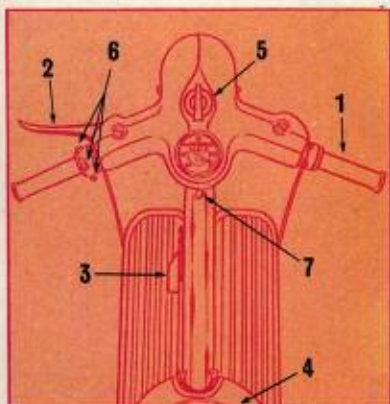


The Triumph AUTOMATIC T10 is something new! This is motoring reduced to its simplest, easiest and safest. Any member of the family can ride after a few minutes instruction — and how useful it would be in your home. Taking the youngster to school, shopping trips for mother, down to the station (or golf club) for dad — and exploring the country at weekends for the youngsters. Simpler to ride than a bicycle, yet with the full weather protection of the bigger scooter. There is a place in every household for the Triumph Automatic and not many days in the year when she would not be used by one or other of the family. As a "second vehicle" the T10 is unrivalled — and unrivalled too in first cost and day-to-day running expenses



look!
NO GEARS!
NO CLUTCH!
it couldn't
be easier

LEARN TO DRIVE IN MINUTES



So simple are the Triumph Automatic controls that anyone can master them in a few minutes.

- 1 The rotating grip on the right handlebar which controls the speed of the engine — towards you to go faster.
- 2 The front brake lever operating a powerful internal expanding brake on the front wheel.
- 3 The footbrake pedal which is coupled to the rear brake.
- 4 The drive switch, concealed under the seat, is activated once you are sitting astride the machine ready to move away. Once under way, the Triumph

Automatic is controlled entirely by the twistgrip (1) and the brakes (2) and (3). There is no clutch to worry about or gears to change. This leaves you free to concentrate on the road ahead, a major safety factor in today's traffic conditions.

- 5 Light switch.
- 6 Three buttons on the left handlebar for the horn, headlamp dipper and engine cutout.
- 7 Anti-theft lock fitted as standard equipment.

Triumph Engineering Co. Ltd.
Meriden Works, Allesley
COVENTRY

Phone: Coventry 20221. Grams: 'Trusty Coventry'

TRIUMPH
AUTOMATIC T10

Printed in England by Allday Limited, Birmingham

specification

Engine. High efficiency, single cylinder two-stroke, horizontally mounted, fan cooled, the fan being integral with the flywheel alternator which provides ignition and lighting. Aluminium piston, steel connecting rod with heavy duty roller bearing big end. Petrol lubrication (ratio 30 to 1).

Transmission (Patent No. 809968). Fully automatic by heavy duty vee-belt to a single stage reduction gear at the rear hub.

Frame (Patent No. 991296). Channel section pressed steel back-bone type frame of unique design. Immensely strong and rigid.

Body. Pressed steel construction, beautifully styled, encloses the engine/transmission unit. The platform and front apron provide

extremely adequate weather protection. Comfortable hinged twin-seat with foam cushion and vynide covering.

Suspension (Patent No. 825977). Trailing link front suspension controlled by rubber in compression. Swinging arm rear suspension with single spring unit.

Wheels. Pressed steel car type, quickly detachable and interchangeable.

Fuel tank. Beneath twin seat, with quick release filler cap.

Electrical equipment. Six volt flywheel alternator with A.C. lighting coils. Powerful head and tail lamps, integral rear reflector. Automatic safety switch beneath seat.

Other patents pending.

technical data

Engine type	Two-stroke	Tyres	3.50 x 8
No. of cylinders	One	Brakes diameter (in.)	5
Bore/Stroke (mm.)	50.4 x 50.0	Seat height (in.)	26
Bore/Stroke (in.)	1.984 x 1.969	Wheelbase (in.)	46½
Cylinder capacity (c.c.)	99.75	Length (in.)	68½
Cylinder capacity (cu. in.)	6.1	Width (in.)	24
Compression ratio	7:1	Clearance (in.)	5
b.h.p. at 5,000	4.5	Weight (lb.)	150
Carburettor	Amal	Fuel capacity (gal.)	1½
Transmission ratio range	5:1 to 15:1	Colour	Ruby Amaranth

All retail sales are subject to the Guarantee published in the Company's current catalogues and we reserve the right to modify or deviate from the published specification without notice.

