate while the nut slides laterally. To resist the lateral movement, a spring is interposed, which serves to cushion the blows applied by the explosion strokes of the engine. The action of

this device is so smooth and progressive that no perceptible snatch is conveyed to the transmission, and were the driver not conversant of the fact that a chain transmission were used, he would find it extremely difficult to distinguish between the smooth running of a belt and the all-chain drive he is using.

The clutch is of the multi-plate type running in oil, and is mounted on the gear box mainshaft. Steel and phosphor bronze plates are used, which provide ample contact surface.

The control is operated by a light pressure on the handlebar lever and provides free engine in all gears, at the same time ensuring smooth engagement.

Transmission throughout is by chain. The front chain, clutch, and shock absorber are enclosed in an aluminium oil-bath case, so that perfect service can be relied upon for many thousands of miles without needing attention except periodical lubrication.

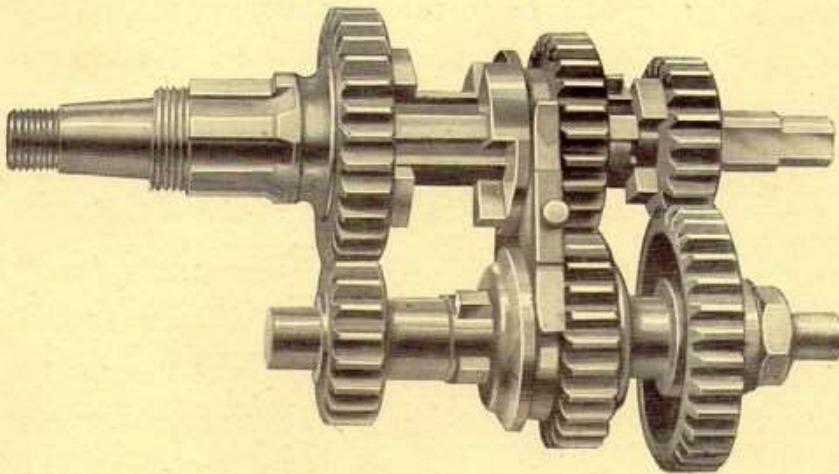


Triumph Three-Speed Gear Hand Control.

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Sturmey-Archer Three-Speed Countershaft Gear and Clutch.

This gear is fitted to our Chain-cum-Belt Model. It is attached by four studs to a slotted bracket which forms part of the bottom back stays of the machine. Transmission from engine to gear box is by chain neatly enclosed in an aluminium cover, thence by belt running over large pulleys.



Sturmey-Archer Three-speed Gear.

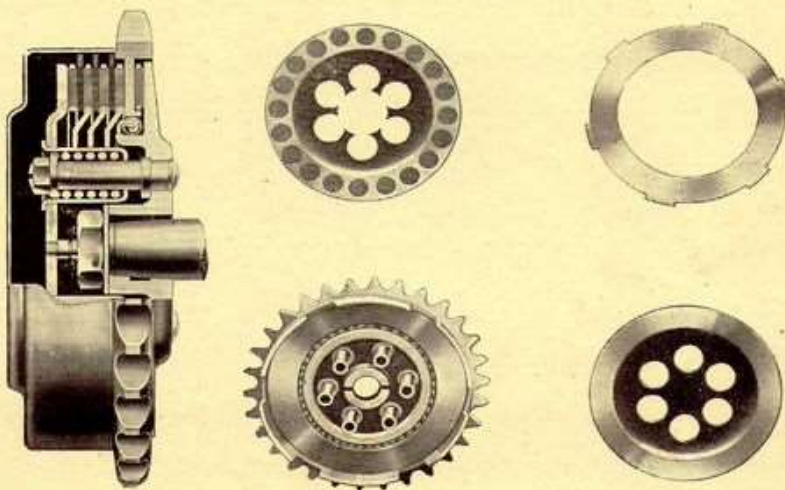
The gear is simple in construction and operation. The gears can be changed at any time when the machine is stationary or running. From the illustration it will be seen that each pair of pinions is continually in mesh, which obviates the risk of chipping the teeth. Dogs are formed on the sliding pinions, which are connected by a forked plate. These two central sliding pinions are used for picking up the various gears. Both the layshaft and the main gear wheel revolve on ball bearings.

The gear lever is conveniently placed on the right hand side of the machine. The forward position is low gear, then neutral (for starting up), middle, and high gear positions.

The clutch, which is keyed to the end of the gear box mainshaft, is of the dry plate type. Ferodo rings are interposed between each pair of steel driving plates, which, when compressed by the clutch springs within the spring boxes, form a solid coupling.

The clutch is operated by a light pressure on the handle-bar lever, and provides a free engine in all gears.

