

1965 TRIUMPH

TR6

The overall rolling chassis of the Triumph TR was very attractive, and put forth a classic design that the modern-day Triumph company calls upon as its inspiration to this day. Equipped with a modern swing-arm rear end and telescopic front end, the TR6 was comfortable to ride and gave good handling.

The Manufacturer was: Triumph Engineering Company, Ltd., Meriden, UK.

This example was originally sold new at Baver Cycles in Salem, New Jersey, restored years later by the dealer's son, and then sold to its present owner, Bill Burton.



Museum Loan from: Bill Burton - Shiloh, NJ

The 1965 Triumph 650 motorcycle left little that any good Rocker could want: It was British, it was well-made and could carry two-up, it came with the proven big Triumph twin-cylinder engine, and it was ready to do "the ton" (100 mph) out-of-the-box.

Not yet overstressed to 750cc (as it would be in its last years, in an attempt to keep the Japanese at bay), Edward Turner's classic vertical-twin engine was at its design high-watermark on the TR6. The Triumph engine tended to have the reputation of being more reliable and easier to service than either the

BSA or Norton versions, and was aesthetically beautiful. Fed by a single Amal carburetor, the engine was easy to start and gave good fuel economy.

DID YOU KNOW!

Triumph TR6 (1968–76) also refers to a British six-cylinder sports car that was the best-seller of the TR range built by Triumph when production ended in July 1976.

Specs:

Engine: 649cc pushrod, OHV parallel-twin

Claimed power output: 48 HP

Carburetion: (1) 30mm Amal Monobloc

Transmission: 4-speed unit const., chain primary-drive

Wheels/tires: 19" x 3.25 (front); 18" x 4.00 (rear)

Weight (dry): 345 lbs

Top speed: 100mph

Approximate cost when new: \$995.00 (US)

This vehicle is unavailable for adoption.



