

TRIUMPH *Terrier* REALLY THAT GOOD?

By Bob Schanz, editor

engine. Overhead valves are pushrod operated with the rockers being housed in rockerboxes cast integrally with the aluminum alloy cylinder head. The induction manifold is also cast as a part of the head. The barrel is cast iron, with no sleeve, and is painted to match the alloy head and polished cases. A dry sump lubrication system is employed with the oil supply cached in the under-seat, right side, two and a half pint tank. This oil tank is built as a combined unit with the aircleaner, battery and toolbox housing similar to the underseat nacelle on the Tiger 110.

A special A.C. lighting and ignition system with a single alternator mounted on the drive side of the crankshaft is fitted. The rectifier is located under the seat and the coil is attached to the leading edge of the rear mudguard. The carburetor is an Amal instrument and, although it has an extremely small bore, it does its job surprisingly well. The frame is a light and sturdy affair with a single down tube and has coil spring plunger units at the rear. Telescopic forks, topped by a scaled-down version of the familiar Triumph nacelle, suspend the front wheel.

Continental manufacturers frequently point with justifiable pride to the neutral indicators on the instrument panels of their machines. Here, the little Terrier does them one better. Situated in the center of the headlamp

nacelle is a gear indicator that not only points to neutral when that position is selected but also indicates whatever gear happens to be engaged at any given time. It is cable operated from the gearbox and is quite foolproof.

Another welcome feature, something that I believe should be standard on all battery ignition machines, is the emergency starting position on the ignition switch that cuts in another circuit which enables the engine to be started on a dead battery. Although no battery trouble was experienced during the test, I did start the machine on several occasions with the emergency switch. A word of caution: once the engine is started, it is wise to turn the switch to the normal ignition circuit immediately.

The low overall weight of the Terrier, 175 pounds, and its immediate response to the slightest turn of the throttle made it a genuine pleasure to ride in crowded city traffic. The clutch, gear shift, brake and throttle controls were all very easy to operate and no adjustments to them were required during the time the bike was in my possession. However, it was necessary to replace the throttle cable when it became frayed and finally broke. This woven wire cable is of too fine a grade for the abuse it must take in this most used control on the motorcycle. A replacement of a heavier cable is recommend-

ed. As previously stated, the others are okay as is.

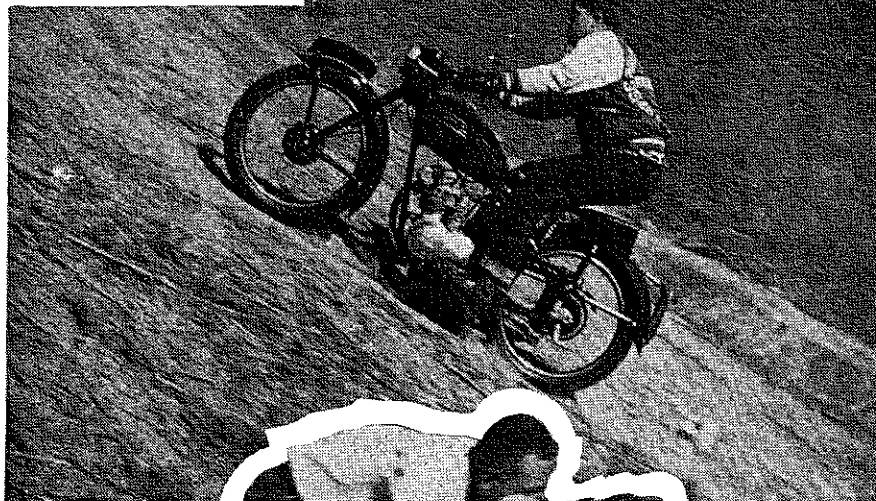
On the highway, this lightweight provides a new thrill. Never before have I ever experienced such a sensation of speed and acceleration at wide throttle openings with a machine of so small a cylinder capacity. Highway cruising at 55 and 60 miles per hour was seemingly effortless. No trace of engine strain could be detected while running so near the top speed mark. The most impressive of all the Terrier's performances was its ability to rapidly accelerate from 50 mph in top cog. At that road speed the corresponding engine speed is approximately 5,000 rpm and anywhere above that figure the rider can feel the stock cams "come in" and push much harder while winding up to over 6,000. To my mind, this is the most favorable characteristic of this engine.

