

# WHITES for TRIUMPH

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Try us for those

## Hard to get Parts

Wal Phillips Fuel Injectors .....	\$17.00
G.P. Remote Floats .....	\$12.60
Joyner-Cummerton Bonneville Cams .....	\$35.00 pair
N51R Champion Plugs .....	\$1.75 each
Jeff Smith Lever Covers .....	75c pair
Triumph High Level Exhausts .....	\$30.00 set
Daytona Megaphones with Baffles .....	\$30.00 set
Rear set Footrests and Brake Pedal .....	\$15.00 set
Solvol Autosol .....	60c tube
Twistgrip Weather Protectors .....	55c each
11:1CR Triumph Pistons (650cc) .....	\$20.60 set
Belmouths for Concentric Carbs .....	\$1.40 each

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## New Motorcycles

1969 BONNEVILLE .....	\$435 dep.
1969 TROPHY .....	\$398 dep.
1969 DAYTONA .....	\$398 dep.
1969 250cc TROPHY .....	\$278 dep.
1969 TRIDENT .....	Display only

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## Spares

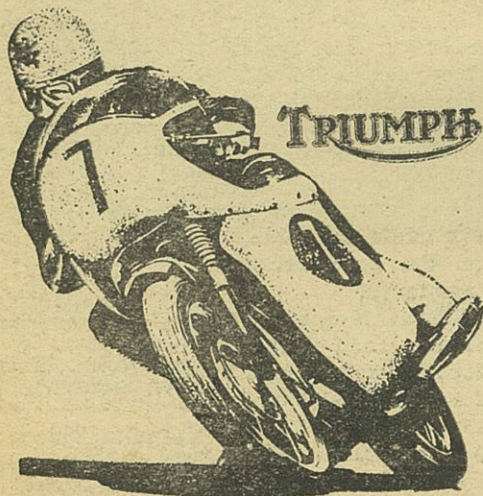
(TRIUMPH — YAMAHA — VESPA)

ACCESSORIES

RIDING GEAR

Or call in for a free, NO OBLIGATION, test ride on the TRIUMPH of your choice.

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# W. WHITE

(WELLINGTON) LTD.

14-16 Bond Street, Wellington

L.M.V.D.

Phone 42-348

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**YOUR TRIUMPH DEALER!**

# TROPHY TO THE WE TEST '69 TRIUMPHS

by DARYL NEW

Trophy, Daytona, Bonneville, Trident—Triumph names all readers must be familiar with. How would you like to be offered the whole 1969 range, from 250 Trophy to 750 Trident, to spend the day riding at your leisure?

Sorry lads, that sort of dream is available only to people like dealers and motor cycle magazines, and it's exactly what John Shand, sales manager for W. White Ltd., Wellington presented to me last month.

Riding was effortless—writing up the range's qualities was a much more demanding task and due to pressure of space in this issue, we weren't able to publish full tests on all five machines.

However, I trust that brief comments on each, plus technical data, will be sufficiently to satisfy the curiosity of enthusiasts.

The American influence was strongly evident on all machines—additional side reflectors, studded front tyres, powerful names (Daytona, Trident, Bonneville) and so on.

I must confess to a mistake. I started by riding the Trident and working my way down in capacity which was the worst method because by the time I reached the 250 Trophy, it felt decidedly sluggish.

The enjoyment gained from the experience is hard to put in words. I can only say I would not like to be in the position of choosing one to purchase, even if finance was the least of the worries.

### 250 cc TROPHY TR 25 W

A smooth lightweight, particularly positive feel when motoring, but not heavy. Snappy performance (proved in All Black Trials traffic in Wellington). Brakes well above needs, hard to get a lasting impression as I had a shorter run on this model than the others. No rude traits or qualities showed up, however. Certainly to be recommended.

Engine type: OHV, single.  
Bore & stroke: 67 x 70.  
C.C.: 249.  
C.R.: 8.5:1.  
B.H.P.: 22 at 8250 rpm.  
Gear ratios: First 18.3, second 11.4, third 8.6, top 6.92.

Carburettor: Amal, R626.  
Tyres, front: 325 x 19 trials, rear: 400 x 18 trials.  
Paint HI-FI scarlet.  
Weight: 285 lbs.  
Petrol: 3 gals.  
Oil: 4 pints.

Sundry: Upswept ex. system, F/brake, 2 L.S. folding foot rests, front and rear.