The kick starter is entirely enclosed in the gear box. A foot crank is used, connected to a short shaft which is



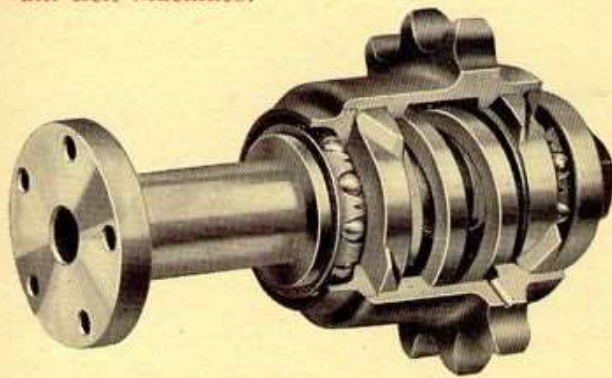
Sturmey-Archer Clutch in section and dismantled.

machined out to receive a free wheel pawl. This communicates movement to a large gear wheel in mesh with a small pinion mounted on the gear box mainshaft. With the crank pedal in its normal position the free wheel pawl is automatically out of action, which ensures silent running of the free wheel mechanism and prevents damage in case of a back-fire or when wheeling the machine backwards.

Triumph Patent Shock Absorber.

(Patent No. 146011/19).
Fitted to 4 h.p. Chain-
cum-Belt Machines.

Chain-cum-Belt transmission is recognised by experienced motor cyclists as being extremely flexible and smooth, but there are particular occasions when the snatch of the engine is felt. This is noticeable when running slowly in top gear.



Shock Absorber or Cush Drive mounted on engine shaft (in section).

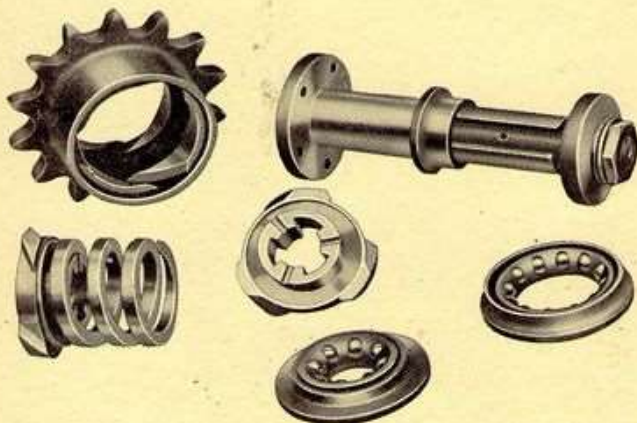
To overcome this snatch a simple, but very ingenious device, is introduced into the transmission system in the form of a shock absorber, mounted on the engine shaft. This consists of two compensating load nuts of phosphor bronze, outer shell forming the chain sprocket, and a coil spring.

Coarse threads are formed on the outer periphery of the two load nuts—right and left hand threads respectively—which register with similar threads within the shell. On the inner periphery of the load nuts, dogs are formed to slide on splines on the engine shaft. Between the two load nuts a coil spring is interposed.

Immediately the load is taken through the transmission, movement is conveyed to the nuts in engagement with the engine shaft and the sprocket shell. As these travel inward the spring is compressed and the drive lags sufficiently to damp out any harshness in the transmission.

As the load is overcome, the spring returns the load nuts to their normal position and the drive automatically speeds up.

This drive is self-contained, no end thrust is thrown on the engine shaft, and the sprockets remain in alignment.



Shock Absorber or Cush Drive (dismantled).

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Triumph Motor Frame.

The Triumph Motor Cycle has always been famous for its bicycle work, and the most severe usage on all manner of roads has failed to reveal any weakness in the Triumph frame and fitments. It is a most uncommon occurrence for even a nut to slacken back in a season's riding.



Method of Front Fixing.

Material of the finest quality is used, so that great strength is obtained with lightness, and the road stresses to which a motor cycle is subjected are guarded against by this and the careful balance of the design.

Sidecar lugs are incorporated, and the back of the frame is gracefully curved to provide a low saddle position.

The petrol tank is mounted on cross brackets brazed to the lower horizontal tube and cushioned by substantial rubber buffers. Its capacity is: Petrol, 1½ gallons; Oil, 2 pints.

Triumph Mudguards fitted to 4 h.p. Roadster Models

(Patent No. 168218/21).

The mudguards now fitted as standard are very effective without being extremely wide. They are not at all unsightly, but rather improve the general appearance of the machine.

This question of efficient mudguarding has been approached from a scientific standpoint, and the new Triumph guard is without doubt the most successful attempt to solve the problem of effectively protecting rider and machine.



Triumph Improved Mudguard.

The Triumph guards are carried well over the tyres so that mud thrown from the wheel sideways is checked and carried away in the channels forming the edge of the guard, and the liquid mud usually carried beyond the front of the guard and then swept back on to rider and machine, is also checked by a specially designed trap placed in the peak of the guard. This trap is interconnected with the side channels and with the other channels carried down the side of the wheel well below the bearings.

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Wheels and Oversize Tyres

The wheels are built with heavy gauge spokes to withstand continual sidecar usage and heavy and rough road surfaces. The wheel bearings are robust and designed to prevent ingress of water and mud.

The tyres fitted on the 4 h.p. Triumph are marked by the manufacturers $26 \times 2\frac{1}{2}$ in., but actually the diameter of the tyre is approximately $27\frac{3}{8}$ in. This should be borne in mind in the event of a speedometer being fitted.

