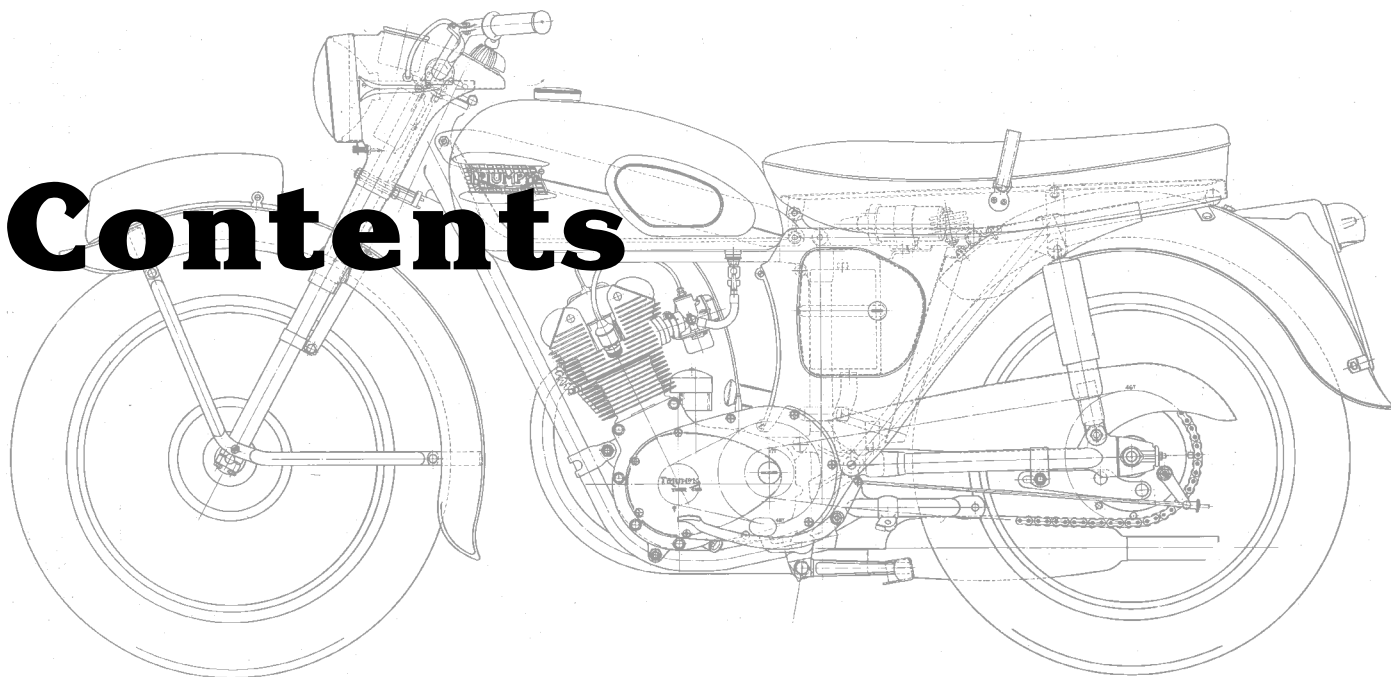


Contents



Foreword	4	Chapter 2 Methods and procedures	19
Acknowledgements	4	2.1 Financial year	19
About the Author	5	2.2 Acquisition of the machine serial number and model type	19
Chapter 1 The beginnings	9	2.3 Order of building on the track	20
1.1 Introduction	9	2.4 Frame and engine numbers described	20
1.2 The opposition	9	2.5 Location of frame and engine numbers	20
1.3 The Triumph 'Look'	9	2.6 Registration numbers	20
1.4 E.T.'s first thoughts	9	2.7 First production machine	21
1.5 Post-war austerity	10	2.8 'Year' number sequences	21
1.6 Initial designs	10	2.9 Numbers after 100013 summarized	21
1.7 Publicity	10	2.10 Numbering and model type anomalies. Gaps in number ranges	22
1.8 Design and styling	11	2.11 Different frame and engine numbers	22
1.9 Design features - policy and design criteria ..	11	2.12 Duplication of machine numbers	22
1.10 Design features - lubrication system	12	2.13 Differences in model type	22
1.11 Design features - sludge trap	12	2.14 Financial year & machine numbering. Clerical errors	23
1.12 Design features - timing side main bearing ..	12	2.15 Register of machines	23
1.13 Design features - primary chain tensioner	12	2.16 New season's colour schemes	23
1.14 Design features - cylinder head and barrel ...	13		
1.15 Design features - crankcase and oil seals	13	Chapter 3 Taking the plunge	26
1.16 Design features - flywheel assembly	13	3.1 Plunger suspension	26
1.17 Design features - transmission, valve gear, gear indicator, dimensions	13	3.2 Overall gearing	26
1.18 Design features - electrical system	14	3.3 The Tiger Cub introduced	28
1.19 Design features - cycle parts	14	3.4 Tiger Cub - first impressions	28
1.20 Prototype wouldn't start	14	3.5 Tiger Cub - delay in early sales	28
1.21 Prototype variation and production machines	14	3.6 Press road tests	28
1.22 Electrical system - Wipac and Lucas in pre-production machines	15	3.7 Problem areas - general	29
1.23 Electrical system - Lucas for production models. Alternator wire colours	15	3.8 Problem areas - lubrication and oil leaks	30
1.24 Electrical system - points location	16	3.9 Problem areas - excessive oil pressure	30
1.25 First showing	17	3.10 Problem areas - 'wet-sumping'	30
1.26 The competitors	17	3.11 Problem areas - clutch and primary drive	32
1.27 Assembly track	18	3.12 Problem areas - electrics	32
1.28 Delay after launch	18	3.13 Problem areas - rear suspension, centre stand, frame, cables, rear chain	33
1.29 The 'minimum amount of metal' policy	18	3.14 Problem areas - big ends and flywheel assemblies	33

3.15	Problem areas - troubles due to performance	34	6.7	The other Small Heath models	71
3.16	Problem areas - noise	35	6.8	New model? - the 'Tarbuk' Conversion	72
3.17	Problem areas - other	35	6.9	New model? - T20 Bantam 175	74
3.18	Problem areas - summary	35	6.10	Prototype - 'Pastoral Cub'	74
3.19	Total sales of the plunger models	36	6.11	Total sales from Small Heath	74
3.20	Fochj - 'The Italian job'	36			
Chapter 4 The Gaffer's Gallop		39	Chapter 7 Stateside		
4.1	The runners and riders	39	7.1	The American market	75
