

DRESDA

Triumph Triton Racing



139 Putney Bridge Road London SW15 Phone: 01 870 3934

an introduction to **DRESDA**

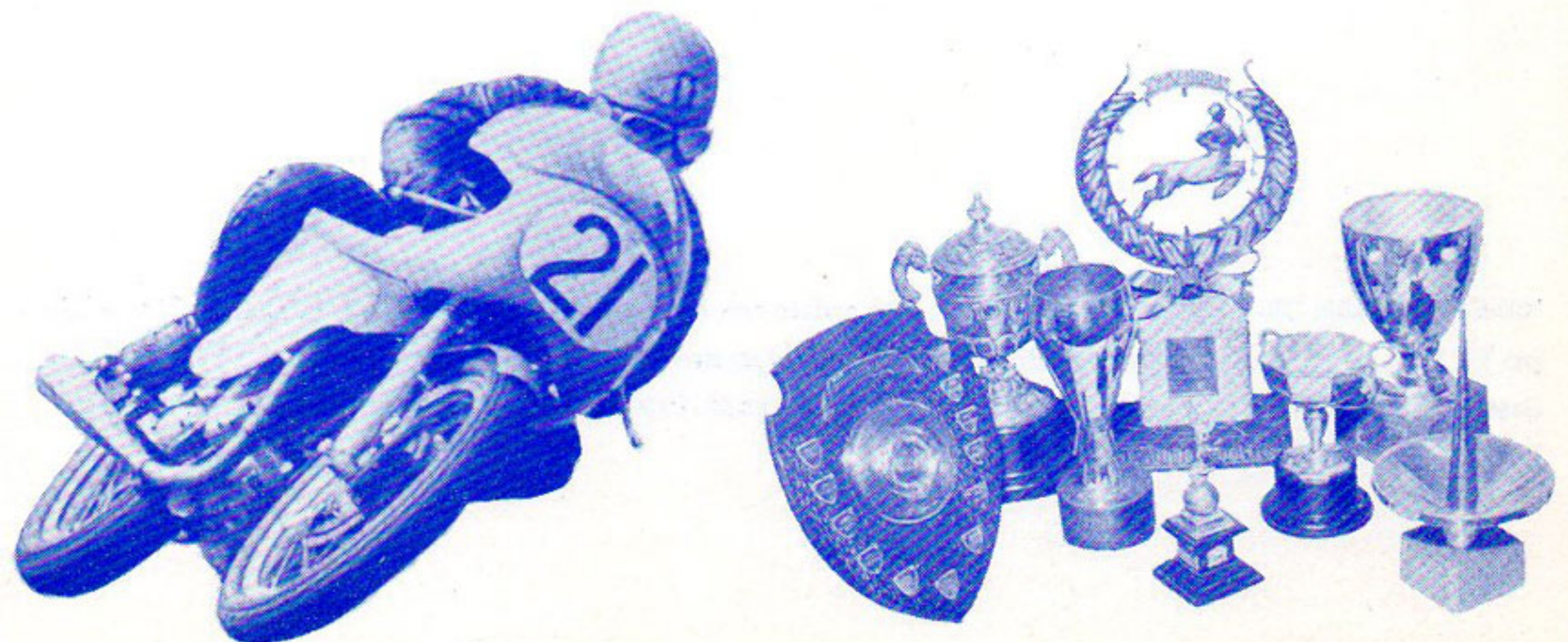
Dresda Autos Limited, founded in 1962 by Dave Degens, has established itself as the leading exponent of the adaptation of the Triumph engine for racing and sporting road use.

The original concept of the Triumph engine and Norton frame combination has been proven by countless racing successes and endorsed by thousands of discriminating, sporting motorcyclists seeking "that little bit extra" in performance, style and handling.

Our policy has been one of continuous development; many new ideas being tested in short circuit racing and arduous long-distant "classic" endurance competitions, notably the Barcelona 24 hour event, in which the Dresda has an enviable record. The findings from these races are always applied to Dresda machines offered for sale.

The logical development of the Triton is the Dresda light-weight; lighter and faster than the Triton, it enjoys the acknowledged superior handling of the featherbed-type of frame combined with the effortless urge of the Triumph twin cylinder motor.

All Dresdas can be tailor-made to your requirements; extras and options are available to suit every individual.



DRESDA SERVICE

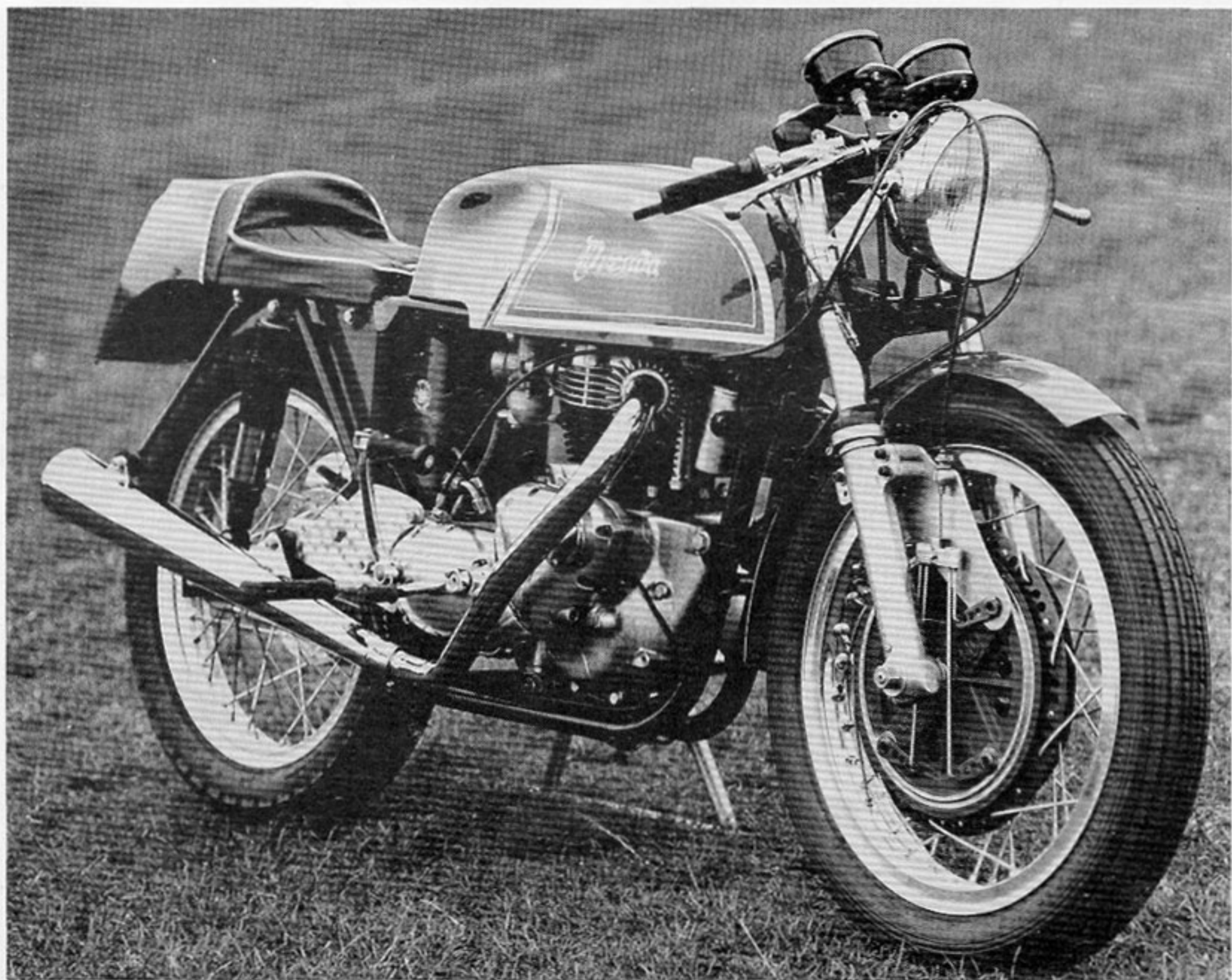
SPECIALISED SERVICES: We will be pleased to quote for: Triumph and Norton engine tuning and preparation, Overhauls and tune-ups, including Stroboscope ignition timing, Engine, frame, fork, wheel, conversions, Machining and turning, Engine plates etc. to pattern, Welding, Insurance repairs, Production racing machine preparation, including expert track testing.

STOCKISTS OF: Bearings, Chains, Gaskets, Oil, Cables, Cibie lights, Spark plugs, Batteries, Dunlop and Avon tyres and tubes, Electrical equipment, Amal carbs and spares , Alloy and steel wheel rims, Krober revolution indicators, Smiths revolution indicators, Smiths speedometers, Hepolite pistons, Dag, Triumph competition spares, Quaife gearboxes, Petrol and oil fittings, Allan screws, Bolts etc. Loctite products, Brakes shoes.

COUNTER SERVICES AVAILABLE: Cylinder boring and Honing. Wheel building and re-building. Electro plating. Stove Enamelling.

INFORMATION ON POSTAL FACILITIES: All orders can be accepted cash with order or C.O.D. Please add 1/- per £1 for postage and packing. All fibre-glass equipment is sent BRS: rates: – Tank or fairing ... £1. 0. 0. Seat ... 10/-. *All items are carefully packed, therefore, Dresda Autos cannot accept responsibility for articles mishandled in transit.*

The DRESDA



General

Cycle.

Dresda lightweights are built from Reynold's 531 tubing, silicon bronze welded into a duplex full-loop frame. The rear fork is in square section, pivoting on tapered roller bearings, movement being controlled by Girling spring/damper units.

Telescopic Fork.

The Dresda lightweight racing fork assembly is fitted to all our models, supported by caged head-race bearings. It has hydraulic damping on compression and rebound, die cast high tensile alloy yokes, chromed stanchions and die cast h/t alloy bottom legs with double oil seals and PVC dust cover.

Transmission. Chain 5/8" x 3/8"

Electrical. 12 volt ignition, twin coils, lighting. Alternator charging via rectifier and Zener diode.

Capacities. Petrol 3 gallons, central oil tank 6 pints.

Dimensions.

Kerb weight (with oil, petrol, battery etc) 300 lbs (136 kg)

Wheelbase 52"

Seat height 26½"

Ground clearance 8"

Mudguards. Fi-glass front moulded to fit forks, rear formed by oil tank and seat/number plate unit.

Side stand.

Fibre-glass colour schemes available.

PILLAR-BOX RED, CANARY YELLOW, POLYCHROMATIC BLUE, ICE BLUE, KINGFISHER BLUE, JET BLACK, PURE WHITE, MIDNIGHT BLUE, VIVID ORANGE, BRITISH RACING GREEN, APPLE GREEN, STAR DUST GREEN, MAGENTA, ROYAL GOLD, TRADITIONAL SILVER.

Engines

500cc.

Bore/stroke 69mm x 65.5mm

Cubic capacity 490

Compression ratio 9-1

Overhead valves

650cc.

Bore/stroke 71mm x 82mm

Cubic capacity 649

Compression ratio 9-1

Overhead valves

Carburettor Amal 930 concentric

Gearbox 4 speed in unit-construction with engine.

Primary drive 3/8" duplex chain.

Clutch, multi-plate running in oil.

