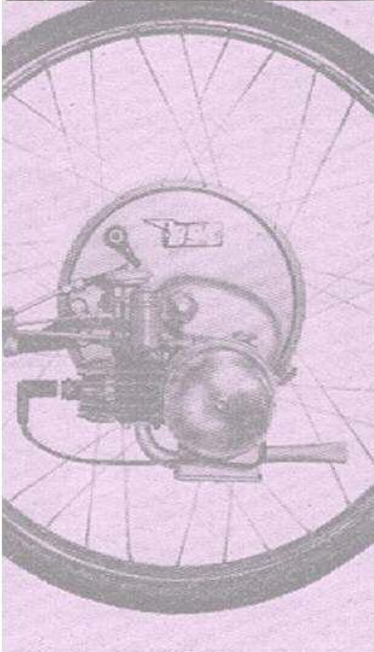


IceniCAM Information Service



www.icenicam.org.uk

NINEPENCE
MONTHLY
MAY 1962
VOL X No. 6

POWER & PEDAL

with
the

SCOOTER



IT'S HERE...THE TRIUMPH **tina**

the worlds first fully automatic scooter at less than £100!

tina

New automatic

lightweight

Scooter

TRIUMPH is a name well known for motor cycles throughout the world and it is great news that this famous company is producing a scooter. More than that, the scooter is a very attractive lightweight with fully automatic transmission and sold at a price that puts it into the popular market from the start.

Tina, as she is called, is a 99 c.c. two-stroke engine machine with expanding pulley belt drive. The engine lies horizontally with the blower cooled cylinder just forward of the driving seat and the belt drive goes right back to the rear hub, eliminating the need for a rear chain. A reduction gear at the hub end of the drive gives an overall gearing of 5 to 1 in "Top" through an infinitely variable range down to 15 to 1. A centrifugal governor in the driving pulley to-

gether as engine speed rises so increasing the effective diameter of the drive end of the transmission layout. This movement is automatically compensated by the spring loaded rear pulley so that belt tension remains constant throughout.

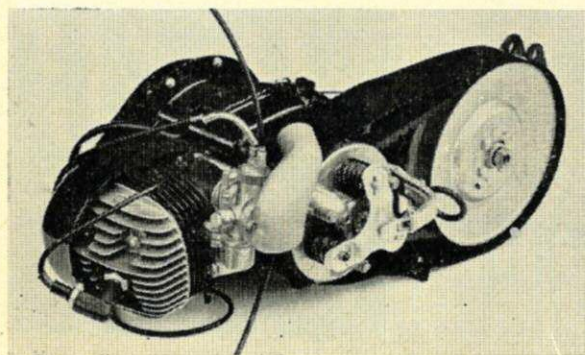
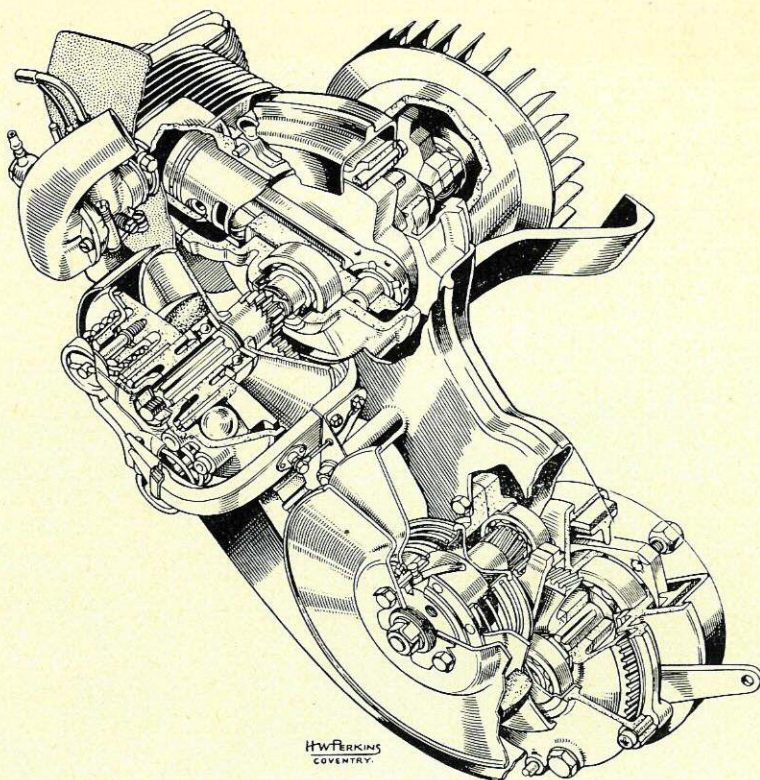
At a tickover the belt idles to provide a Neutral gear position and there is an additional idling control in the form of a cut-out switch at the steering head which keeps the engine revs down below driving

speed even if the throttle is opened.

