



1965 Triumph Tiger 100 Motorcycle, 500cc
Triumph

£6,400



REF: 29833

Height: 110 cm (43.3")

Width: 208 cm (81.9")

Depth: 66 cm (26")

Description

1960's Triumph T100 Motorcycle, 500cc.

A great example of Triumph's sporting single-carburettor 500cc, Tiger 100. The 1965 Tiger with frame number H 38918 and an earlier 1961 5TA engine, number H 8670.

This bike has just benefited from a total engine rebuild with new bearings, oil pump and pistons. It has electronic ignition and starts on 1st or second kick. The engine sounds great and there is no smoke from the exhaust. Reg. JWB 962C.

A great classic in great, usable condition, ready to use. It is road registered at the moment and being run in.

Taken from Wikipedia:-

T 100 motorcycle

The Tiger 100 (T100) was a standard motorcycle first made by the British motorcycle company Triumph in 1939. Production ceased when the Triumph factory was destroyed by German bombing in 1940 during World War II but recommenced in 1946. Several variants were manufactured until 1973.

With the sales success of the Triumph Speed Twin, Edward Turner, Triumph's motorcycle designer, looked further into developing the potential of the new parallel twin motor. The lighter and more powerful Tiger 100 was developed as a sports enthusiasts' machine, and as with previous models the "100" referred to its claimed maximum speed in miles per hour (mph).

Technical changes over the Speed Twin included forged alloy pistons, a very early use of the technology. The cylinders were forged in a single casting and held in place by eight studs, instead of the Speed Twin's six. The Tiger 100 featured a single Amal carburetor, possible thanks to the 360-degree firing interval of the two cylinders. Finished in silver and costing £5 more, new features included a larger fuel tank and detachable silencers. Early production bikes came with rigid frames and girder front ends. The motorcycle was painted silver with black pin-striping.

In March 1939, Triumph came up with an unorthodox launch of the new Tiger 100. Using a Tiger 100 and a Speed Twin straight from dealers showrooms, endurance was tested with a run of over 1,800 miles (2,900 km) from John o' Groats to Land's End in Cornwall then to the Brooklands circuit for six hours of continuous high-speed laps, where riders Ivan Wicksteed and David Whitworth averaged 78.5 miles per hour (126.3 km/h) with a final lap of 88.5 miles per hour (142.4 km/h), winning Triumph the Maudes Trophy. The Tiger 100's sporting pretensions were later further proven through Freddie Clarke's 1939 lap record at Brooklands of 118.02 miles per hour (189.93 km/h) on a bored-out 503 cc Tiger 100.

When Triumph recovered from the WWII bombing and began production again at Meriden the Tiger 100 re-appeared with the new telescopic fork. In 1951 it gained a new close finned alloy cylinder barrel and factory race kits for independent racers. In 1953 a fully race-kitted model, the Tiger 100C, was available although only 560 were made.

1954 saw the first swinging-arm rear suspension models and the Tiger 100 was developed year on year alongside the other models in the range. The Tiger was the sports bike of the Triumph marque and was extensively used for racing. Racing modification included a solo seat. 1959 was the last of the pre-units (separate engine/gearbox) and in 1960 it was co...