DRESDA '71

**THE LIGHTWEIGHT REVOLUTION
A FASTER, SLICKER, SAFER MOTORCYCLE
WITH A DRESDA FRAME KIT**

SPECIFICATION: ROAD KIT

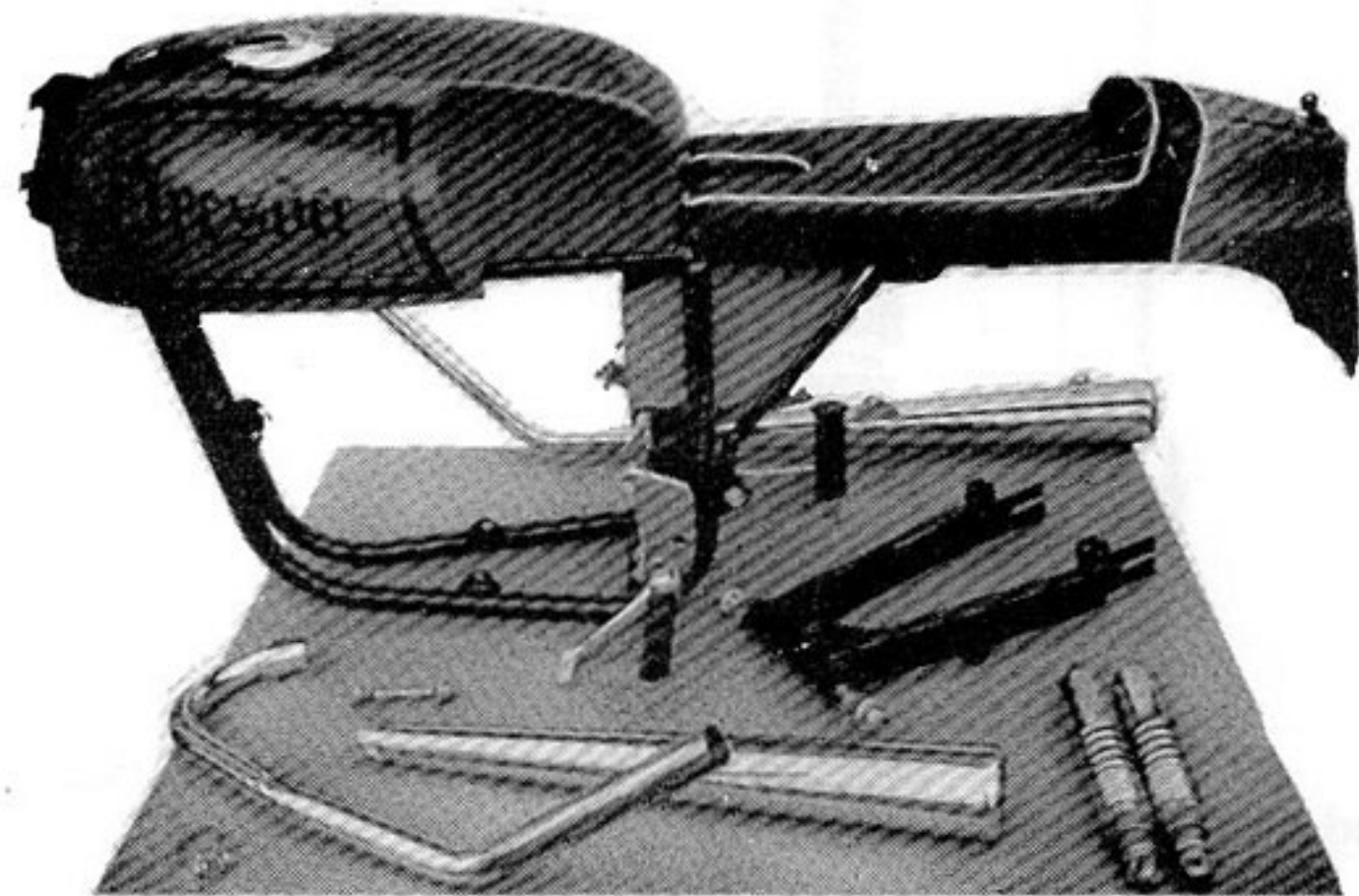
Frame: Reynold's 531 tubing silicon-bronze welded into duplex loop frame with gusseted steering column and rear fork support.

Square-section swinging-arm on taper-roller bearings with locking spindle.

Girling "matched-pair" hydraulic damper units.

Sturdy footrests with incorporated brake pedal

Dural engine plates and rear footrest/silencer hangers.



Complete road kit as illustrated

£140 (carriage extra)

AVAILABLE FOR ALL TRIUMPHS

KITS FOR OTHER MACHINES TO SPECIAL ORDER

FIBRE-GLASS

3½ gallon petrol tank specially moulded to allow free run for carb. cables, oil lines etc. Tank strap.

Central oil-tank, filtered, capacity 6 pints, rubber mounted, with battery compartment.

Seat combined with rear mudguard and number plate area. Rigidly fixed cutout for oil tank access. Ribbed seat cover with generous padding. Also available with built-in locking toolbox.

EXHAUSTS

1½" swept exhaust system with megaphone silencers.

COLOURS

Frame: Black, silver. Flambuoyant red, flambuoyant blue and special colours at extra cost.

Fibre-glass: Choice of 20 colours.

3 Cylinder Triumph frame kit to order.
Frame kits for most engines to special order.

DRESDA LIGHTWEIGHT RACING FORK ASSEMBLY

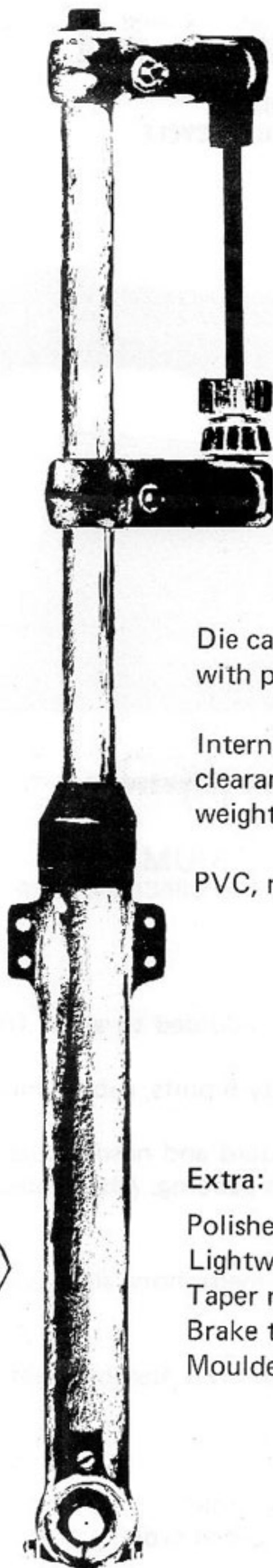
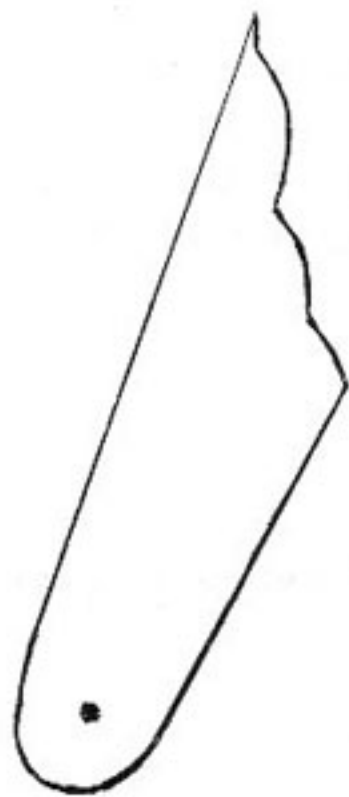
These light, rigid forks have been rigorously tested on our racers and are now available for most bikes.

Stanchion tubes ground and hard-chromed.

Die cast high-tensile aluminium slider legs; polished.

Double synthetic oil seals.

2 way damping.



Die cast high tensile aluminium yokes with pinch bolts.

Internal coil springs, adjustable for ground clearance and for machines of different weights.

PVC, moulded dust-excluder.

Extra:

Polished top and bottom yokes.

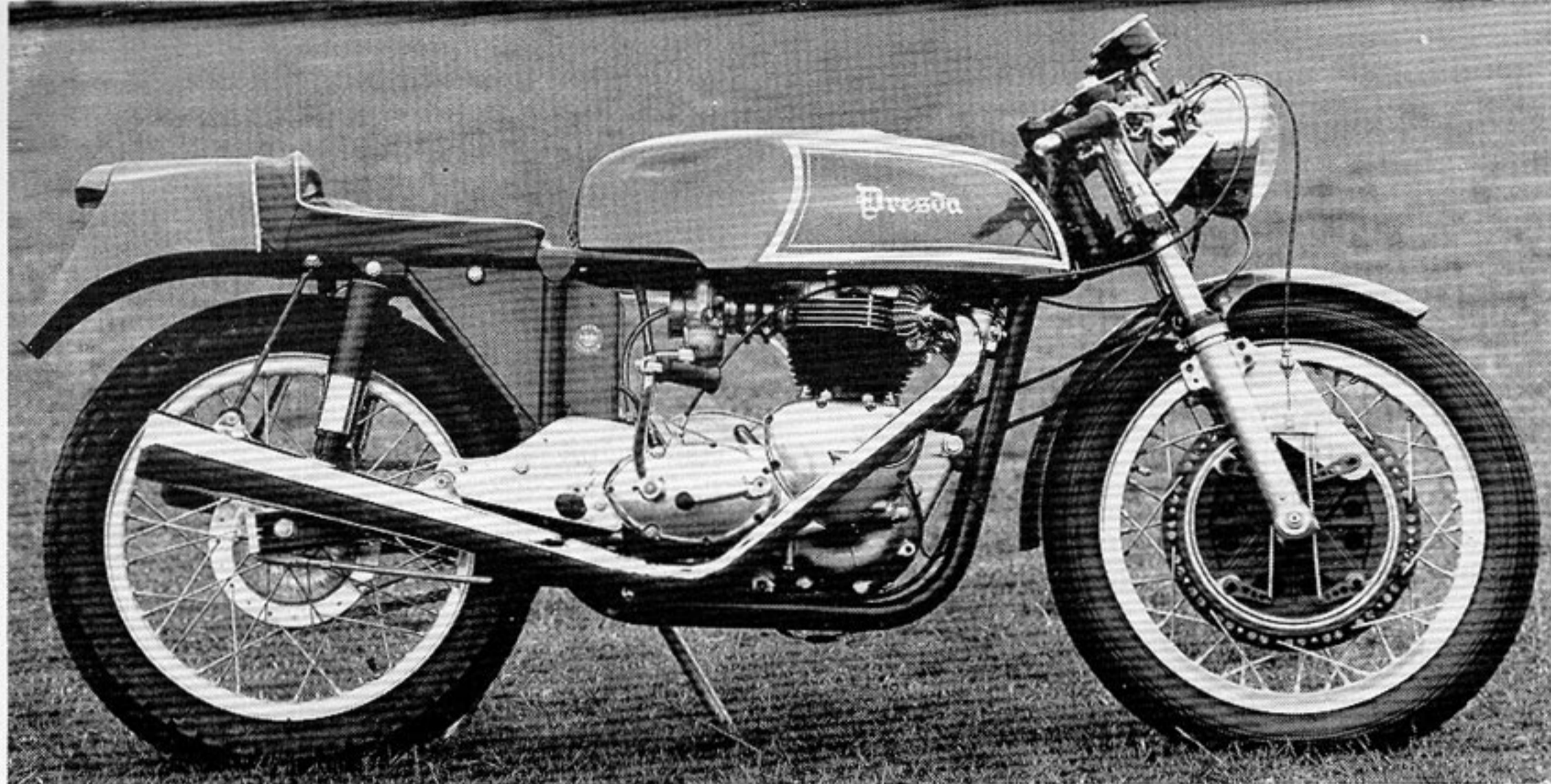
Lightweight clip-on handlebars, chrome

Taper roller head race bearing.