### TIGER DAYTONA, T100 T

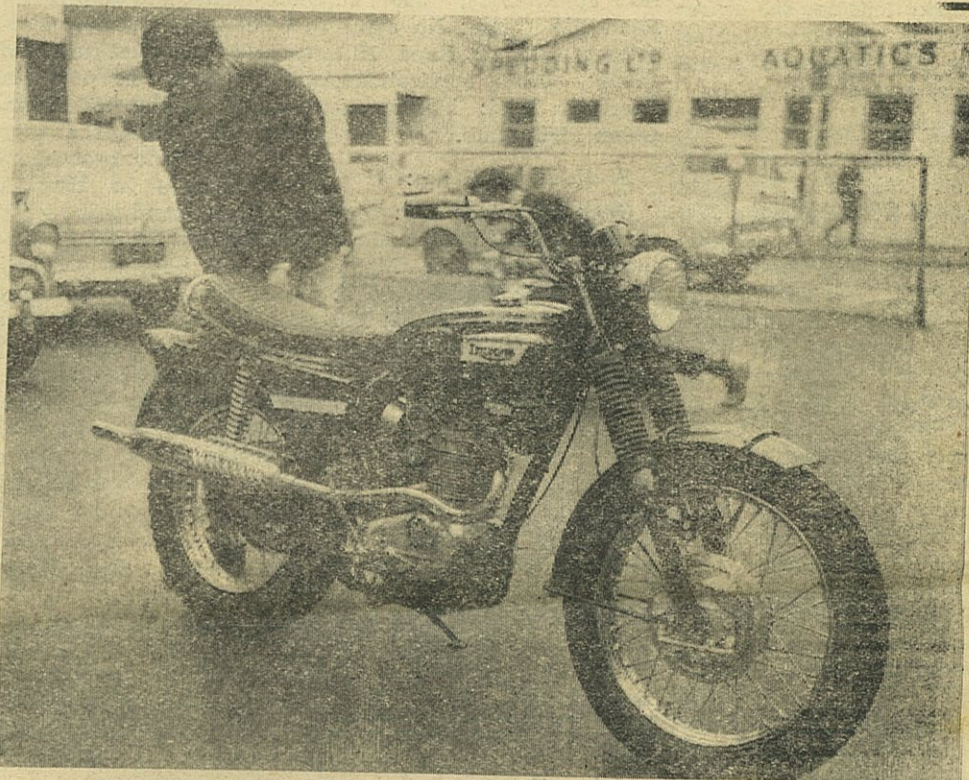
I was very keen to sample the Daytona, having heard so much about it, and I was not disappointed in any way. Performance would certainly be there when required (I couldn't belt any of the machines, as they had only 30 or 40 miles registered). I have not ridden a machine with such smooth

me still suffering from sprained wrists as a result of an excursion at Ruaropuna).

With competition experience built-in, it was delectable and desirable. The Daytona would certainly complement anyone's garage and I am sure it will keep Triumph devotees happy.

Engine: OHV, twin.  
Bore & stroke: 69 x 65.5.  
C.C.: 490.  
B.H.P. 39 at 7400 rpm.  
Gear ratios: First 14.09, second 9.18, third 6.95, fourth 5.70.

Carburettor: Twin Amals R626/10 and L626/9.  
Tyres, front: 325 x 18, rear: 350 x 18.  
Paint: Aquamarine green-silver.

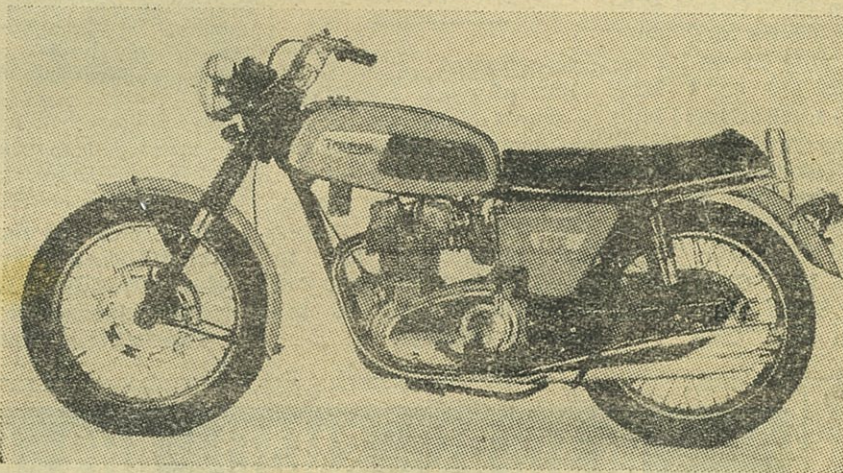


WHITES sales manager John Shand, pictured putting "D" plates on the 250 Trophy Triumph. A true sportster 'cycle.

# TRIUMPH

Precision — Power — Performance!

## THE TRIDENT



A new concept in motoring. This exciting newcomer to the world of two wheels has taken number one spot in the 1969 TRIUMPH range.

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