The engine is a conventional two-stroke slightly oversquare at 50.4 mm. x 50 mm., a capacity of 99.75 c.c. Claimed output is 4.5 b.h.p. at 5000 r.p.m. with a compression ratio of 7 to 1 but the torque is remarkably good at low and medium speeds. A *Wipac* flywheel magneto provides current for both ignition and lighting, the flywheel being vaned to act as a blower. Ball mains and caged roller big end bearings are featured.

This unit is mounted on a light alloy casing that acts as the moving unit of the swinging arm rear suspension system with a single *Girling* damped telescopic spring unit. At the rear end of this unit the final drive reduction gear runs in oil. The forward moving kick starter is on the left of the crankshaft. The carburettor is an *Amal* (Type 32) with the air intake via the main frame beam.

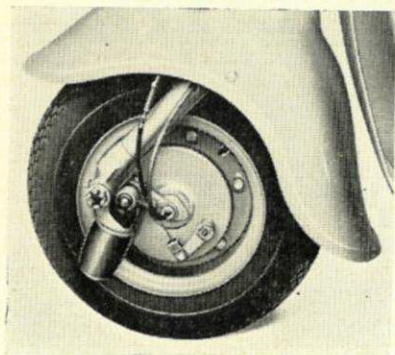
Steel pressings form the main bodywork and the main frame is



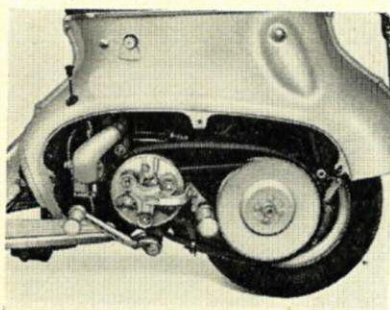
All in one piece, the engine/drive unit can be removed easily for servicing

of the single beam box section type to which the rear swinging arm unit is hinged. There is a plated grill to allow air access to the engine. The side portions of the floor and front shield are detachable for ease of repair in the event of minor accidents. The headlamp is cowled and the speedometer is mounted behind the lamp.

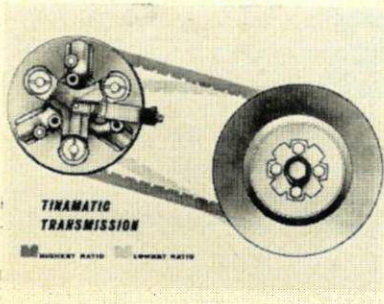
Front suspension is by a simple and ingenious trailing link system using rubber as the springing agent and the long steering column is



Simple, safe and efficient rubber sprung suspension



Above: The transmission and
Below: how it works. Belt tension is self-adjusting and no maintenance is required at all



With all accessories

supported by self-aligned cup-ball-and-cone bearings.

The entire engine/transmission unit is hinged to form the swinging arm rear suspension unit and is easily removable completely for servicing. Lubrication is by petroil mixture at 30 to 1 (call it $\frac{1}{4}$ -pint to the gallon). A flexible sleeve connects the air intake through the main frame member with the carburettor, an Amal 32. Fuel tank capacity is $1\frac{1}{2}$ -gallons and a reserve tap is fitted.

The Wipac flywheel magneto/generator provides direct lighting current and feeds the electric horn but a dry battery parking system is allowed for with the battery in a separate container with leads that plug into the standard wiring and use the main lighting switch. The headlamp is $4\frac{1}{2}$ -inch and also illuminates the speedometer which is front wheel driven.

To provide good silencing standards without loss of performance an expansion chamber is fitted on a very short stub pipe directly below the cylinder and a separate silencer is conventionally placed on the offside of the machine.

Wheels are interchangeable, of the split rim type and each secured by three nuts. 5-inch internal expanding brakes with $\frac{7}{8}$ -inch wide linings are fitted at both ends. Plated embellishers are available as

extras. Tyres are Avon 3.50 x 8-inch.

Price is an important factor in utility market machines and the new *Triumph* is really competitively priced at £91 17s. 6d., including Purchase Tax.