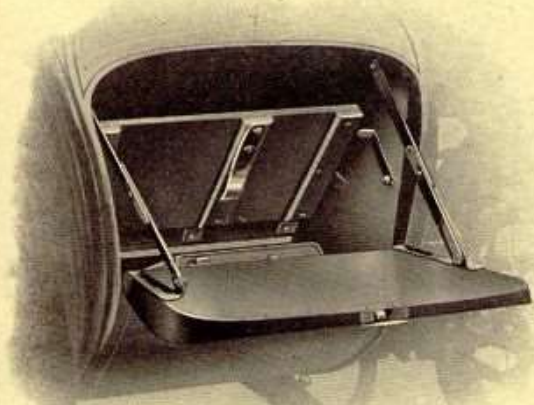
Sidecar.

The Gloria Sidecar, made throughout by the Triumph Company, has been re-modelled. The chassis is simplified and lightened and the body made more roomy and imposing.

The chassis is constructed of the finest quality steel tubing. This is underslung so as to give the body a low riding position.

The body is finished in our usual colour scheme of parma violet and picked out in bronze lining, with the beading in black. The upholstery is of blue antique "Pegamoid" cloth. The body is mounted on long half elliptic springs at the rear and coil springs at the front.

Ample locker room is provided. This includes a space under the seat for spares, and at the back of the body two separate compartments—one for a spare tin of petrol and the other for luggage, etc.



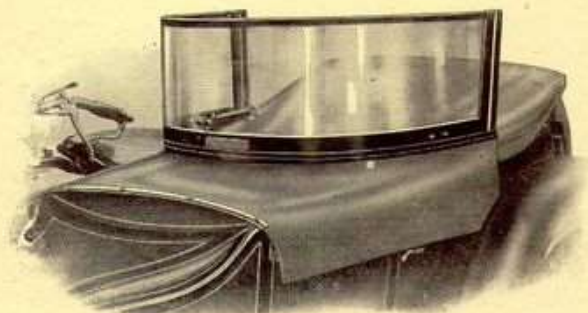
**Rear View of Sidecar Body showing Lockers
for Luggage and Spare Petrol Tin.**

Sidecar lugs are incorporated in the motor cycle frame, the front attachment embraces the top and bottom tubes and is provided with a socket to receive the sidecar attachment arm. The rear clip is formed with a similar socket, making it an easy matter to attach and detach sidecar at any time. Four points of attachment are used.

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Windscreen. We have adopted the Easting "Standard" Windscreen on our sidecar combinations. This is a combined hood and screen, which gives adequate protection against wind, rain, and dust, provides maximum comfort and by reason of its particular configuration the additional wind resistance when driving at any

speed is negligible. This screen can be adjusted to any desired position, and all the fittings are made of special non-rustable polished white metal so that they never become unsightly in service.



Easting "Standard" Windscreen.

This screen is fitted to order only.

Price—Easting "Standard" Windscreen complete, extra £3 18s.

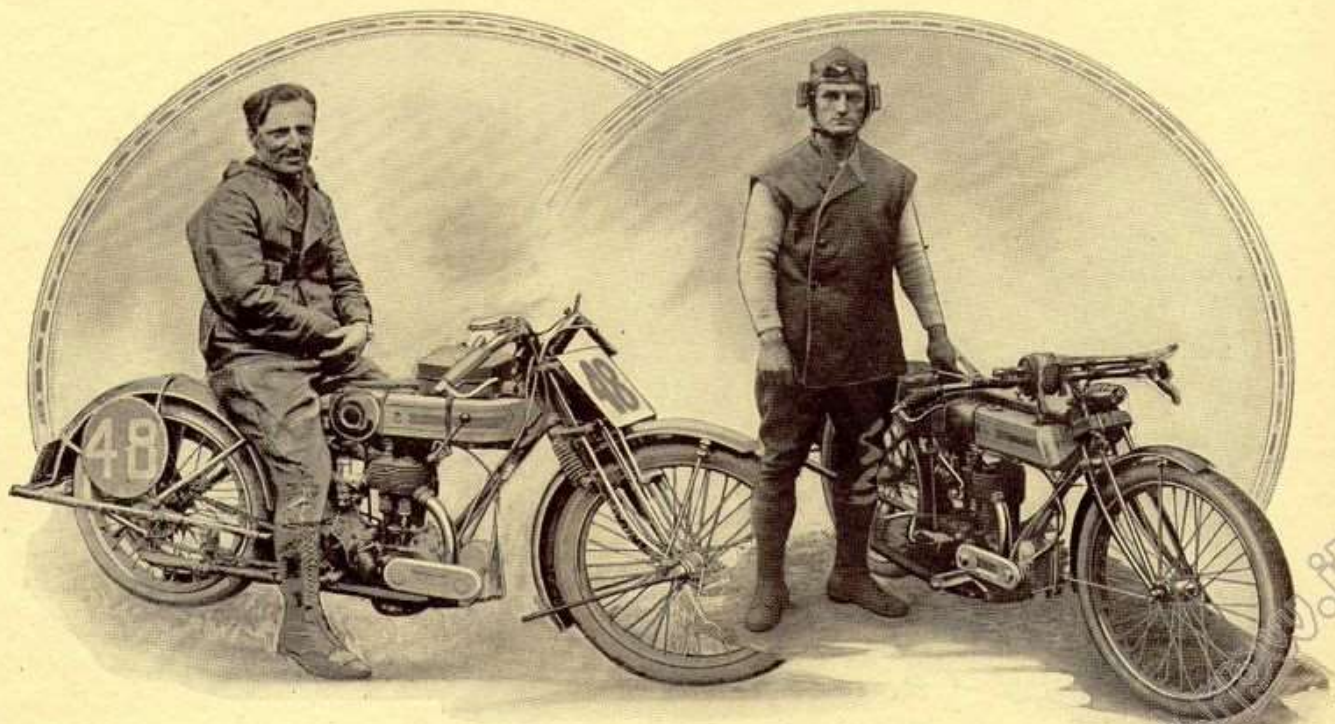
Spare Parts. Spare Parts recommended to be carried: Sparking plug, exhaust valve complete, belt fastener, belt punch, and, in addition for All-Chain Drive Models, a spare rear chain.