Brake torque arms.

Moulded fibre-glass mudguard many colours.

Available for most machines — details on request.



The choice is yours . . . The specification shown is for your guidance — we can offer a wide range of optional extras to realise the machine of your dreams.

Sports

Brakes, twin leading shoe front in 8" full width hub.

Single leading shoe rear, in conical alloy hub with detachable sprocket.

Clip-on chromed handlebars.

Seat with combined number plate.

Swept back exhaust system with megaphone silencers.

Chromium plated wheel rims 18".

Chromed headlamp.

Cycle parts stove-enamelled in black.

Barcelona

Wheels-front alloy rim 18" with 8 leading shoe magnesium brake.

Rear multiple leading shoe brake in conical hub with detachable sprocket.

Fairing.

Engine-750cc alloy barrel, close ratio 4 speed gearbox.

Electric rev meter, capacitor ignition.

Single seat with number plate.

Reynold's racing chains.

Heat-dissipating matt engine treatment.

Rubber mounted electrical fittings (coils etc), all electrical connections rubber coated against elements and fatigue.

Tailor made rubber insulated exhaust system.

Sports special optional extras

Four leading shoe front brake.
Eight leading shoe front brake.
Multiple leading shoe rear brake.
Alloy rims.
Seat number plate with tool box (locking).

Magnetic or electronic rev counter.
Transistorized ignition.
Progressive springing.
Cycle colours silver, flamboyant blue and flamboyant red, others to special order.

750cc alloy barrel.
Close ratio 4 speed gearbox.
Close ratio 5 speed gearbox.
Alloy levers.
Signwriting and lining petrol tank.
Chromed suspension springs.
Polished fork top yoke, and rear brake plate.
Half or full fairing.
Twin carbs. 30mm.
Twin carbs. 32mm, and tuned inlet tracts to suit.

For additional tuning please consult our lists or ask for a quotation.
After sales service A PLEASURE.

THRILLS WITHOUT FRILLS

The purist will recognise the Dresda as a functional machine with no "frills", however, striking looks are ensured by our wide range of colour schemes, from modest black to brightest yellow.

All engines are subject to meticulous selective assembly, 650/750cc motors have centre plug position for improved combustion. The riding position, with our ergonomically integrated layout, is perfect for the sporting motorcyclist. Handlebars and controls fall naturally to hand, footrests support and brace the rider's legs and body, the slim seat and tank allow a "tucked-in" position imparting confidence and comfort at any speed.



FIBRE-GLASS PETROL TANKS

DE64

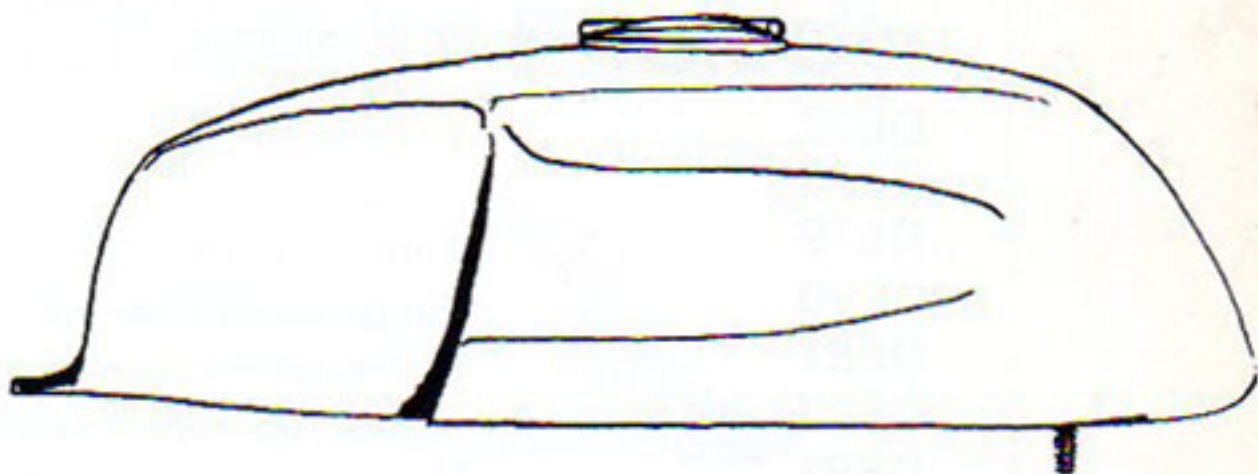
4 gallon classic style petrol tank, all models

DE65

5 gallon classic style petrol tank

DE66

Petrol/oil tank combined, Manx pattern



DE67

Petrol/oil tank combined Classic style

DE68

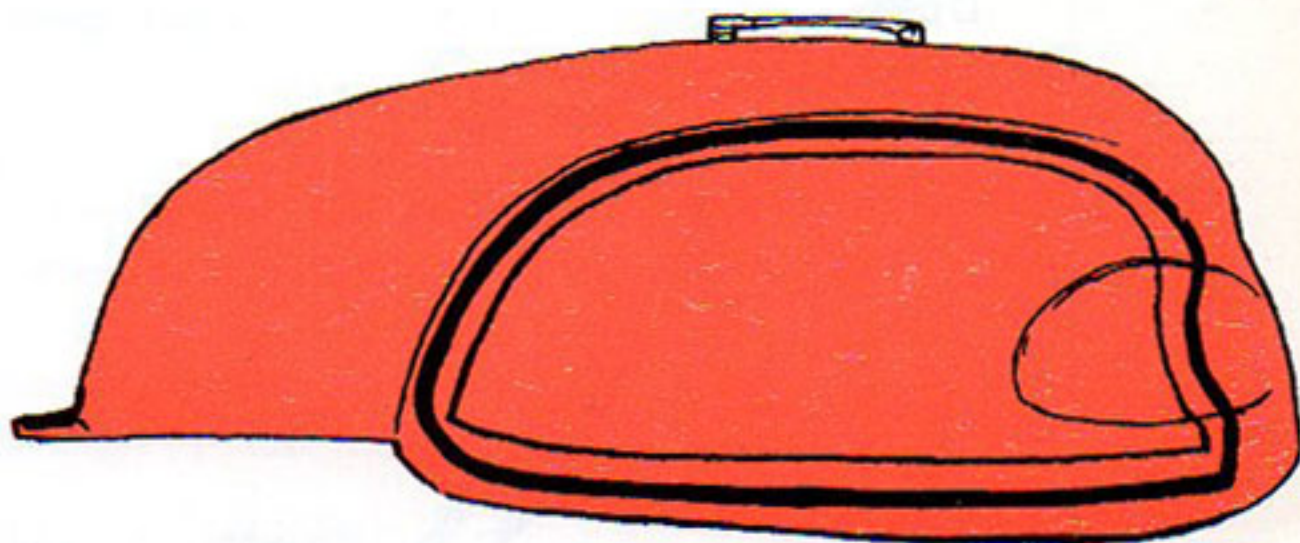
3½ gallon Manx pattern 3TA/5TA

DE69

4 gallon pre-unit 500/650 and u/c 650

DE70

Lining and signwriting



DRESDA **Triumph** Custom-Track

SEATS

DE71

Dual seat, square back, round back or classic



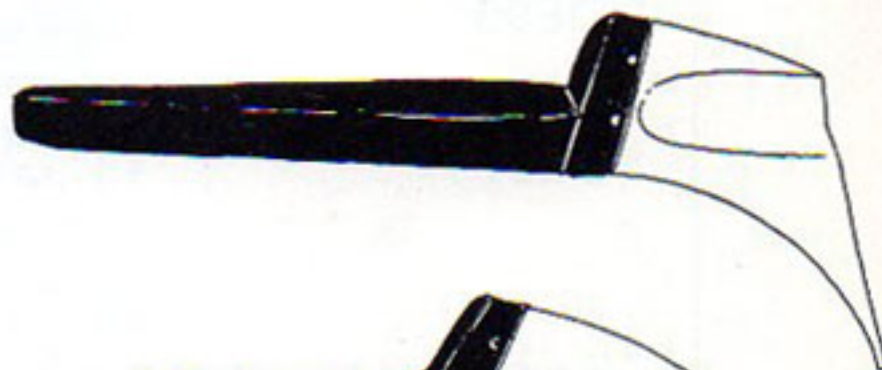
DE72

fast-back tip-up or rigid fitting



DE73

Dual seat and number plate tip-up or rigid-fitting



DE74

Dual seat and number plate with locking tool box

DE75

Single racing saddle, round or square-back

DE76

Thruxton production racing saddle, white only, rigid



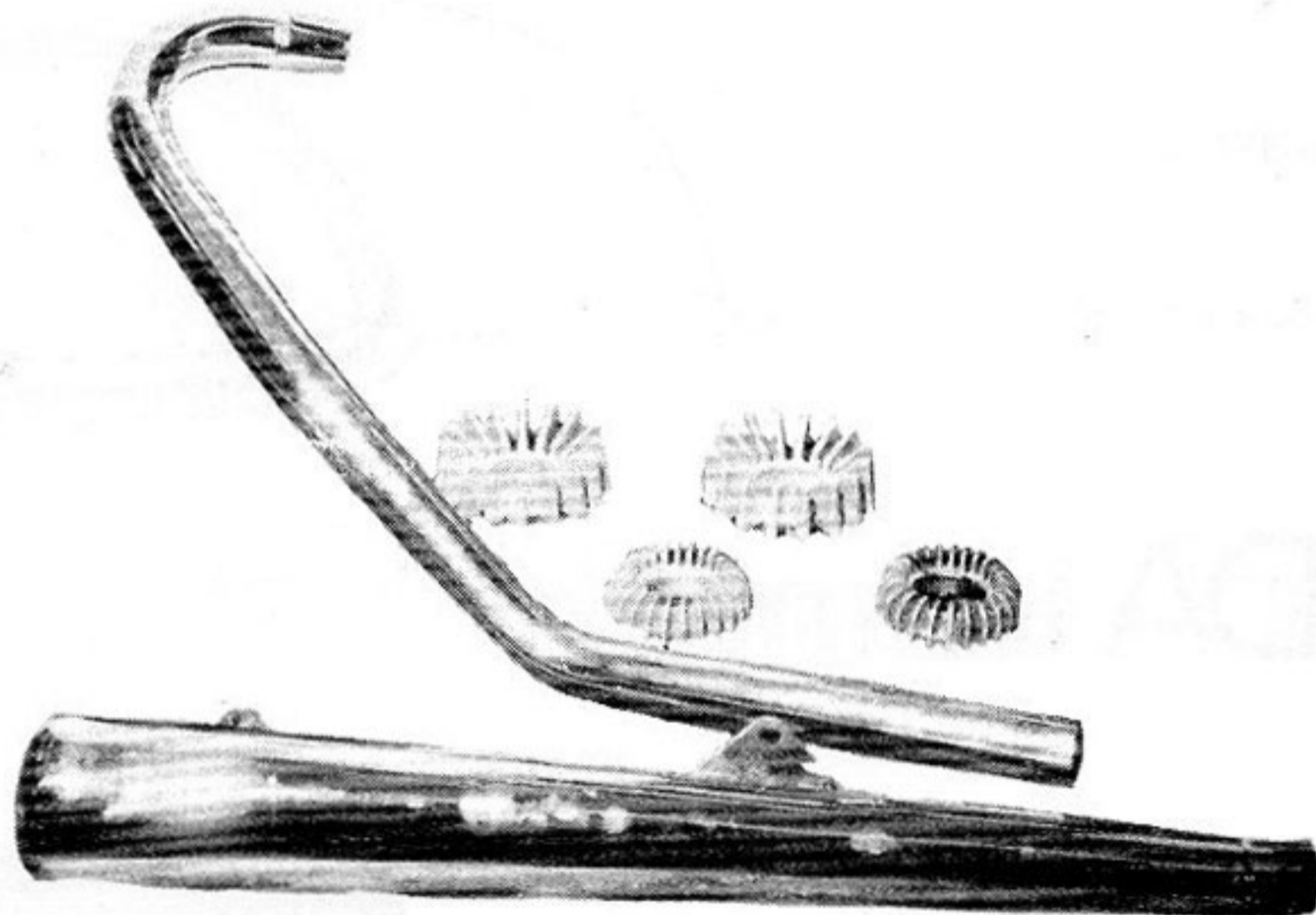
COLOURS

All fibre glass equipment except sports fairings available in the following colours :-

Dark blue, ice blue, kingfisher blue, jet black, pure white, pillar-box red, canary yellow, vivid orange, silver, gold, British Racing Green, apple green, magenta, polychromatic blue.