Since many of these lightweight Triumphs are already competing successfully in hare and hounds and scrambles (with various engine and chassis modifications, of course) we decided to take our stock test model out for a Sunday of cow trailing in the hills near East Los Angeles and Monterey Park. We were anticipating a question that many readers would ask. "How does a Terrier perform in the dirt with stock tires and full road

(Continued on next page)

ROAD TEST: 150cc. Triumph Terrier

Hill climbing on grades like this took all the poop the Terrier could muster. Jim Phillips puts the "pup" through its paces on a steep one.



"Speedy Pete" Colman curls up on tank of the flashy lightweight for a better than 65 mph ride.

The positive feeling of the rider being the machine's master at all times is imparted by the Terrier. There were no unexpected reactions.



What about
this one-fifty
overhead...

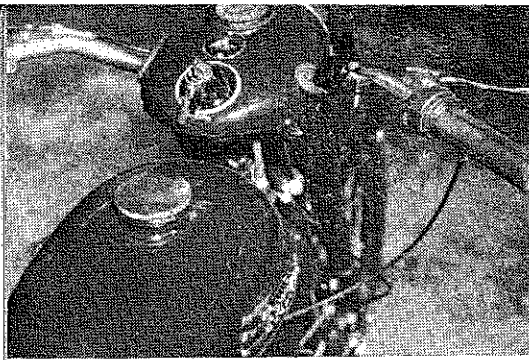
... I S T H E

IT'S HARD TO SAY what market the Triumph Terrier is aimed at. When it was first announced over a year ago, it was general knowledge that this was a utility machine for every day transportation. Nothing sensational in sporting performance was even hinted at. Here was a machine, we were told, that would give light machine economy and maneuverability with performance, comfort and general features that would rival larger capacity motorcycles.

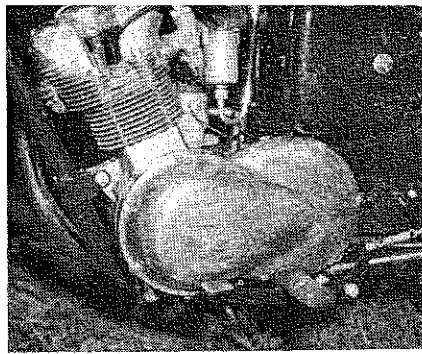
However, now that the CYCLE road test of this model is completed, many of its unheralded capabilities have been brought to light. In addition to being an ideal mount for running errands about town, this remarkable overhead valve, 150 cc. machine is positively delightful to ride in the rough. The Terrier is every inch a sportsman's bike.

The test machine was furnished by Johnson Motors, western distributors of the Triumph and Ariel lines. Having ridden the prototype, the show model sent to the U.S. a year ago, I needed no checking out on this one before firing it up and riding away. It was absolutely stock and the only accessory evident was a pillion seat that was installed at my request.

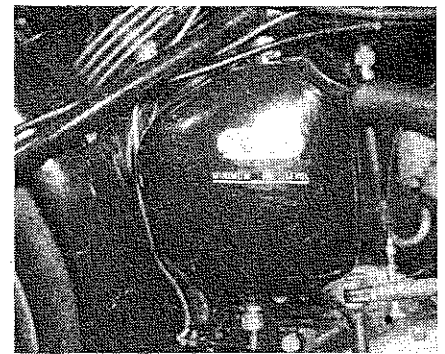
The Terrier is unlike any other cycle built by Triumph in recent years. It is a single cylinder machine with a four-speed gearbox built in unit with the



Control layout on Terrier is simple and handy. Nacelle contains speedo, light and ignition switch and gear indicator. There is no ammeter on the model.



Polished, cast aluminum primary case houses AC alternator (on engine shaft) and the clutch. Rubber vane-type engine shock absorber is in clutch housing.



Rectifier for AC electrical system is located under saddle, just above oil tank. Note air intake hose from carburetor running to filter next to the oil tank.

(Continued from preceding page)

equipment?" Naturally, with a few modifications, it would have done much better. But, the fact remains that this test bike climbed hills Thunderbirds had difficulty topping! I'm not going to go overboard and say that an overload of horsepower is responsible for such fabulous performance because that is not the case. This bike climbs hills, even with stock gearing and tires, because it is so remarkably easy to handle on the way up and when

you do run out of power it's a heck of a lot easier to boot its 175 pounds over the last few feet to the crest than it would be to try playing footsie on a hilltop with a 400 pound twin. With a 58 tooth rear sprocket, a 3.00 x 19 knobby and a dose of alky, this one-fifty would darn near scam up the side of the L. A. city hall. That may sound a little far fetched but the machine does have an interesting competition potential.