F. G. Edmond,

3½ h.p. Triumph, who in the 1921 T.T. Race beat all records for the course by completing his fourth lap in 40 mins. 8 secs.—a speed of nearly 57 m.p.h.

C. H. Young,

Winner of the South African T.T. Race, 1921, both Junior 500 c.c., and Intermediate 750 c.c. events. L. Cohen, on a similar machine, finished second in the 750 c.c. event.

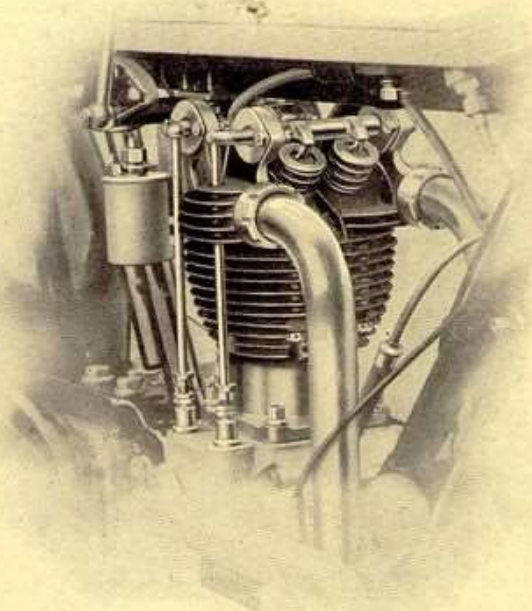


Salient Features of the Triumph 3½ h.p. O.H.V. Fast Roadster Model.

This exceptional machine, unique in the matter of design, is offered to the public with every confidence. In pursuance of our invariable practice, we have subjected this machine to the most rigorous trials. Prolonged road and track tests have been undertaken and throughout all the trials the performance of this new model has been so consistently good that we have no hesitation in offering it as an extremely fast and sporting mount, possessing that inherent reliability which has distinguished Triumph productions for so many years past.

The engine, which displays considerable originality and incorporates several important patents, has been designed in conjunction with Mr. Ricardo, the well-known engineer.

The primary aim has been to obtain an engine which will maintain its full power at high speed revolutions. Experiments undertaken clearly prove that this object has been attained, as at astonishingly high revs. the power curve does not show any tendency to fall or even flatten out.



Triumph 3½ h.p. O.H.V. Engine, showing Valve arrangement and Ball Bearing Rocker Arms.

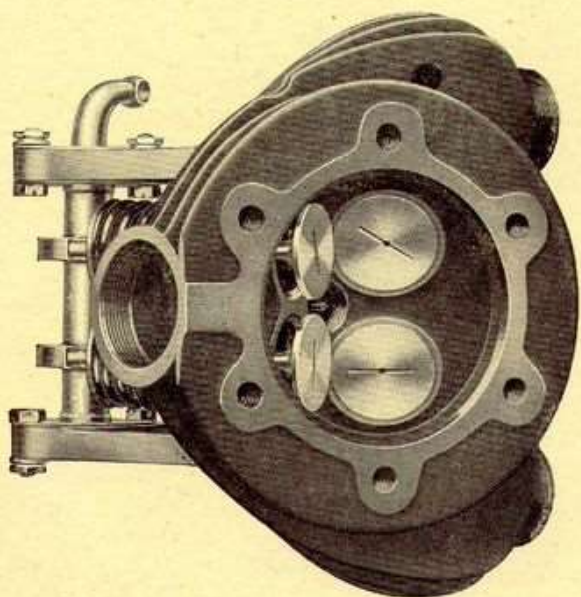
The chief distinguishing feature of this machine are the four valves and valve operating mechanism. Two inlet and two exhaust valves are placed in the cylinder head and are actuated by overhead rockers, which are carried in dust-proof ball bearings. The inlet valves are "masked," that is to say, the seatings are slightly recessed in the

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**Salient Features
of the
Triumph 3½ h.p. O.H.V.
Fast Roadster Model**
(continued).

cylinder head. This means that the first portion of the opening and the last portion of the closing are practically ineffective. The cams are specially formed, so that the valves are gently started and gently seated, though the effective opening is sharp in each case. This serves the dual purpose of keeping the valve mechanism particularly quiet, and also permits a full charge to enter the cylinder. The cylinder head is detachable and provides a perfectly true spherical combustion space and permits free movement of the incoming and exhaust gases. Both the cylinder and cylinder head are of cast iron. The sparking plug is placed centrally in the head. The timing gear is located in an extension of the crankcase and the motion from the cams is conveyed to the overhead rockers by long ball-socketed push rods.