Ref. 1/65/100

now...you can **all** get about...

HARVEY'S
47 SOUTH LAMBETH RD., LONDON, S.W.8

easy...easier...EASIEST! Yes, the TRIUMPH AUTOMATIC is, without doubt the easiest to handle of all vehicles, power or pedal, two wheels or four. It has two controls only — a twistgrip accelerator and brakes. If you've been accustomed to a clutch and gears you'll be amazed at the easy driving technique you get with the no clutch, no-gears Triumph Automatic — the all-purpose family vehicle.



TRIUMPH
AUTOMATIC T10

relax and enjoy the simplicity of Triumph Automatic
travel – anyone can ride within
minutes the automatic way



TRIUMPH
AUTOMATIC T10

SIMPLE — ACCESSIBLE — RELIABLE

Technically, the Triumph Automatic is an interesting little vehicle. It is powered by a horizontal 99 c.c. single cylinder two-stroke engine which is coupled to the rear wheel through the robust vee-belt transmission, which varies the effective gear ratio automatically according to load and engine speed. It disengages completely at tickover, enabling the scooter to stop, yet leaving the engine running. The body panel is hinged to allow ease of servicing and is easily raised by means of opening simple spring clips. A stay is provided to hold the panel in the open position. An easily removed panel on the left hand side of the body exposes the entire engine/transmission unit.

QUALITY ACCESSORIES

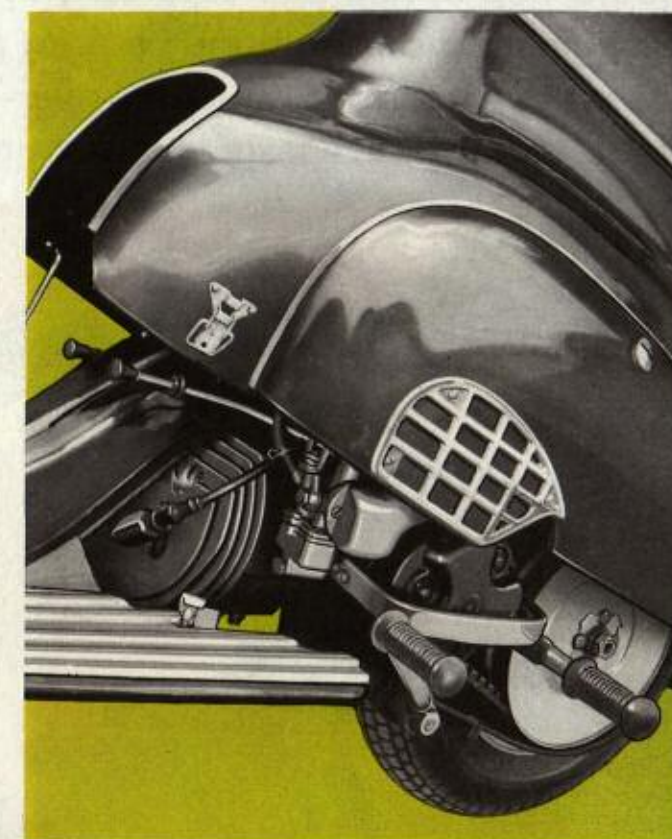
An extensive range of high quality accessories is available for the Triumph Automatic scooter. A selection of these are depicted on this page. Full details of this range, including prices, are available on request.

EVERY INCH HAND SPRAYED

The fabulous deep red glow of the Triumph Automatic is achieved in an unusual way. First the machine is sprayed with gold lacquer. When the translucent red paint goes on over this, the gold shows through with a rich, gleaming lustre. And every inch is hand sprayed!

ALWAYS COMFORTABLE TO RIDE

For a smooth and safe ride, effective suspension is provided for both front and rear wheels of the Triumph Automatic. Illustrated below is the front unit in which the wheel is mounted on a trailing link controlled by rubber in compression. Swinging arm rear suspension with single spring unit.



AUTOMATIC SAFETY SWITCH

The automatic safety drive switch concealed under the hinged twin seat can be clearly seen in the illustration below. This switch ensures that the machine will not move away until the rider is sitting safely on the seat. Toolbox and petrol tank filler cap are also hidden from view beneath the seat.



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