

1966 TRITON

(TRIUMPH-NORTON HYBRID)

This motorcycle beautifully exemplifies the classic Triton. Besides its engine and frame, it features 10.5:1 forged pistons, oversized valves, and MegaCycle high-performance cams—all serving to increase airflow, and therefore produce greater power. The builder has elected to attach a German Metzler rear tire, aluminum rims, custom bodywork and exhaust system, and a variety of other modifications, making this Triton one-of-a-kind.

The Manufacturers are Triumph Engineering Company Ltd., (engine) and Norton Villiers, Ltd., (frame)



Museum Loan from: Kerry Kubena - Lititz, PA

A fundamental aspect of “Café” and Rocker culture was the creation of custom motorcycles.

These creations projected both the skill of the builder and his (or her) statement of dedication to the culture. Café bikes—often combinations of one frame and another engine, together with various other components, suiting the builder’s taste and budget—were the supreme proclamation that one was a true Rocker.

By inserting the powerful, smooth and reliable Triumph engine into the legendary, fine-handling Norton “Featherbed” frame, the owner had a machine that combined all the best design features of British motorcycling, available at the time. “Triton” (Triumph + Norton) was the name given to this winning combination.

DID YOU KNOW!

While many frame-and-engine custom café machines did appear during the Rocker period, the most popular combination was that of a Norton frame and a Triumph twin-cylinder engine.

Specs:

Engine: 649cc pushrod, OHV parallel-twin
Claimed power output: 47hp
Carburetion: (2) 32mm Amal
Transmission: 4-speed, chain primary-drive
Wheels/tires: 19” x 2.75 Dunlop (front); 18” x 4.00 Metzler (rear)
Weight (dry): 350 lbs
Top speed: 125mph

This vehicle is unavailable for adoption.