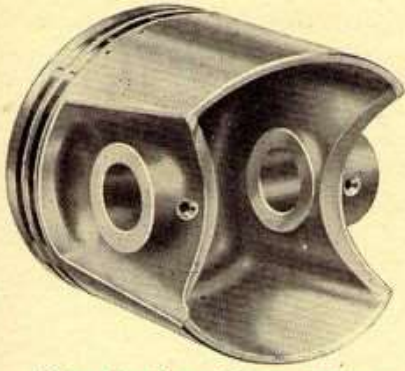
A light Ricardo aluminium slipper piston is used. The connecting rod of "H" section is carried on Triumph standard double roller bearings, and the hollow gudgeon pin is allowed to float in the piston bosses and little end, the latter being bushed with phosphor bronze.



Detachable Head of the Triumph 3½ h.p. O.H.V. Engine, showing Inlet Valves raised.

The Triumph well-tried Three-Speed Gear, Multiple Plate Clutch and Shock Absorber are embodied, and the drive throughout is by chain, the front chain being enclosed in an oil-tight aluminium casing. This unit is fully described in the earlier pages of this catalogue, together with the other special features which make up the equipment of this attractive mount.

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Ricardo Aluminium Slipper Piston.

Dunlop Magnum 26×3 in. tyres are fitted.

We do not recommend the fitting of a sidecar to this model under any circumstances, as it has been designed strictly as a fast solo mount.

A complete specification will be found on page 8

“1921 in Retrospect.”

“For the first time in history a four-valve ‘single’ holds the much coveted and, consequently, the much broken, 500 c.c. Hour Record, F. B. Halford, on an O.H.V. Triumph, being the successful rider.”

The Motor Cycle, January 5th, 1922.

In breaking this record (November 24th, 1921), Major F. B. Halford, on the famous 3½ h.p. O.H.V. Triumph covered the remarkable distance of 76 miles 1,301 yards at a speed of 76.74 m.p.h. On the same day he broke the

50 Miles World's Record (Standing),
Time, 38 mins. 49.4 secs. Speed, 77.27 m.p.h.,

and a few days earlier, on November 17th, Major Halford, on the same machine, broke the

1 Mile World's Record (Flying),
Time, 42.9 secs. Speed, 83.91 m.p.h.,

and the

1 Mile British Record (Flying),
Time, 41 secs. Speed, 87.8 m.p.h.

These Records are all subject to A.C.U. and F.I.C.M. confirmation.

T.T. Race, 1921.

“Edmond on a Triumph was very unfortunate. He led in the second lap, but his petrol pipe broke in the third. After repairs, he rode the fourth lap in 40 mins. 8 secs., a ‘record’ speed of nearly 57 m.p.h., and in the last round, when occupying second place and gaining on the leader, his oil tank burst; yet he finished seventh.”

The Times.

T.T. Race, 1921.

“Meanwhile a great ride and a great fight against trivial adversity was being made by F. Edmond on a Triumph, with a wonderful circuit when the mist was at its worst. This rider gained the lead, which he held for two laps. His petrol pipe broke and he lost valuable time, but, nothing daunted, he rode at a terrific speed in an endeavour to overhaul those ahead of him. He succeeded in the fourth lap in beating all records for the course in 40 min. 8 secs., representing nearly 57 m.p.h.”

Daily Telegraph.

T.T. Race, 1921.

“The honour of accomplishing the fastest lap fell to Fred G. Edmond, who was mounted on one of the new 500 c.c. Triumph machines. . . . It was in the fourth lap that he set up a new record of 40 mins. 8 secs., equal to a speed of 56.4 m.p.h. The previous lap, according to Edmond, would have been faster still, for he was delayed for over six minutes replacing a broken petrol pipe near Sulby Bridge.”

The Motor Cycle.

Constructional Details of the Junior Triumph 2½ h.p. Two-Stroke.

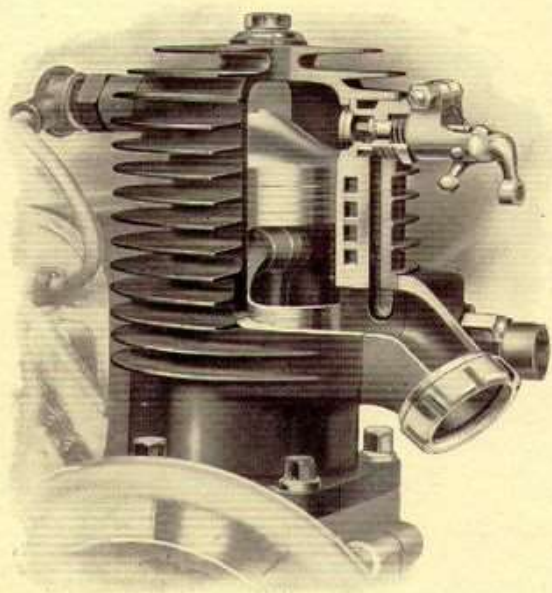
The Junior Triumph engine is intended solely for light work, the size being too small for heavy duty and long distance touring.

As a runabout and for town use the two-stroke engine of small capacity is eminently suitable, and briefly its advantages may be summarised under the following headings:—

1. Its ability to develop more power for its weight than the four-stroke engine.
2. Its simplicity on account of the absence of valves and timing mechanism.
3. Its splendid torque or even turning movement—one power stroke is obtained from every revolution of the flywheel.