ALLOY CUSTOMISING EQUIPMENT.

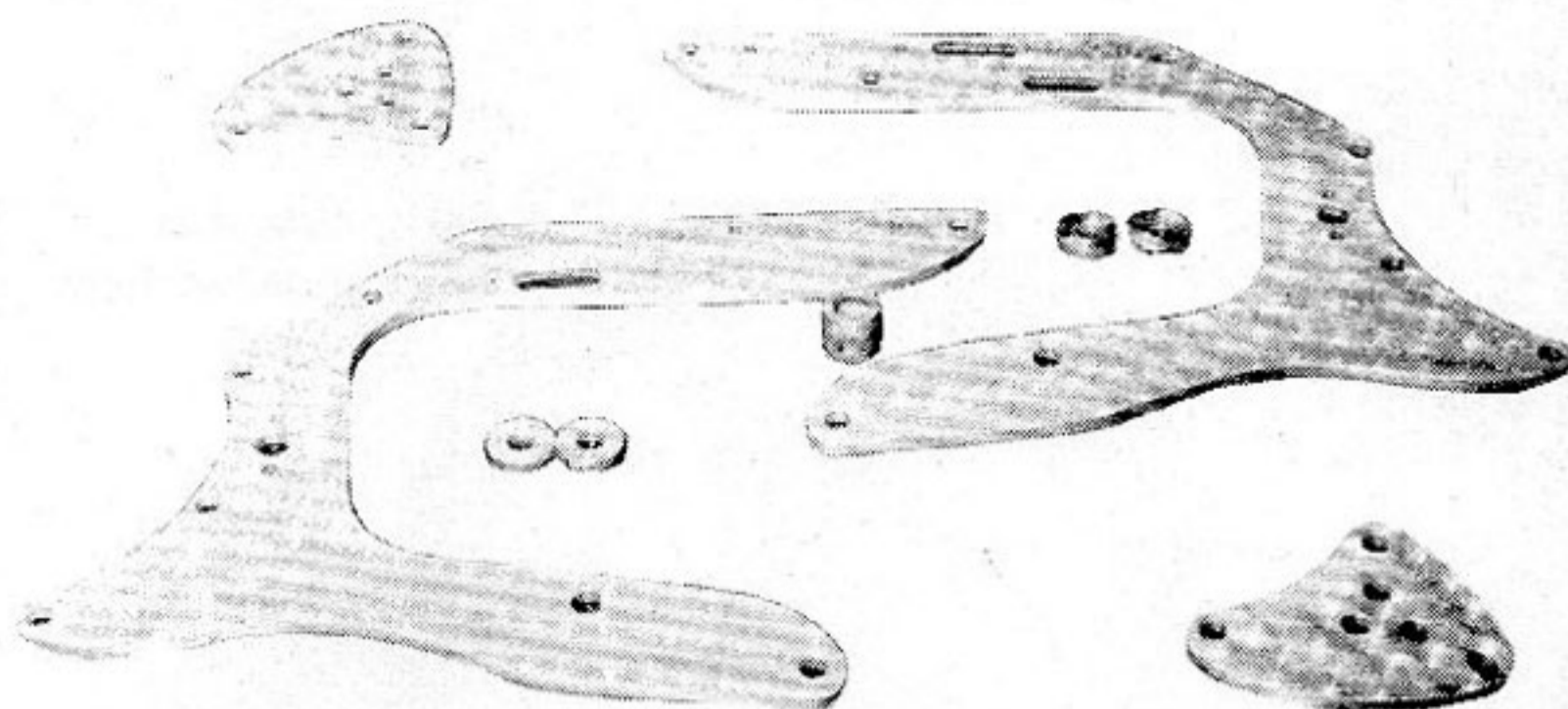
DE77	Exhaust clamps, all models	extra large
DE78		medium
DE79	Fork yoke nuts	
DE80	Finned sump plate pre-unit	500/650
DE81	Finned points cover plate	u/c 350/500/650
DE82	Finned rocker feed manifold	
DE83	Magura alloy levers with adjusters	
DE84	Amal/Doherty alloy levers, with adjusters	
DE85	Plain front mudguard, sports	
DE86	Plain rear mudguard, sports	



EXHAUST SYSTEMS.

DE87	Swept back pipes, all models
DE88	Daytona, balanced dowswept pipes, Daytona and u/c Bonneville.
DE89	Megaphone silencers, chrome
DE90	Track megaphones, long slow taper, with reverse cone, chrome.
DE91	1½" sport or racing exhaust pipes, braced tailored to fit close to frame and engine. All Triumph exhaust pipes and silencers available to order.
DE92	Rubber mounts for exhaust pipes and megaphones as used on Dresda racers.

DRESDA Engine Plates



Set No.

DE1. To fit

Triumph pre-unit 500/650* and Triumph gearbox into Norton "Featherbed" twin cylinder frame and (88, 99, SS, Atlas, wide or slimline) and Manx frame.

**Short Chain-case models.*

DE2. To fit.

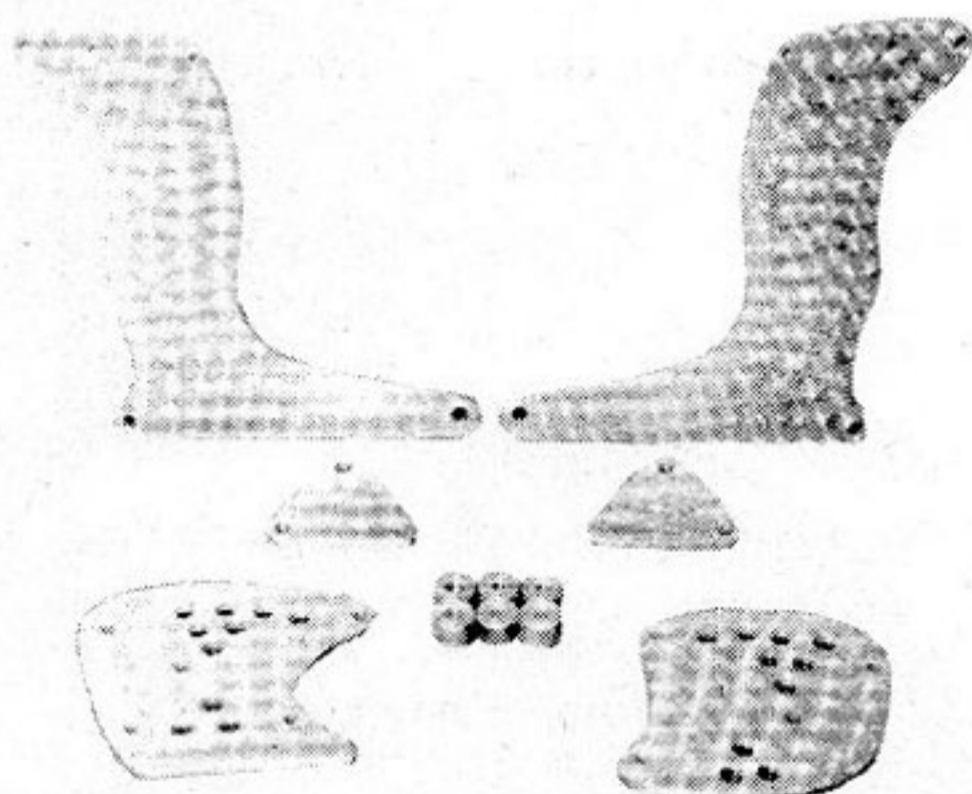
As above but single cylinder frame (M50, ES2 etc.)

DE3. To fit.

Triumph pre-unit 500/650 and *Norton* gearbox into Norton twin or Manx frame.

DE4. To fit

As above but single frame. DE4 plates exclude the use of a dynamo.



DE5. To fit

Triumph unit-construction 650 into Norton twin or Manx frame.

DE6. To fit

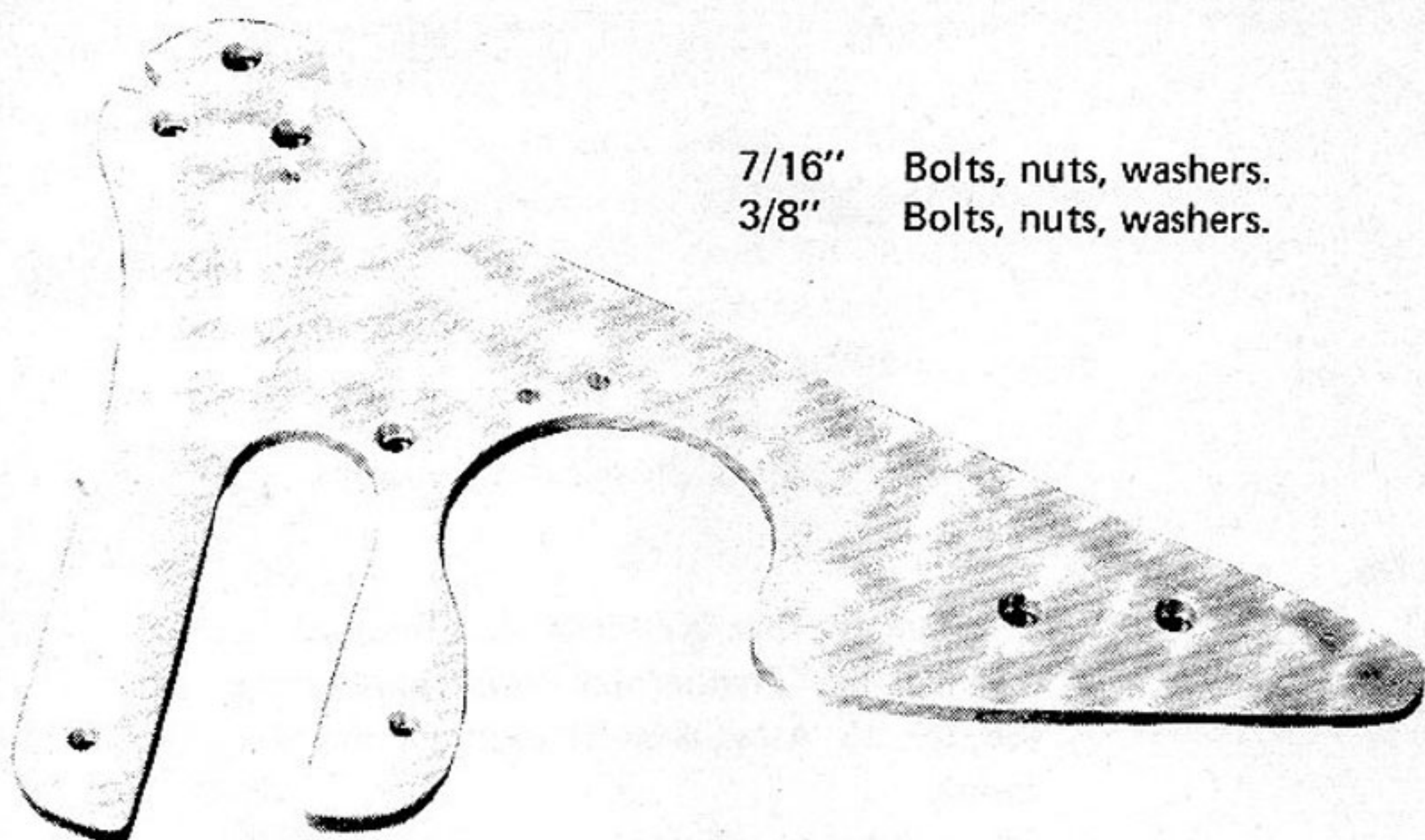
As above but single frame.