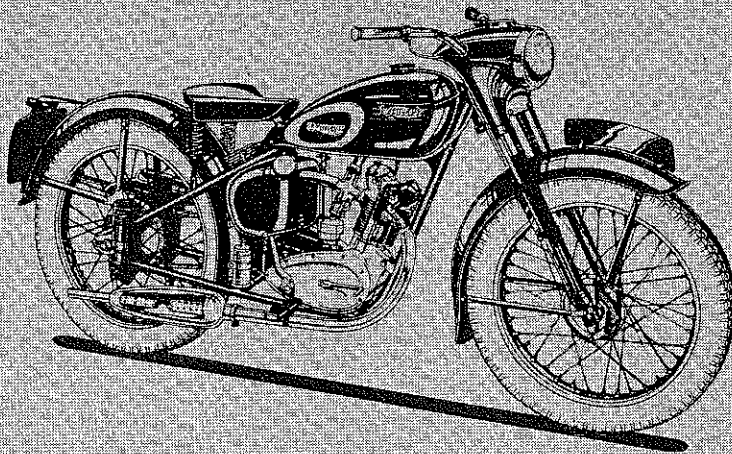
One member of this particular cow

trailing group, Jimmy Phillips, had this to say about the competition possibilities of the Terrier after watching several average riders get off larger twins and climb higher and easier on the test bike: "The average rider would be far better off riding a Terrier in this type of dirt competition for several reasons." He then went on to enumerate, "It is easier to ride than the larger bikes. It is much less expensive to maintain. It is much easier to push, pull and carry

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CYCLE

Performance Summary



150 cc. Triumph Terrier

MAXIMUM SPEEDS	
1st gear	26 mph
2nd gear	41 mph
3rd gear	57 mph
4th gear	68.44

ACCELERATION	
1/10 mile drag	11.17 sec.
1/2 mile drag	19.88 sec.

BRAKES— STOPPING DISTANCES	
Front brake only	23' 7"
Rear brake only	30' 9"
Both brakes	16' 4"

SLOW RUNNING	
High gear without chain snatch	18 mph

GASOLINE MILEAGE	
Overall average	84 mpg

SPECIFICATIONS

Engine: High efficiency 149.3 cc. overhead valve single with die case alloy cylinder head. Inclined large diameter valves, pushrod operated, totally enclosed and positively lubricated. 8 horsepower. 57 x 58.5 mm. bore and stroke.

Transmission: Four-speed with heavy duty gears and shafts. Built in unit with the engine. Positive stop foot-change. Multiplate clutch incorporating effective vane-type shock absorber.

Frame and Forks: Entirely new Triumph design. Loop type tubular main frame, strong and light. Triumph pattern telescopic forks with long supple springs.

Electrical Equipment: A.C. lighting-ignition system with single alternator mounted on the crankshaft. Includes "emergency start" circuit for use in the event of battery failure. Large diameter headlamp giving a powerful driving light. Special mainshaft 6 volt, 40 watt alternator provides rectified current and maintains charge to 10 amp battery.

Wheels and Tires: Dunlop 2.75 x 19. on front and rear chrome plated heavy duty wheels. Rim centers are painted to match the finish of the machine. Spokes are cadmium plated.

Brakes: Approximately 5 1/2 inch diameter brake drums on both wheels.

Dimensions: Wheelbase 49 inches, overall length 77 1/2 inches, width 25 inches, ground clearance 5 inches, saddle height 28 1/4 inches, weight 175 pounds.

Finish: Amaranth red, chromium and polished aluminum trim.

Manufacturer: Triumph Engineering Co., Ltd., Meriden Works, Allesley, Coventry, England.

Price: \$449.00 f.o.b. Pasadena, Calif. or Baltimore, Md. There is no set up charge on this model.