4.2	The route	39	7.2	USA machine specification	75
4.3	The performance	40	7.3	Triumph Corporation - 'TriCor'	75
4.4	The results	40	7.4	Johnson Motors - 'JoMo'	76
Chapter 5 Full swing at Meriden		43	7.5	Sales to the USA	76
5.1	Design changes - new swinging fork frame, steering lock	43	7.6	Early machines rationed	77
5.2	Design changes - hydraulic front fork	44	7.7	Export packing	77
5.3	Design changes - two-piece crankcase. Experimental paper oil filter	44	7.8	Announcement of the Tiger Cub in the USA	77
5.4	Design changes - general improvements	45	7.9	Dedicated USA models	77
5.5	Design changes - silencing	45	7.10	Colour schemes	78
5.6	Design changes - carburettor	46	7.11	After-market performance parts	78
5.7	Design changes - 'works' trials machines	47	7.12	Competition in the States	80
5.8	Design changes - petrol tank and badge type	48	7.13	Types of events in the USA	81
5.9	Design changes - side panels	49	7.14	Major Enduro successes	81
5.10	Design changes - large inlet valve	51	7.15	Cubs on 'Short-tracks'	82
5.11	Design changes - new crankcase and 'two-ball' mains. Revised oilways	51	7.16	Other events	84
5.12	Design changes - new crankcase with 'side points'	55	7.17	A world speed record	85
5.13	Design changes - twin switches, gear indicator move, new alternators	55	Chapter 8 The 'Bermuda Cub'		89
5.14	Design changes - cylinder barrel and head finning	55	8.1	Capacity and bore limits	89
5.15	Design changes - wheel and tyre sizes, brake drums and speedometer drive	55	8.2	Special model, numbers delivered	89
5.16	Design changes - pistons, cams and gearsets	56	8.3	Legislation from 1905 to 1947	89
5.17	New models - T20 & T20J	57	8.4	1946 legislation, definitions	90
5.18	New models - T20C and derivatives T20CA and T20CB	58	8.5	First demonstration. 1946 legislation, speed limit	90
5.19	New models - T20S	61	8.6	1949 legislation, pedals, engine power	91
5.20	New models - T20S derivatives - model types and specifications	62	8.7	1951 and 1953 legislation, no pedals, weight limits	91
5.21	New model - the origins of the Mountain Cub	64	8.8	1956 and 1973 legislation, capacity limited to 150cc	91
5.22	New models with Energy Transfer systems	66	8.9	Noise limit	91
5.23	Energy Transfer - operating principles	66	8.10	Legislation - summary	91
5.24	Prototype - the two-stroke twin	67	8.11	The first imports by Charles Young	91
5.25	Prototype - the overhead cam twin	68	8.12	Engine configuration - '150' and engine types	92
Chapter 6 Built at BSA		69	8.13	Engine configuration - barrel, pushrods and flywheel assembly	92
6.1	Move to Small Heath - reasons behind the decision	69	8.14	Cycle parts	92
6.2	Move to Small Heath - warranties and build quality	69	8.15	Sales - general	92
6.3	Machine numbering - different to Triumph	70	8.16	Bermuda today	92
6.4	New model - T20B Bantam Cub	70	Chapter 9 The Cub in competition		94
6.5	New model - T20B Super Cub	70	9.1	General	94
6.6	Bantam and Super Cubs - their undeserved unpopularity	71	9.2	1953	96
			9.3	1954	97
			9.4	1955	98
			9.5	1956	99
			9.6	1957	100
			9.7	1958	100
			9.8	1959	101
			9.9	Late-fifties and early sixties	102
			9.10	1960	102
			9.11	1961	102
			9.12	1962/3	104