DE7. To fit

Triumph unit-construction 350/500 into Norton twin or Manx frame

All Dresda engine plates are manufactured from aircraft-quality "Dural" plate, 1/4" thick, drilled and finished ready for use spacers are supplied with Triton plates. Special plates can be manufactured from patterns or full size drawings. Bolts, nuts and washers can also be supplied.

- DE8. Triton head steady pre-unit.
 DE9. Triton head steady unit-construction

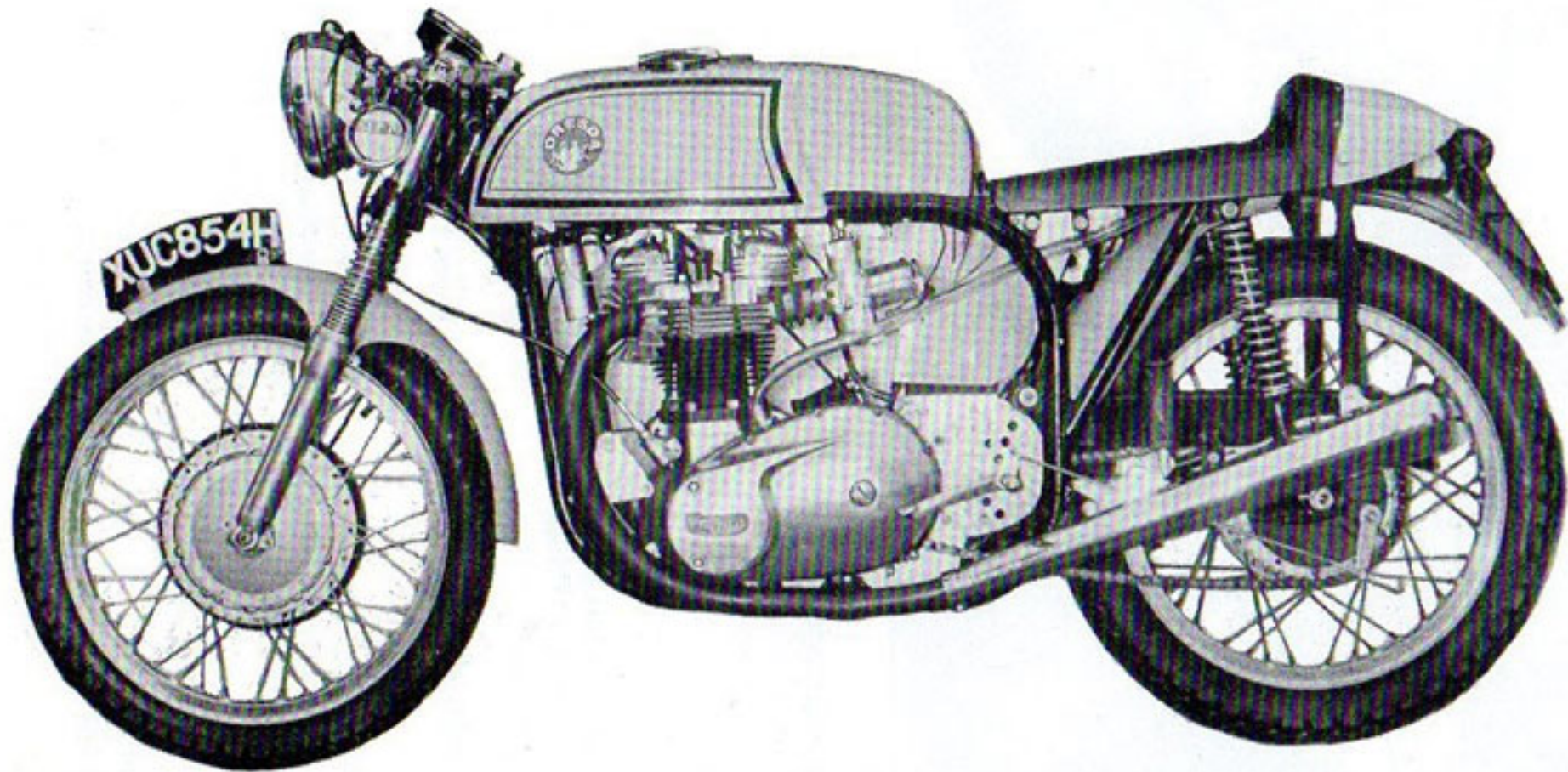


7/16" Bolts, nuts, washers.
 3/8" Bolts, nuts, washers.

- DE10. Triton head steady u/c with ignition coil hangers.
- DE11. To fit T150 Trident motor into Norton frame: details on request.
- DE12. To fit Triumph pre-unit 500/650 into BSA duplex frame.
- DE13. To fit Bonneville rear engine plates for unit-con. models.
- DE14. Bonneville rear footrest/silencer hangers.
- DE15. 3TA/5TA front engine plates.
- DE16. 3TA/5TA rear engine plates/silencer hangers.
- DE17. Norton Manx and early featherbed rear brake anchor arm.
- DE18. Triumph rear brake anchor arm.
- DE19. Norton alloy steering lock-stop (wide frames)
- DE20. Norton combined speedo/rev-meter bracket (up to 1965).
- DE21. Norton combined speedo/rev-meter bracket (1965 onwards)
- DE22. Triumph combined speedo/rev-meter bracket.
- DE23. Single rev-meter or speedo bracket, Triumph or Norton.
- DE24. Anchor plate for disc brakes.
- DE25. Norton Y shape Manx-type mudguard bracket.

DRESDA triton . . .

Not a mass-produced machine, but individually hand-made to your specification, combining the proven road holding of the Norton featherbed frame with the high performance and reliability of the Triumph twin cylinder engine. TRULY THE BEST OF BOTH WORLDS – AND AT PRICES TO SUIT YOUR POCKET.



STANDARD SPORTS TRITON

Featherbed frame
Fibre-glass mudguards
Steel rims (chrome)
Swept back exhaust pipes, meggas
Fibre-glass central oil tank/battery carrier
Fibre-glass petrol tank
Single or dual seat

Chrome headlight
Clip ons
Headlamp brackets
Norton Brake
32mm concentrics.

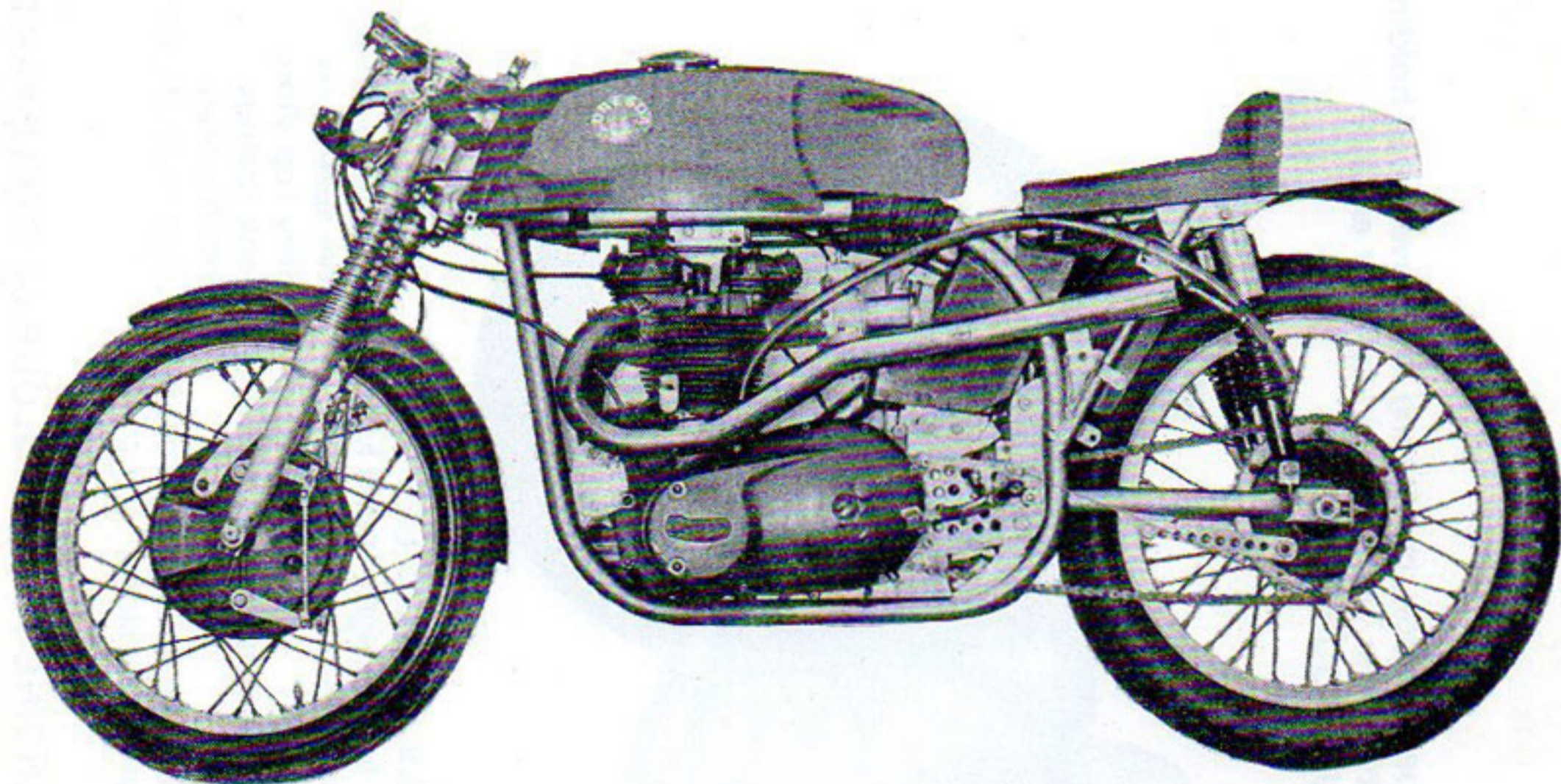
EXTRAS AVAILABLE

Dresda light-weight frame kit
Alloy rims
Rev counter
Twin leading shoe front brake
J.C. brake
Tuned engine to any specification
i.e. large conversion

Close ratio gears
Five speed box
Alloy top yoke
Manx springs
Seat/No plate
Large capacity petrol tank

THE CHOICE IS YOURS FROM THE SPECIFICATION OF THE ENGINE TO THE COLOUR OF CYCLE PARTS
YOU SPECIFY – WE WILL QUOTE

DRESDA triton



This machine has three main advantages:—

INEXPENSIVE
HIGH PERFORMANCE
RELIABILITY

All you have to do is choose what parts you require, we will then build your machine to your chosen specification. Each machine has individual attention, including track testing before delivery is made.