The Triumph lightweight engine is a power plant in miniature. The bore and stroke are 64 × 70 m/m, capacity 225 c.c., rated at 2½ h.p. It is made throughout in the Triumph Works.

The design is of the simplest description. There are but three working parts, all of which are of robust design. The inlet, exhaust and transfer ports are very carefully arranged. The connecting rod is of modified "H" section and made of special heat-treated high quality steel. This is bushed at both ends with phosphor bronze. The flywheel placed outside the crankcase is supported on two serviceable bearings.



**Junior Triumph Two-Stroke Engine
(in section).**

The piston is a light casting, cast in a special grade of cast iron, and is fitted with three rings, the deflector at the top assist-

the free movement of the inlet and exhaust gases and tends to economical running.

Crankcase compression is used and lubrication is by the "Petrol" system. This is automatic. Oil is mixed with the petrol in correct proportions, so that every charge of gas drawn into the crankcase from the carburetter contains a proportion of lubricating oil. This oil separates under the compression of the crankcase and in the form of oil vapour is thrown on to the bearings and cylinder wall.

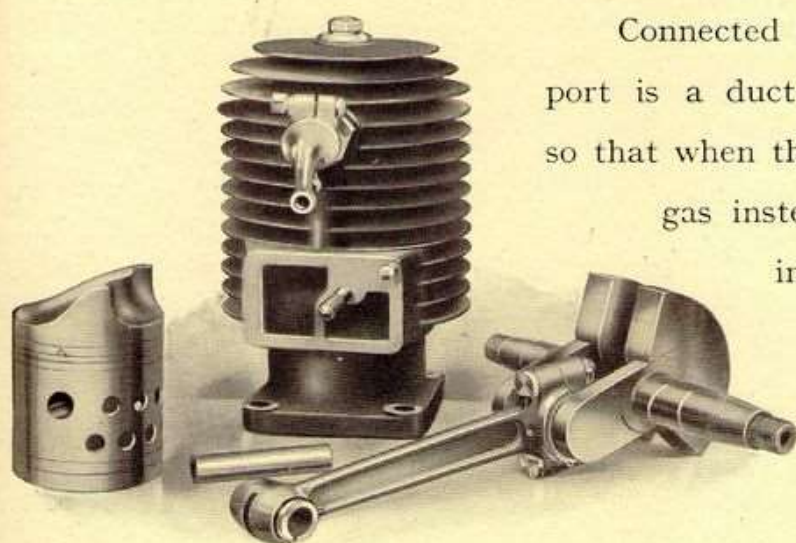
This method of lubrication has proved highly satisfactory. It eliminates intricate mechanical devices and the rider is assured that an adequate supply of oil reaches the engine.

An oil measure is supplied, this is integral with the petrol filler cap.

Correct proportions are four measures of oil to one gallon of petrol.

A reserve oil reservoir is in the front of the tank.

The compression release valve is operated from an inverted lever on the handlebar. This serves a similar purpose as the exhaust lifter on a four-stroke engine.



Junior Triumph Engine dismantled.

Connected with the valve and the exhaust port is a duct cast integral with the cylinder so that when the valve is operated the released gas instead of being discharged directly into the atmosphere is released into the duct and passes direct to the exhaust pipe and so minimises the hissing noise which is so objectionable with many two-stroke engines.

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Triumph Two-Speed Countershaft Gear.

The Triumph Two-Speed Countershaft Gear is bolted directly on to the engine case, and lies snugly in the cradle formed by the frame. To make the handling of the machine as easy as possible, the gear control is mounted on the handlebar, so that when changing up or down there is no need to release the grips. An ordinary carburetter lever is used for this purpose.

This gear is made throughout in the Triumph Works, and the utmost precision is exercised in the manufacture.

The drive from the engine to countershaft is taken by chain. This is protected by a detachable aluminium case, which is easily removed for inspection purposes. The final drive is by belt.

The frame, which is not only extremely strong, but of a most attractive outline, has been registered under No. 626552. The member from the base of the steering head to saddle is a single tube forming at the lowest point a strong cradle for housing the engine and gear box. Only the finest quality weldless steel tubing is used.

The height of the saddle from the ground is $28\frac{1}{2}$ in. and the weight and balance are such that by standing astride the machine and gripping the ends of the bar the machine can be lifted quite easily off the ground.

The equipment is very complete. A light carrier is fitted, to the sides of which tool bags are suitably attached.

The top of the frame is neatly recessed into the tank, which is cylindrical, and all control wires are taken through the forepart of this which thus dispenses with clips.



Junior Triumph, showing Oil Measure in use.

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Appreciations

BILTON,
HARROGATE.

May 21st, 1921.

DEAR SIRS,

It is with great pleasure I write to inform you that I have just completed 100,000 miles on my Triumph I bought from you in October, 1910, and of this total mileage 20,000 miles have been done with sidecar attached.

I think this is something to be proud of and amongst my trips I have circled Great Britain, not once but many times, in addition to 24 return trips from Harrogate to Aberdare, South Wales.

Of course I do all my repairs, which is a great help and saves a great deal of expense. Last Saturday I made a clean ascent of Buttertubs Pass—the one observed Hill in the recent London-Edinburgh Trial.

(Signed) J. J. FALLOW.

* * * *

GLASBURY,
HEREFORD.

August 25th, 1921.