Fig 3.4 Engine compartment detail from a very early 1954 T20. (The Mike Estall Photo Collection)

problems that should have been cured long before.

3.3 The Tiger Cub introduced

In late 1953 the Triumph range was extended with the introduction of a new model, the T20 'Tiger Cub' announced at the Earls Court Show in November of that year. The new model was billed as the sports or 'Tiger' version of the Terrier and, in common with the sports versions of the Speed Twin and Thunderbird (the Tiger 100 and Tiger 110), arrived resplendent in Shell Blue Sheen livery.

The Tiger Cub was much the same as the Terrier in



Fig 3.6a A late 1955 home market T20, viewed from above. Note the separate cable cut-outs in the nacelle - from no. 17258 onwards. (The Mike Estall Photo Collection)

many respects. It had a new flywheel assembly, cylinder barrel and piston with a bore and stroke of 63mm x 64mm, making 199.5cc. The new model had a plain big end from the outset. There was a new cylinder head, a larger Amal 332 carburettor, and one tooth had been added to the gearbox sprocket. A new 80mph black-faced speedometer was fitted and a different gear indicator medallion sat on the nacelle. There were larger section tyres and the mudguards had a central raised rib, whereas those for the Terrier were of plain section.

The Terrier had a saddle as standard but the Cub had a twinseat, each model having the other type as options. The Terrier sported a low level exhaust and the Cub a high level system but with a low level option.

The new T20 engine produced 25% more power than the T15 unit and the Cub was an immediate hit. Top speed went up by about eight or nine miles per hour with very little sacrificed by way of economy, and the acceleration of the Cub, particularly from a standing start, was quite outstanding for its class. In the new colour scheme, with those figures and at a cost of £117.12.0. (£117.60), the Cub was immediately in great demand.

3.4 Tiger Cub - first impressions

The initial response to the new model by the motorcycling press in November 1953 was enthusiastic. The ease of starting was admired and the gear indicator thought very useful. It was also reported to be very quiet and flexible, although a deaf ear must have been turned towards the silencer! The machine was reported to have shown an effortless sixty on the clock and it was said that the factory testers could get another ten on top of that. Acceleration and braking were excellent and handling reported as superb.

3.5 Tiger Cub - delay in early sales

Like the Terrier before it, there was a delay of several months between announcement of the new model and availability for sale; the first deliveries not occurring until March 1954. Whilst a few early machines went to UK customers, the first fifty or so were spread in pairs around the globe, to several European and African countries, Australia and New Zealand, the USA and Canada, Ceylon, South America, and so on. Clearly, the intention was to spread the good news far and wide and as soon as possible.

3.6 Press road tests

An entirely new carburettor by Amal, the 332, had been designed specifically for the Terrier, making a valuable contribution towards the good overall performance. Surprisingly, the Terrier never was road tested in this country but the Australian press reported over 100mpg average fuel consumption and a top speed of around 60mph, depending on conditions.