PRICE — Unit-construction from £425

TRIUMPH ENGINE

Pre-unit
Unit-construction
Large conversion

FRAMES

Standard featherbed
Dresda Light-weight kit
Manx frame

BRAKES

Triumph twin leading shoe
Norton twin leading shoe
J.C.4 and 8 leading shoe brake

TANKS

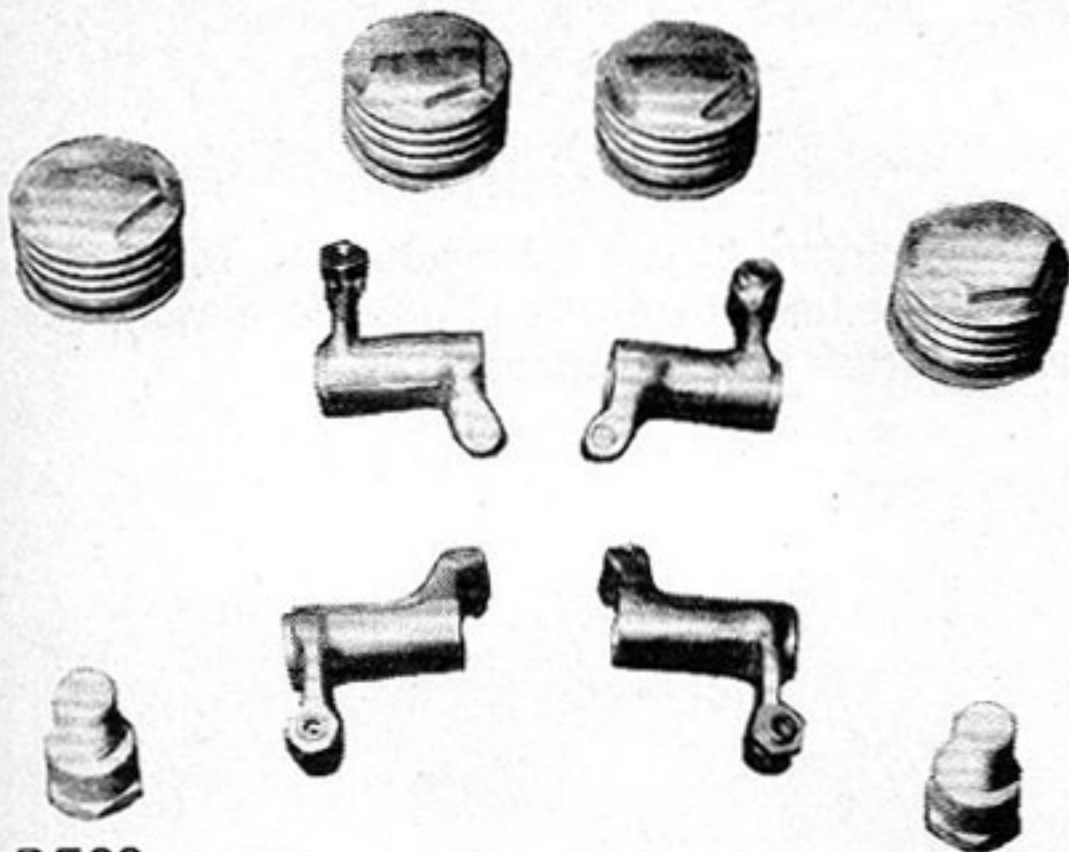
F/G Petrol/oil tank
F/G 3½ gall.
F/G 4 gall.
F/G 5 gall.

OIL TANK

F/G central with or without
battery carrier

SEAT

F/G racing seat



DE26 Improve the appearance of your engine by fitting finned rocker box caps, for unit and pre-unit

DE27 Reduce your reciprocating weight and minimise fatigue, lightened and polished rockers

DE28 14mm plug blanks for use with centre plug conversion.

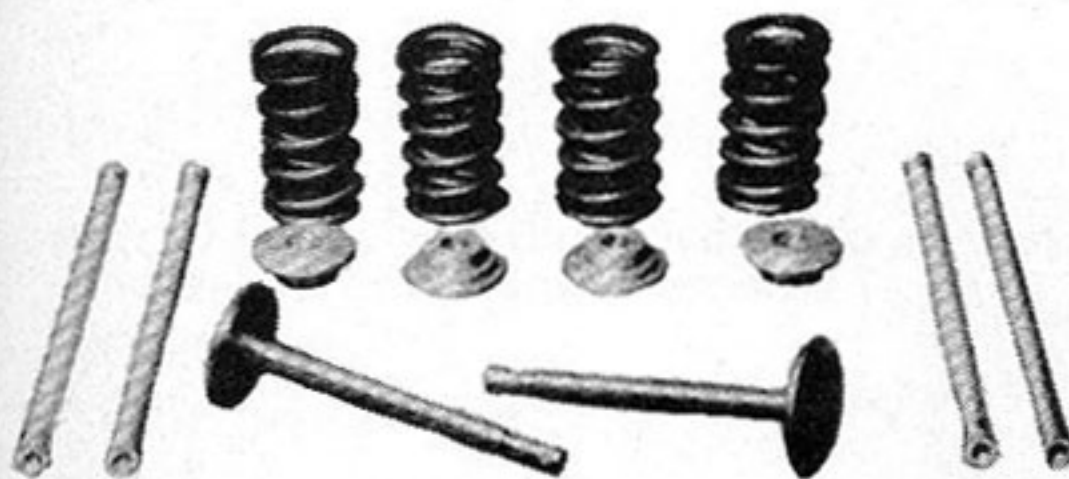
DE29 Stop frothing and increase performance, carb. rubber mounts to suit Daytona and 650cc

DE30

Paired concentrics 32mm

DE31

Carb. bell mouths



DE32

Rev safely by using racing valve springs
W & S valve springs

DE33

Minimise the strain on your valve gear, fit dural valve caps. (to suit all 500cc and 650cc)

DE34

Dresda alloy push rods, made from high quality material each rod weighing 1/4oz. lighter than standard.

TRIUMPH TUNING EQUIPMENT

DE35

Chamfer and polish valve guides

DE36

Remove standard carb. flanges, taper bore 1.3/16" or 1/4" and refit flanges

DE37

Shape blend and polish inlet tracts

DE38

Fit welded inlet stubs, open port to 1 1/4", shape and polish ports, and combustion chambers, fit valve guides, grind in valves

DE39

Fit 1.19/32 inlet valves

DE40 1 19/32" Inlet valves.

DE41

Increase the power of your Triumph engine, let us modify your head to 10mm centre plug conversion

DE42

Help the cooling efficiency of your engine, fit nimonic exhaust valves for 650cc only

DE43

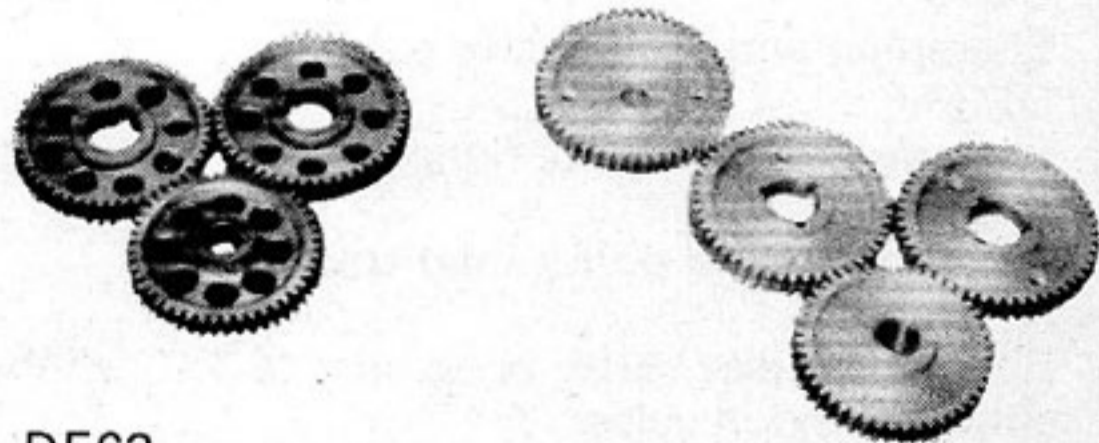
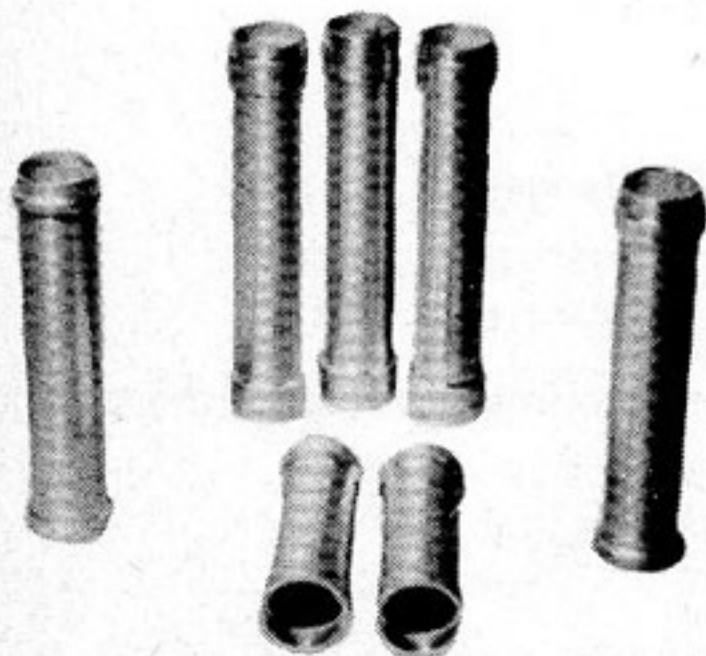
Raise your compression ratio by fitting this special thin copper head gasket (9 stud only).

- DE44
Increase performance of your unit-construction Triumph 650cc by using this special racing exhaust camshaft
- DE45
Drive side roller main bearing, 650 cc only
- DE46
Ball main bearing, 650 cc only
- DE47
5 speed gear cluster complete with cam-plate and selector mechanism to suit 500, 650, and 750 unit-construction and 500, 650, pre-units. These five close ratios have been carefully chosen to match the power characteristics of the Triumph engine, improves acceleration and top speed.
- DE48
Gear box blanking plugs for speedo drive and kick starter
- DE49
Competition gear box cam-plate plunger spring
- DE50
Increase the life of your primary drive by fitting a duplex chain conversion to your 650cc pre-unit Triumph
- DE51
1/4" 20 tooth gear box sprocket for 500 and 650cc Triumph
- DE52
10mm and 14mm racing plugs
- DE53
Hi-flo oil pump for pre-unit 500 and 650, and unit-construction 650

DRESDA TRIUMPH engine tuning

performance goodies for road & racing

- DE54 Big-end shells all sizes
- DE55 E3134 cam shaft
- DE56 Balance crankshaft. Remove and clean sludge trap, check balance factor, and re-fit rods
11-1 or 9-1 high compression pistons
- DE57 Phosphor bronze valve guides, exhaust
- DE58 Treated high lift cams giving longer life, for unit-construction 650cc
- DE60 1/4 and 3/8" Triumph detachable sprockets 45-50 teeth

