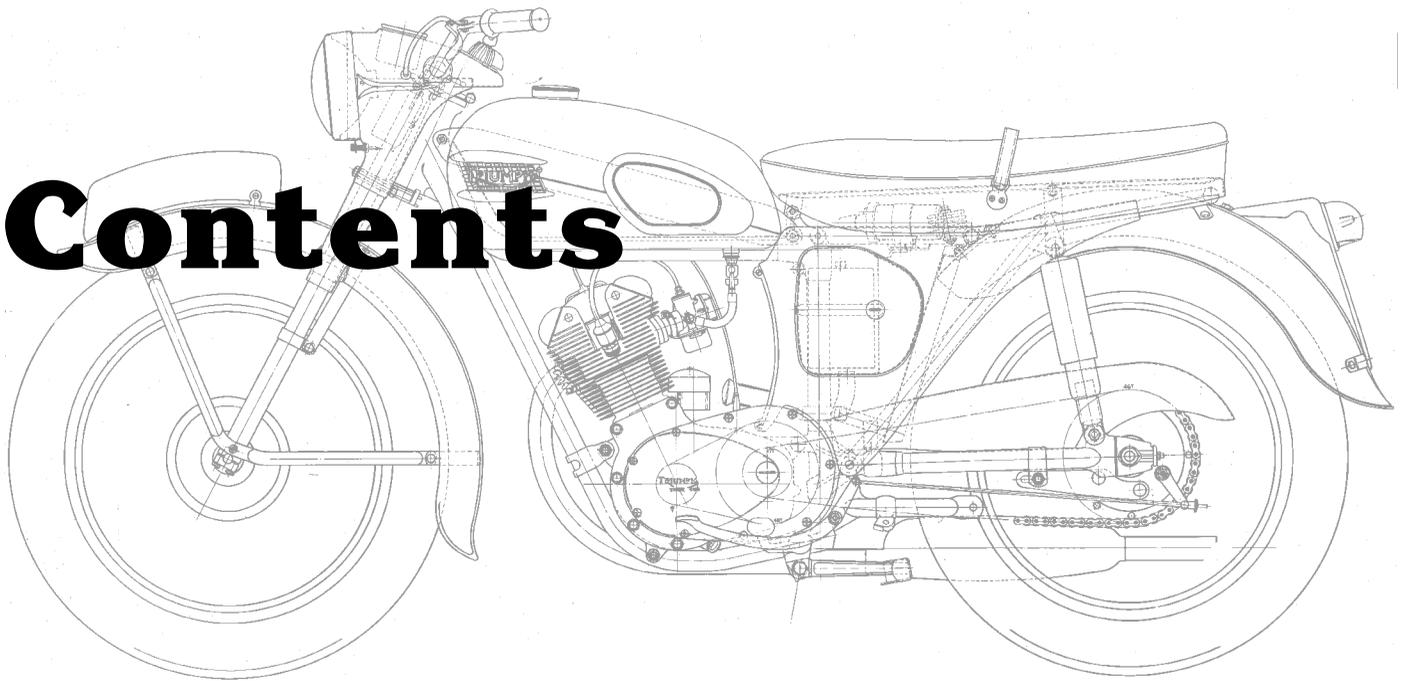


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Fig 3.4 Engine compartment detail from a very early 1954 T20. (The Mike Estall Photo Collection)

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

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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)