In the USA a June 1954 Terrier road test by *Cycle* magazine reported a top speed of just over 68mph into a slight headwind, gasoline consumption of 84mpg US, (equivalent to about 105mpg Imperial), and a standing

Triumph Tiger Cub Bible

Fig. 3.20a An example of a Terrier-engined Fochj motor cycle - from the timing side. (The Mike Estall Photo Collection)



Fig. 3.20b The Fochj project - from the drive side. Note that it says 'Terrier' on the primary cover but '200cc' on the tank. (The Mike Estall Photo Collection)



6.5 New model - T20B Super Cub

In November 1966, just over a year after the Bantam Cub was announced, a new 'de Luxe' version was offered - the T20B Super Cub. Literature of the day also referred to this model as 'T20SC' or 'T20', but it should not be confused with the 1962/65 USA sports Cub T20SC, the Meriden T20 model or the T20B Bantam Cub.

The new model, mechanically identical to the Bantam Cub, was road tested by *Motor Cycle* magazine in March 1967. They found, as one might expect, similar performance figures to their Bantam Cub test a year or so earlier.

The Super Cub was a D10 Bantam (later to become the D14), fitted with a Cub engine and having the same frame alterations, exhaust system and oil tank as the D7 based Bantam Cub. The new model came in Bushfire Red, black and chrome-plate and had 18in wheels, this time with full-width hubs, but the same brake linings as on the Bantam Cub. The main colour became known as Firecracker Red in 1968. The Bantam D10 petrol tank used the Triumph 'four bar' two-piece badge.

The Super Cub did not replace the Bantam Cub and the two models ran alongside each other for a year or so with sales of one gradually diminishing as sales of the other increased. The last Cub of any kind to be built was a T20B Super Cub in the week ending 27th June 1969.

6.6 Bantam and Super Cubs - their undeserved unpopularity

Although the Bantam and Super Cubs were considered by many established riders to be unworthy of their affections, representing a betrayal of everything they held dear, in truth, they were good machines, with strong engines and well developed cycle parts. The Cub enthusiast mourned the loss of the Meriden frame and cycle parts that had so successfully projected the charismatic Triumph image. He did not consider the new hybrid machine to be a real Triumph at all, even though it bore the company name.

To the Bantam fan the machine was unacceptable, lacking the simplicity of the two-stroke engine which had been replaced by a more expensive, heavier, clattering four-stroke lump. No, he would stick to the real Bantams, thank you very much!

The unpopularity of the Bantam framed Cubs was borne out by the sales figures. Although sent to more than fifty countries, total sales of all T20B models from December 1965 was 4169 machines, a figure which only just exceeded sales of the T20 model alone in 1964 (3531 machines), the last year before the move to Small Heath and itself the worst year in terms of numbers of Meriden Cubs built.

6.7 The other Small Heath models

Among the other models to be built at Small Heath was the Triumph framed T20 roadster, which was assembled from parts made at Meriden. The last examples of this model may have come off the line in the three weeks



Fig. 6.4b Two very pretty models! (The Mike Estall Photo Collection)

ending 7th March 1966, when the BSA quarterly production summaries show 217 'T20 Standard' models built. However, these machines do not seem to be shown in the despatch records, where the last T20 delivery shown is on 3rd January 1966. This confusion may never be resolved as both the Bantam and Super Cubs were sometimes referred to in Small Heath literature and records as the 'T20'. Without further evidence it is now impossible to say when the last Meriden framed T20 roadsters were actually built.

Also being built at Small Heath was the T20SH sports Cub, which was very smartly dressed in Metallic Blue and Alaskan White, although there were still some in the old Meriden colours of Hi Fi Scarlet and Silver Sheen. The last was built just before Christmas 1965 with subsequent deliveries going through to mid-1966.

The T20SM and T20M Mountain Cubs were being built right up to the first week of April 1968, and the T20M.WD French Army variant was coming off the

is that the machine was a mixture of Bantam and Super Cub components:

1. The D10 Bantam frame was black, as were the chainguard, rear suspension and the D7/D10 type front forks and covers.

2. The fuel tank was the D7 Bantam Cub type with knee grips and a one-piece badge. The word, 'Triumph' on the badge was painted orange or black and the cross-hatched background was either unpainted or in gold. On one existing example the whole petrol tank, oil tank and



Fig. 6.7b The 1966 T20SH in Metallic Blue and Alaskan White, as it appeared in the sales brochure. In production the two colours followed the petrol tank seam and were not as illustrated here. (The Mike Estall Photo Collection)

Fig. 6.7c The author's 1966 T20SH was given the paintwork scheme shown in the sales brochure - the best information available at the time but which is now known to be incorrect. (The Mike Estall Photo Collection)