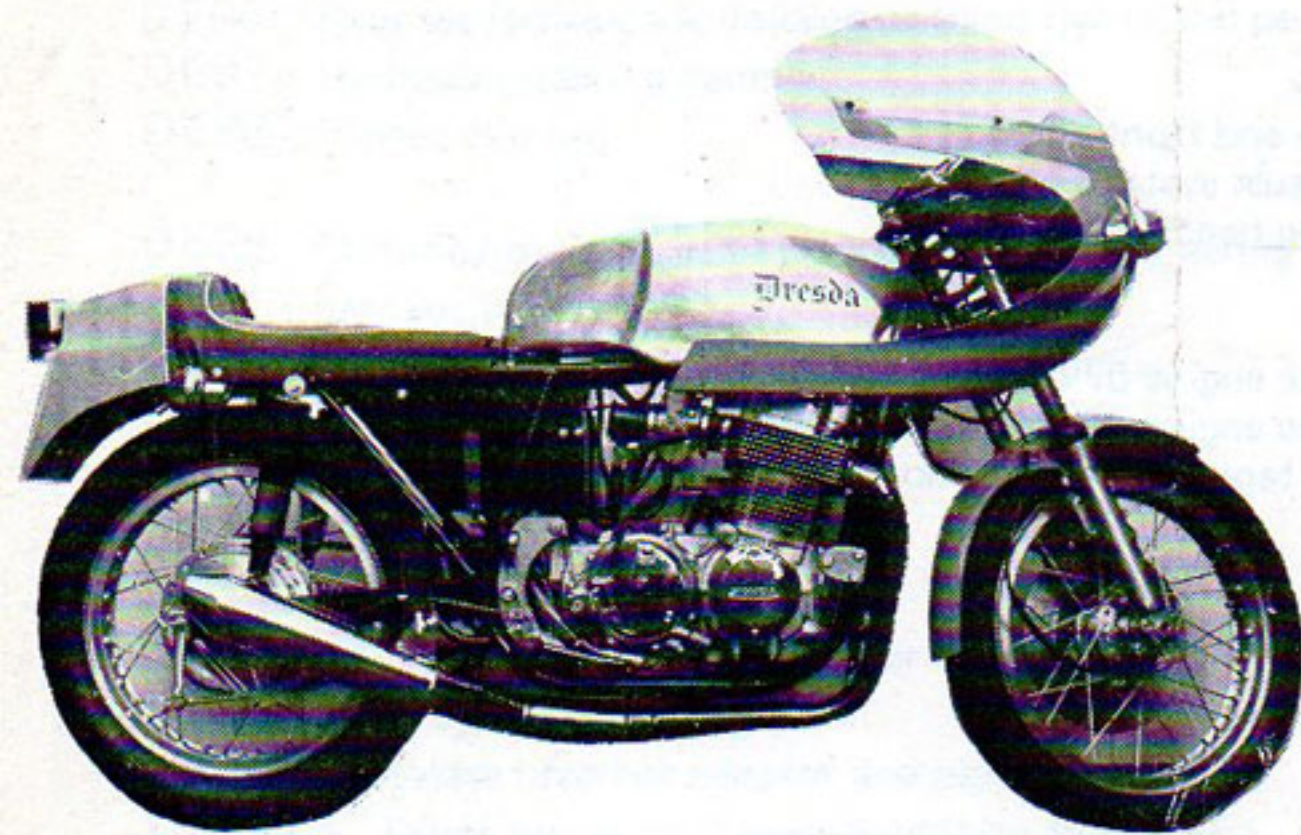


- DE61
High-tensile duralumin push-rod tunnels for T100 and Daytona, pre-unit 500, all 650cc, Trident

- DE62
timing wheels idler fitted with needle roller bearing

- DE63
Alloy timing wheels.
Lightened timing wheels.

DRESDA HONDA 500 & 750 4 CYLINDERS

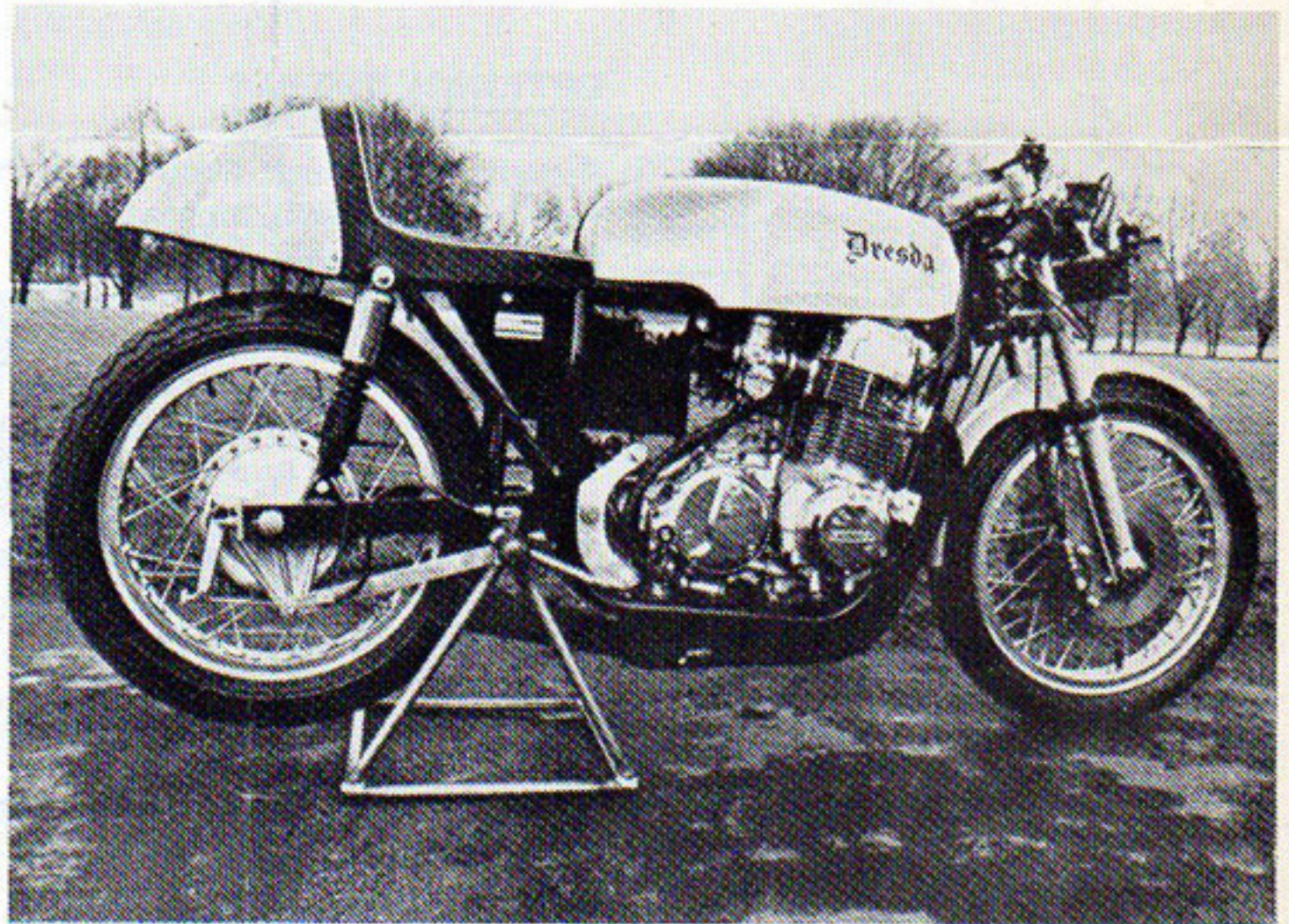


For Road

What Motorcycle Mechanics has to say:

There is no doubt because of its smoothness and power the Dresda four pot is deceptively fast, it corners and performs like a racing motorcycle, but has all the charm and docility of the roadster.

For Racing (with fairing removed to show detail)



What 'Bike' magazine has to say:

What remains in your memory after a ride on the Dresda is a clutch of impressions: the harsh savage tug of the wind at high speed if you peep out from the protection of the fairing, the swift response to the throttle at any speed, the delicacy of the brakes as they pin the bike down from high speed over a patchy surface. It's a bike for riding, a selfish machine that you don't want to share with a pillion passenger, a machine to take out and just ride down the road a while and a while longer. The miles just melt away and the fuel economy is better than for the standard Four due to the lighter weight and smaller cross-sectional area, so the range is excellent.

DRESDA/HONDA LIGHTWEIGHT

Lightweight frame assembly, stove enameled in black.
150 mph speedo, rev counter.
Single disc front brake.
Chrome rims.
Polished alloy petrol tank.
Fibre-glass seat/No. plate and front guard.
Tailor made chrome exhaust system.
Rear set footrests, touring handlebars.
Prop stand.
12 volt lighting.
HONDA 4 cylinder 750cc engine 67 bhp or
HONDA 4 cylinder 500cc engine 48 bhp.
Choice of 20 colours for tank, rear seat section and front mudguard.

OPTIONAL EXTRAS

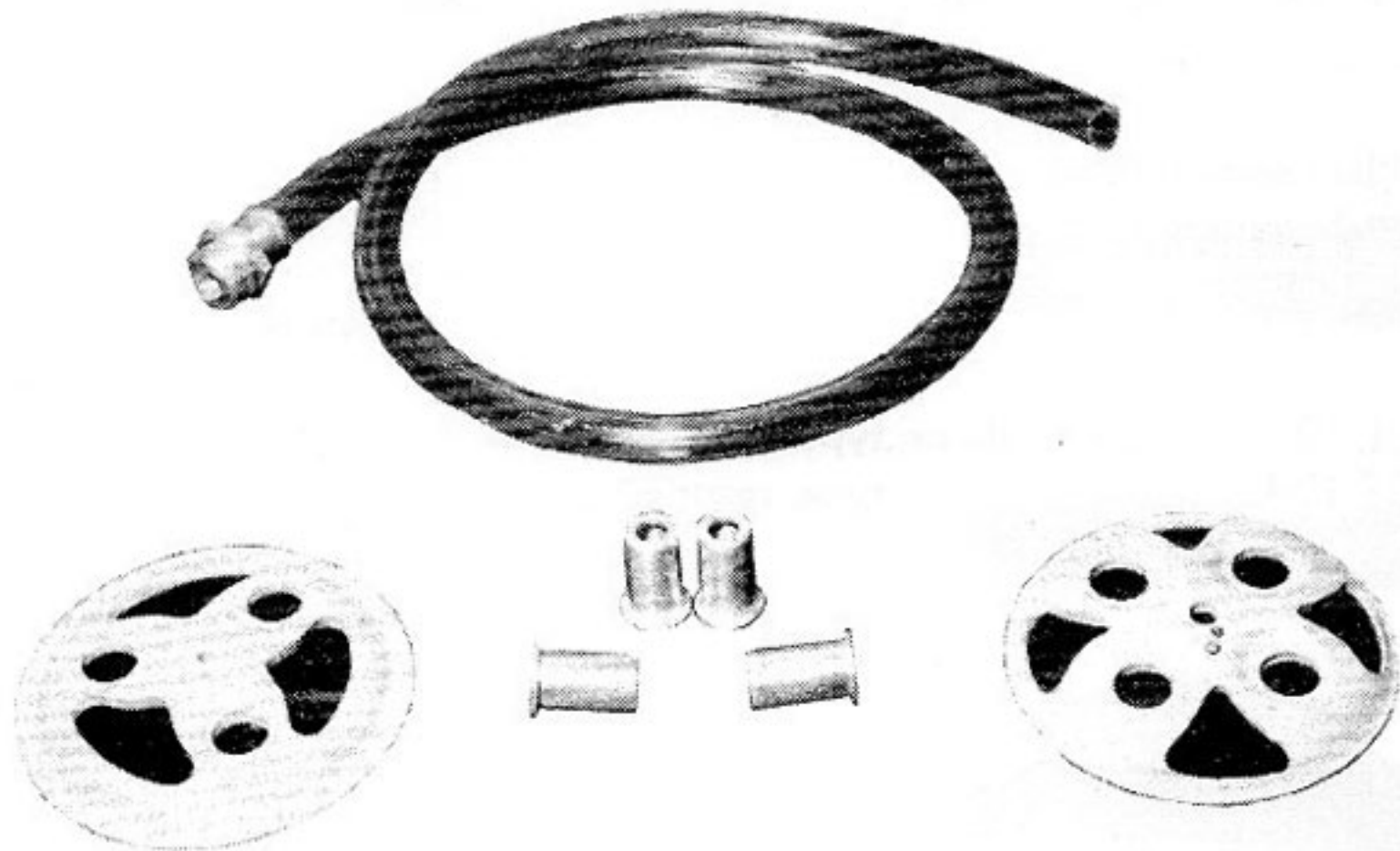
<input type="checkbox"/>	4 leading shoe single sided finned front hub 10¼", heat treated aluminium.
<input type="checkbox"/>	WM2/WM3 serrated alloy rims.
<input type="checkbox"/>	Locking tool box fitted in rear of seat
<input type="checkbox"/>	K81 rear tyre
<input type="checkbox"/>	KR84 low profile front racing tyre
<input type="checkbox"/>	KR83 rear racing tyre (sucker type)
<input type="checkbox"/>	KR73 rear racing tyre
<input type="checkbox"/>	Avon G.P. rear tyre
<input type="checkbox"/>	Top section fairing in matching colour
<input type="checkbox"/>	Full fairing
<input type="checkbox"/>	Lining and sign writing
<input type="checkbox"/>	Swan neck or straight clip-ons
<input type="checkbox"/>	Mag wheels
<input type="checkbox"/>	Chrome rear springs
<input type="checkbox"/>	Betor rear shock absorbers, chrome vanadium steel springs, five height positions
<input type="checkbox"/>	Big bore conversion
<input type="checkbox"/>	Chrome rear swinging arm
<input type="checkbox"/>	Double disc front brake
<input type="checkbox"/>	Disc brake back
<input type="checkbox"/>	Oil cooler
<input type="checkbox"/>	Small crash bars
<input type="checkbox"/>	4 into 1 exhaust
<input type="checkbox"/>	4 into 2 exhaust