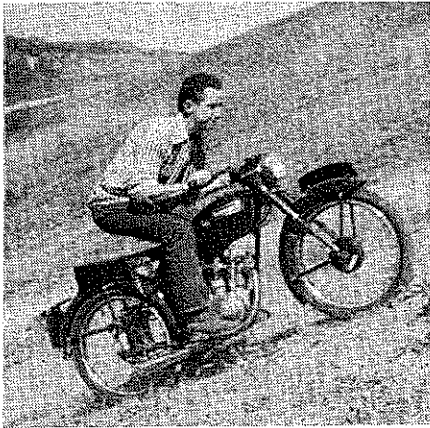
U.S. Distributors: West, Johnson Motors, Inc., 267 W. Colorado St., Pasadena, Calif. East, The Triumph Corporation, Towson, Baltimore 4, Md.

TERRIER ROAD TEST

(Continued from page 16)

and if trophies are the goal, there are plenty in this class." It sounds reasonable and I concur.

As further proof of its possibilities, a TT race was in order. There just happened to be a short TT type track located in these hills and we just happened to come upon it. Here we had a lot more fun with the little job and still had not done any damage to it and, from the workout it was getting on this particular day, that was amazing in itself. Running full bore around this



Even with stock rubber the Terrier pulled well on hills like this. The tires are 2.75 x 19 Dunlops.

track in second and third gears it managed to keep up with a couple of competition two-hundreds but its stock gearing kept it from turning in any really amazing performances here. But now I was satisfied with the Terrier's durability, power and handling ease, so we called it a day and headed for the gun rack to remove the day's dirt.

As the little bike was pulled back on the center stand just prior to washing it, another imperfection reared its ugly little head. From what little use this center stand had so far, it collapsed. The right leg was completely severed. I had noticed that the stand was bending further forward each time it was used but hardly expected it to break in two. The metal from which the stands were made was too soft, even for the light weight of the Terrier. I say "was" because this fault was caught early and has been corrected in subsequent models. Stands delivered on the first Terriers are being replaced with the later, sturdier models. Otherwise nothing else broke or shook loose from the test cycle except the throttle cable mentioned earlier. No clutch adjustment was required during the test even though plenty of high rev. slipping was done in the hills.

For the top speed, acceleration and braking tests we again went to our deserted stretch of macadam with Frank Christian and his errorless clocks. In seven runs through the electrically timed tenth of a mile trap the top speeds did not vary more than three miles per hour. The first run was timed

at 65.45 mph and subsequent runs were clocked at various fractions of 66, 67 and 68 with the highest being registered at 68.44 mph. Although these runs were consistent and the speedometer readings varied little from the actual speed (reading was 70 mph at an actual 68.44), this was not as high as speeds turned earlier in the test on the highway. The needle of the test bike's speedo has turned as far around as the "mph" marking on the bottom of the dial which would figure to about an actual 75 mph. A slight headwind on the strip on the day of our speed tests was probably responsible for the slower times. But they can't really be called slow. Sixty-eight mph on any one-fifty is almost impossible to beat.

Dragging the tenth and quarter-mile distances was more in proportion to the displacement of the engine. It is plenty fast enough to cope with ordinary traffic and will more than hold its own with other machines in its class, but 11.17 seconds over the 1/10 mile, naturally, won't win any trophies. 19.88 seconds are required for the standing quarter-mile and none of the drag times varied more than a half-second so we concluded that slightly under 20 seconds is the best any stock Terrier will do in the quarter-mile drag.

Brakes, considering the drums are only 5½ inches in diameter, are excellent. From a steady 25 on the speedo, a complete stop can be effected in only 16 feet, 4 inches. The rear wheel brake, applied alone, required 30 feet, 9 inches. With the front only, the stopping distance was 23 feet, 7 inches. As the stopping distances indicate, the safety factor build into this machine is tremendous.

Add to this fine performance, gasoline economy of 84 miles per gallon and a base selling price of \$449.00 and it is easy to see why this new Triumph single has become so popular in such a short time. And this is popularity that will continue to rise.

—Bob Schanz

CONTINENTAL REPORT

(Continued from page 17)

cc. 2-cycle engine and later increased to 250. This later version delivers 13 HP at 5,200 rpm on a 6.6 to 1 compression ratio. It is interesting to note that on this machine the entire power unit may be pulled out after the removal of only three bolts and the electrical connections. On this model, Zundapp has also closed up the space between the cylinder and the rear mudguard with a new type air cleaner enclosure. As the exhaust noises have been largely suppressed by new and larger mufflers, the intake noise was found to be objectionably high. A "five flutes" system through which the intake air is passed, reduces the air speed and calms the air in the 1260 cc. intake air silencer, thereby quieting it.