GENTLEMEN,

Although the acknowledgement of testimonial letters is doubtless part of your office routine, I believe that the expression of gratitude is a moral obligation, that is why I am writing an appreciation of my Triumph Combination.

In my opinion your 4 h.p. All-Chain Drive machine is one of the most notable achievements of British Engineering. I have a varied experience of Cars and Motor Cycles, but I have never discovered any other engine that carried out its functions with such absolute dependability in all circumstances.

These hackneyed phrases convey only a small measure of my satisfaction. There is something about a well bred and well disciplined motor which (like many other fine things) eludes description, and which can only be understood through experience on the road. My own experience has been extremely happy. From the day I took over the machine at your Works, I have had no occasion to touch the engine.

Under favourable conditions my petrol consumption, with passenger, works out at 80 m.p.g., and this with your standard jet. Without going into details let me say there is no part of the machine which does not fulfil its purpose in the most faultless manner.

The most confident purchaser of the most renowned engine must feel a slight trepidation in taking over a new mount. My own fears on this occasion were dispelled within a mile of Coventry, for I realized that I was astride a machine that would never give me trouble unless I asked for it. It was my first long run with a sidecar, but the "Triumph" ran like a thing endowed with instinct.

(Signed) C. E. VULLIAMY, Capt., F.R.G.S.

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MIDDLESEX.

September 5th, 1921.

DEAR SIRS,

I cannot put into words the great respect I have for your wonderful 4 h.p. Triumph.

I have just completed a tour of 1,273 miles in Switzerland, and in all my machine has to its credit 23,287 miles.

The biggest hill I encountered was 11 miles long, and, in spite of the very large mudguard fitted, the engine showed not the slightest sign of overheating. I was compelled to negotiate this hill in second, but maintained a speed of 15 to 17 m.p.h.

(Signed) J. B. F

www.worlfit

Appreciations *continued.*

FINSBURY PARK, N.4.

DEAR SIRS,

I think it is about time I let you know my appreciation of the Triumph, and I am sure you will agree with me that I should be able to write respecting the reliability of your machines.

I was a Dispatch Rider in France, 1914-1919, and was riding a Triumph from 1915 until I was demobilised in 1919, covering thousands of miles.

To-day I am the fortunate owner of a Triumph and during the whole of my experience I do not know what trouble means. As a matter of fact my complete tool-kit, whether I go 10 miles or a 100, is a small adjustable spanner and a puncture outfit.

I have advised several of my friends to purchase Triumphs, not charging them anything for the "Secret" of a no-trouble machine.

(Signed) C. M. WISDEN-LUFF.

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MANNINGHAM,

BRADFORD.

August 15th, 1921.

DEAR SIRS,

You will be pleased to know my Triumph Combination purchased from you in July, 1920, is giving the utmost satisfaction.

It has been simply invaluable to me, a Commercial Traveller.

I do all my journeys on the machine, and have ridden 12,000 miles during the last thirteen months, rain or shine, snow or blow I go, and it has never failed to get me to my destination and back home. If this is not a fair test of reliability and efficiency then I do not know what is, as I am compelled to visit districts where bad roads and hills abound.

A little while ago and during a very heavy rain storm I was warned by a gentleman not to attempt a particularly bad hill in Halifax district considering the bad state of the road and weather. However, I went and had got half-way up when I stopped to pick up a fellow Commercial and his load of samples, in all about 14 stones weight. Needless to say I got to the top all right, to the delight of myself and friend.

(Signed) G. NEWSOME.

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GISBOROUGH,

YORKS.

October 1st, 1921.

DEAR SIRS

I should like to add one more to the long list of testimonials you already possess.

My friend and self (both ladies) have just returned from a month's tour with a Triumph machine and sidecar.

We travelled around England, "doing" the Lakes, London, and the East Coast, then back again to our own Yorkshire Moors.

During our tour we covered between 1,000 and 2,000 miles. We got 70-80 m.p.g.

We have made several holidays with our outfit, always well loaded with luggage, have encountered several test hills, but never any trouble. We simply plan our tours—on a Triumph the gradients don't matter.

(Signed) (Miss) K. A. HARDIMAN

Appreciations *continued.*

LEEDS.

DEAR SIRS,

June 17th, 1921.

On Wednesday night last I came from Ilkley on a Junior Triumph. This machine is doing its third season and has not cost me a penny in either repairs or replacements.

Two-thirds of the way up Oxley Chevin I overtook a friend with a 4 h.p. combination, sidecar full of coal, broken down, the man weighs 12 stones. I offered to try to tow him to Dyneley if he would run alongside, I looked a few minutes later to find him riding. At Dyneley the "Junior" was going so well that I decided to carry on and towed the outfit and owner to Leeds.

For an old 2½ h.p. machine I consider this an achievement, especially considering that it had not been decarbonized for 800 miles. The man I towed has offered to witness that this statement is absolutely accurate.

(Signed) H. W. WALKER.

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LONDON, E.C.

DEAR SIRS,

May 19th, 1921.

This is just to advise you that I rode a 4 h.p. Triumph in the London-Edinburgh Trial. I had entered with another machine, but going to the start I was hit by a lorry and immediately rushed home for my old Army Triumph.

Nothing was tightened up for this run and from start to finish I had no occasion to use a tool of any description.

(Signed) J. R. WATKINS, JUNR.