*Tick boxes to indicate your specification and send to
Dresda Autos Ltd., 292 Worton Road, Isleworth, Middx, TW7 6EL.
and we will quote on your exact specification.*

CUSTOMISING AND RACING EQUIPMENT.

- DE93 Dresda clip-ons, chromed, light-weight
- DE94 Headlamp brackets
- DE95 Rubber fork gaiters
- DE96 Rear set footrest kit; folding or fixed right hand pedal.
- DE97 Hydraulic steering damper
- DE98 Hinged clip-ons

- DE99 Chrome headlamp with light unit, ammeter, wiring harness, switch etc.
- DE100 CIBIE 6 volt or 12 volt light unit, inc. bulbs.
- DE101 fork stanchions nickel-plated to prevent rust when clip-ons are fitted.
- DE102 rear springs — chromed
- DE103 chainguard — chromed
- DE104 Alloy clutch pressure plate 3 or 4 spring
- DE105 Alloy clutch spring cups
- DE106 Chaincase breather adaptor and pipe: u/c models
- DE107 ¼" Dural sprockets, Triumph bolt-on from 45T:
- DE108 ¼" Steel sprockets, Triumph bolt-on from 45T:
- DE109 ⅜" Steel sprockets, Triumph bolt-on from 45T:
- DE110 Hinged headlamp brackets



ALLOY RIMS.

- | | | | | |
|-------|---------|------------------------|-------|-------------------------|
| DE111 | | WM 1 x 18" front | DE114 | WM 1 x 19" front |
| DE112 | Borrani | WM 2 x 18" fr. or rear | DE115 | WM 2 x 19" fr. and bck. |
| DE113 | | WM 3 x 18" rear | DE116 | WM 3 x 19" rear |

Drilling extra

triumph

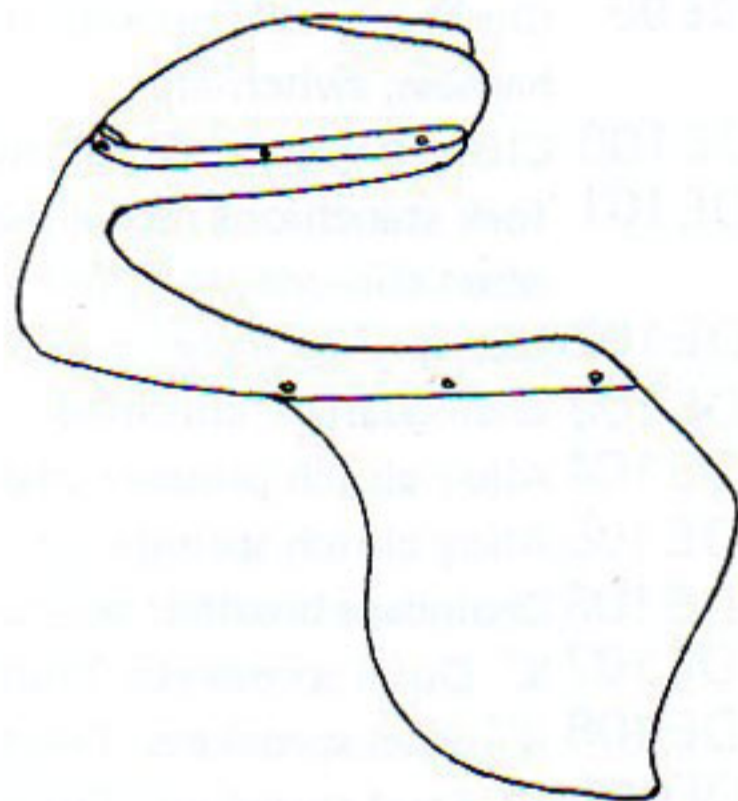
DE117 Sports 3 piece with double-curve screen, headlamp aperture and fixing brackets.



DE120 One piece with double-curve screen, wind-tunnel tested.
Signwriting extra:

DE118 Racing
DE119

2 piece with double-curve screen.
3 piece with double-curve screen.



dresda Triumph

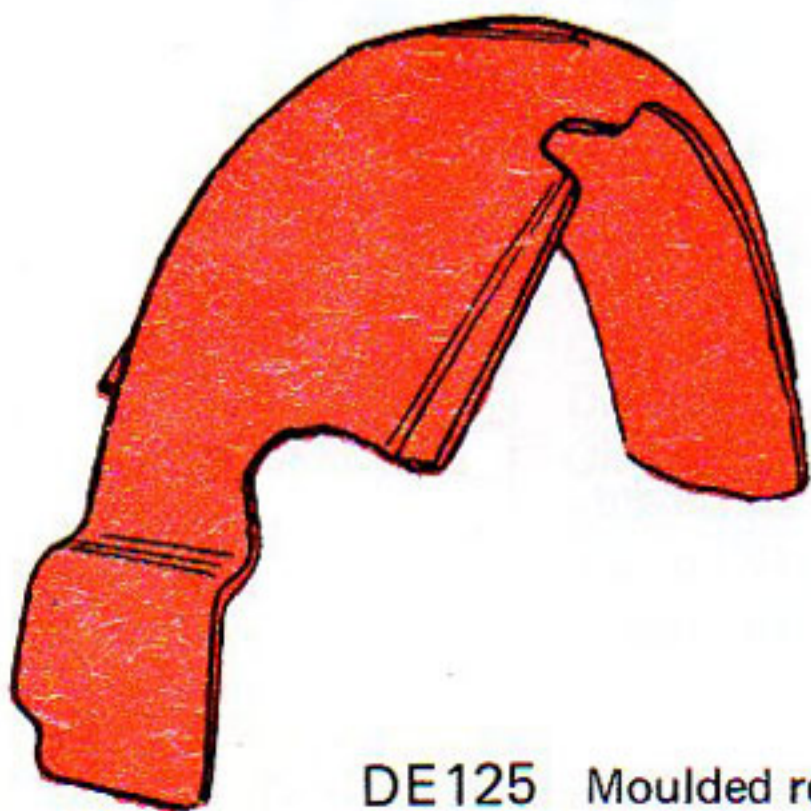
Mudguards

DE121 Plain section front:

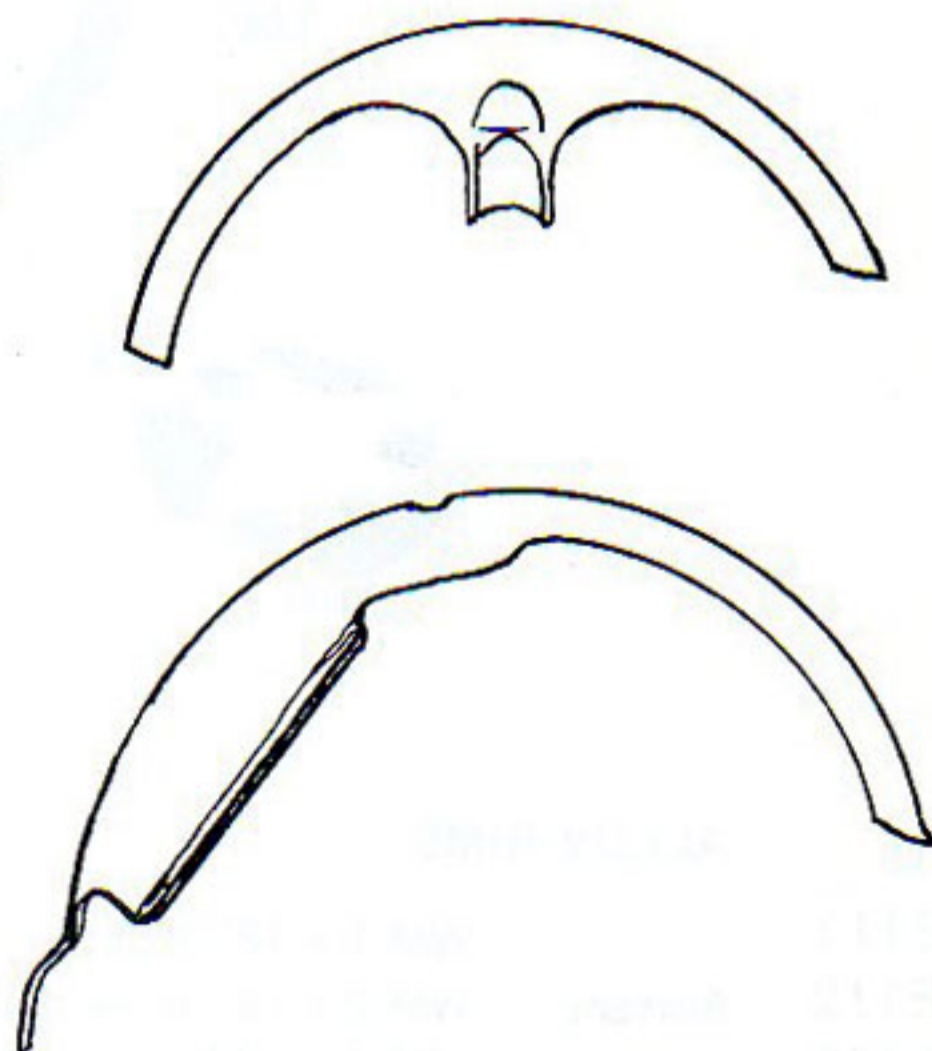
DE122 Plain section rear:

DE123 Moulded clip-on type front, rounded:

DE124 Moulded clip-on type, razor edge:



DE125 Moulded rear, with oil shield:



DRESDA

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