

1953 TRIUMPH

“SPEED TWIN”

This motorcycle features an alternator in place of a magneto (able to charge a battery and run both engine ignition and lighting equipment), new for 1953. With its simple “hard-tail” frame and “sprung” rear hub (providing minimal rear suspension), it was nonetheless a popular riding machine, for which a host of factory and aftermarket performance parts were available. The 5T was eventually developed into the 650cc Triumph Thunderbird.

The Manufacturer is Triumph Engineering Company, Ltd., Meriden, Coventry, UK.



Museum Loan from: Joe Hottenstein / Locust Grove Restorations

As the 1950's progressed, the British motorcycle industry was still the world leader, and this 1953 model can be seen as a template for the idea of a modern, high-performing motorcycle. All Triumph twin-cylinder motorcycles can trace their ancestry to designer Edward Turner. Turner—a one-time motorcycle shop owner who went on to design the Ariel Square-Four. This followed Triumph's acquisition by Ariel's owner. Within a year, Turner had designed what would become the most recognized feature of all of British motorcycle engineering: the “Vertical Twin” engine. While development was shelved during the World War II years, the late 1940's and 1950's saw the Triumph twin much improved in every way, and clearly a favorite of testosterone-laden boys around the world (especially in the United States)!

DID YOU KNOW!

Edward Turner, Triumph's Chief Designer and Managing Director, launched the Triumph Speed Twin at the 1937 National Motorcycle Show.

Specs:

Engine: 500cc pushrod, OHV parallel-twin
Claimed power output: 28 HP
Carburetion: (1) 15/16” Amal
Transmission: 4-speed, chain primary-drive
Wheels/tires: 19” x 3.50 (rear); 19” x 3.25 (front)
Weight (dry): 365 lbs
Top speed: 90 mph (claimed)



This vehicle is unavailable for adoption.