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HULL.

DEAR SIRS,

April 20th, 1921.

During the War, as an Officer in the R.E.'s, I had considerable experience of the "Trusty Triumph," covering 60,000 miles without one involuntary stop. Considering what the roads were like, this is a remarkable performance and I am convinced there is not a better Motor Cycle than the Triumph.

I may say that roughly, 55,000 miles were covered on one machine, a 1916 model I managed to get hold of new. When demobilised I tried, unsuccessfully, to purchase it, handing it into Stores was like parting with a tried and trusted friend—the old bus was running as well as ever.

(Signed) G. A. WILLIAMSON. Capt.

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SALISBURY, WILTS.

DEAR SIRS,

July 10th, 1921.

Having seen several accounts in *The Motor Cycle* of the journeys taken on motor cycles and free from trouble experiences, I cannot resist giving my appreciation of your most reliable mount.

I bought it in November, 1919, and have used it daily for my business, averaging about 20 miles per day with week-end travelling added. I have been trouble free on every journey, never on any occasion have I had a mechanical stop. My wife and self, with the usual luggage piled behind the sidecar, started from Salisbury on May 29th, for Edinburgh, reaching there on the evening of the 30th, without the slightest trouble or adjustment during the run of 447 miles. We made the return journey with the same result and in the same time—just 1,000 miles without touching a tool and this after constant riding in all weathers for the last two years.

With the Triumph you have all the pleasure of the pastime without the haunting fear that something is going to happen, so common to most motor cyclists I meet.

Yours faithfully,

(Signed) A. BENNETT

www.rpww.it

Appreciations *continued.*

CLAPHAM JUNCTION, S.W.1.

June 21st, 1921

DEAR SIRS

I have just returned from a tour on the Triumph I purchased new last Christmas. Its good behaviour under severe conditions surprised me and I had no occasion to open the tool bag.

As for speed, 35 to 40 m.p.h. was quite easy. This it could keep up for any length of time and showed no sign of overheating. It was responsive to the slightest movement of the throttle.

The roads round the West Coast of Scotland, Skye and the Island of Lewis are beyond description, but it was very seldom I had to come down from top and many of the gradients in Skye are 1 in 4. I believe this is the first time London to Butt of Lewis and back has been done on a Motor Cycle.

Yours faithfully,

(Signed) JOHN McLEOD.

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UPPER COLWALL,

MALVERN.

August 5th, 1921.

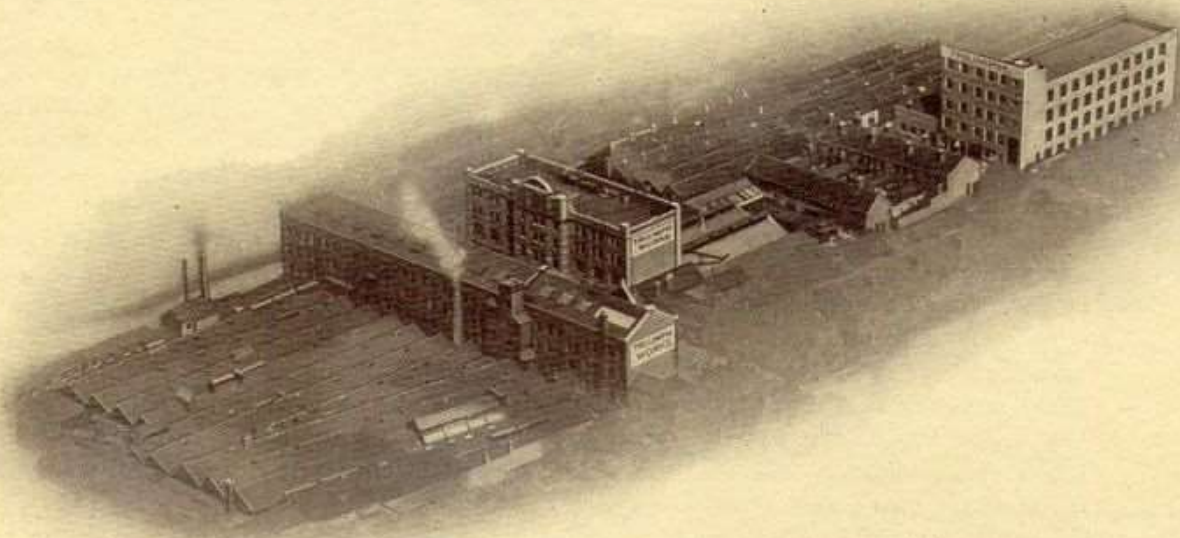
DEAR SIRS,

Thinking that you might be interested to hear about a 1907 Triumph, of which I am owner, I am writing to let you know I recently rode to Edinburgh from Cambridge in two days, toured the Trossacks and returned from Edinburgh to Cambridge also in two days never riding more than 8 hours a day.

Although without variable gears and free engine the machine performed wonders in hill-climbing, with gear ratio of 5 to 1, and I never had the slightest trouble with the engine in any way. Although this is nothing out of the way for a modern Triumph, yet I feel that it is splendid testimony to the quality of your machines even if they are 14 years old.

Yours faithfully,

(Signed) A. G. PEARCE HIGGINS.



Aerial Photograph of the Triumph Works, Coventry.

www.rpw.it