—George Glaser

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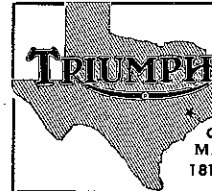
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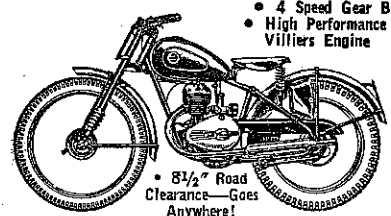
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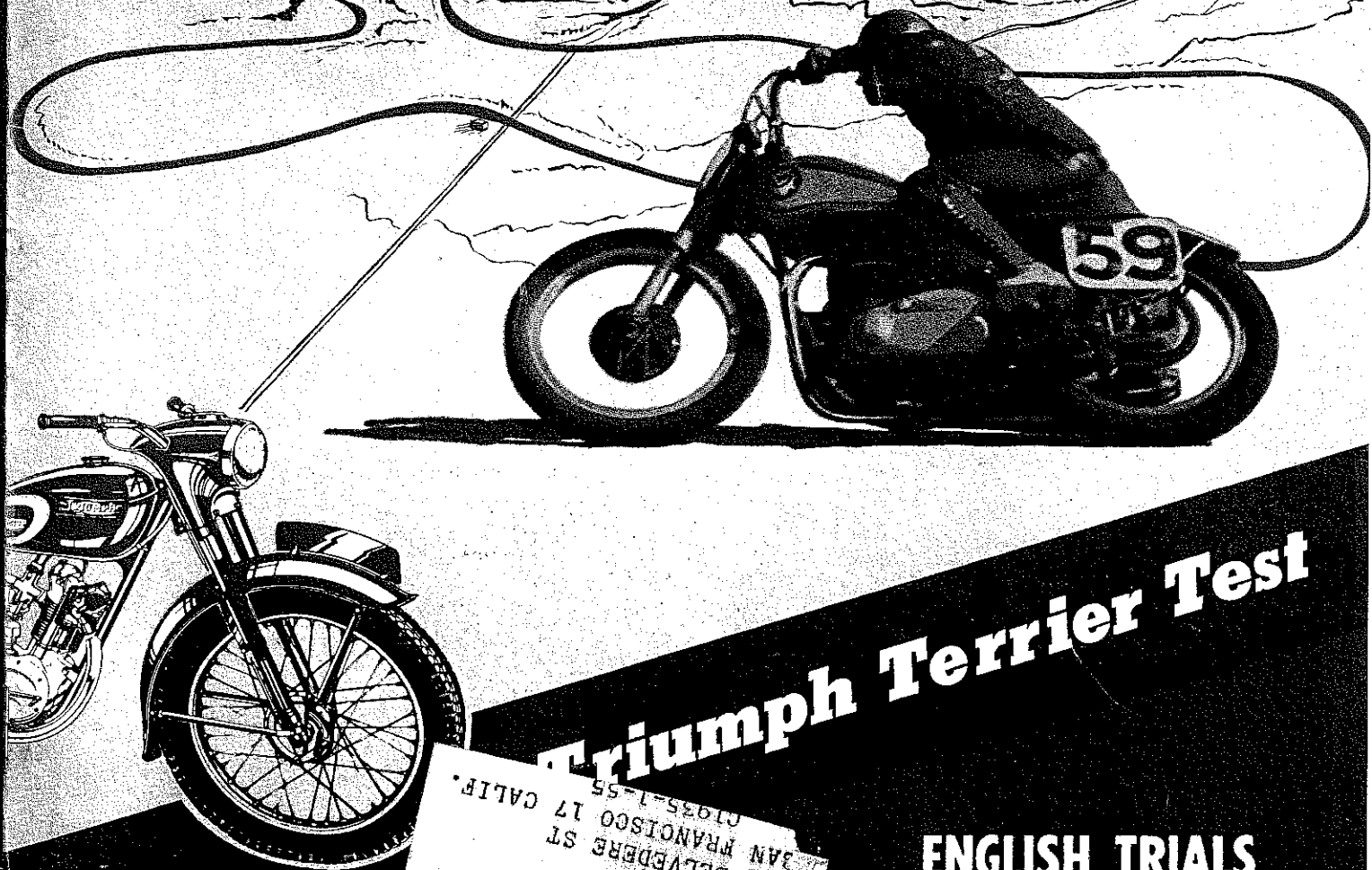
CYCLE

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Triumph Terrier Test

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