Accessories

A full range of accessories for the *Triumph Tina*, is already available made by Motoplas Co. Ltd.—a member of the BSA Group, of which Triumph is also a part.

The accessories can be bought separately but a special "all-in" pack containing the whole set is available for £10 10s., plus 16s. 4d. purchase tax. This kit includes a fairing, mirror, licence holder, leg-shield bag, and pannier bags.

All of these can be fitted by the average rider, but in case of difficulty Triumph dealers can undertake the work.

Sold separately the items are priced as follows:—

Fairing £4 4s.; mirror 11s. 6d.; legshield bag £2 9s. (inc. purchase tax); pannier bags (pair) £3 4s. 10d. (inc. purchase tax); pannier carrier 9s. 3d.; inflator 5s. 3d.; licence holder 2s. 6d.

Avon Tyres

Tyres made of high hysteresis rubber are fitted as original equipment. Made by *Avon* these tyres give high standards in wet road adhesion and braking. The tyres combine the cling rubber with a new multi-studded pattern which with its many edges is designed to give greater grip on extra-slippery surfaces. The pattern is extended well down the sidewalls to give continued stability when cornering. At present these new tyres are only available on the "Tina" Scooter.

High hysteresis rubber almost non-elastic. When it is deformed by an irregularity in the road, much of the work done is dissipated as heat. The rubber remains longer in contact with the deforming irregularity and thus there is much improved "cling" to the irregularity and the road, particularly in wet conditions.

Triumph announce WORLD'S FIRST FULLY AUTOMATIC SCOOTER AT LESS THAN £100

(and it's British!)

Today there's a new kind of travel on the roads. For scooter enthusiasts. For everyone. For today you can buy the Triumph Tina—the world's first popularly-priced automatic scooter. Automatic transmission—once reserved for luxury cars—now comes within the reach of everyone. For the Triumph Tina costs only 87½ guineas.

It's truly, fully automatic. No clutch. No

gears. Just open the throttle, and away you go—smoothly, effortlessly—the transmission adjusting of its own accord to every change in speed.

This is travel with a difference. Smooth, exhilarating. This is the scooter that makes all others look old-fashioned. This is Tina—the scooter for you.

TRIUMPH tina

Price 87½ gns

INCLUDING
PURCHASE TAX

or on easy terms

ACCESSORIES: Among the range of accessories available as optional extras are: windscreen, wheel discs, shopping basket, a handbag hook, and a parking light.



SEE TINA RIGHT AWAY

Your nearest Triumph dealer will be glad to demonstrate Tina to you. If you don't already know his name and address, just fill in and post this coupon, and we'll send you details, together with a free illustrated colour folder.

**TO: TRIUMPH ENGINEERING CO. LTD., TINA DIVISION B.,
MERIDEN WORKS, ALLESLEY, COVENTRY**

Please send me a full list of Triumph dealers, together with a colour folder for the new Tina.

NAME

BLOCK LETTERS, PLEASE

ADDRESS

.....

TRIUMPHANT WITH MOBILMIX TT & MOBIL SPECIAL

Meet

tina Triumph
Engineering Limited's new
scooter. The makers
recommend lucky owners to
use MobilMix TT
and Mobil Special.
tina is a triumph—
with Mobil products!



MOBIL OIL COMPANY LIMITED

WHERE TO GET YOUR tina

W. H. COLLINS & SON
KENWYN MEWS,
TRURO,
CORNWALL.
Telephone: 4334-5

GEORGE GROSE LTD.,
14, Station Buildings, New Bridge St.,
E.C.4.
and
832, High Road, N.12
Tels: Cen. 5561 & Hill 2149

GODFREYS LTD

**FOR
tina**

226-234 London Road, Croydon. CRO
3641/3. 427, Brighton Road S., Croydon.
UPL 8275/7. 208, Gt. Portland Street,
W.1. EUS 4632/4. 418, Romford Road,
Forest Gate, E.7. GRA 1234/5. 220,
Barking Road, East Ham, E.6. GRA 8088

TRY OUT THE **tina** FREE
on our own
Private Roads

HORSMAN'S

Liverpool & Queensferry

HARVEY (Lambeth) LTD.,
47, SOUTH LAMBETH ROAD,
S.W.8.
(nr. Vauxhall Station)
Telephone: Reliance 6661

FOR TINA SALES SERVICE and
SATISFACTION, EARLIEST
DELIVERY, HIGHEST
EXCHANGES.

PRIDE & CLARKE LTD.,
158 Stockwell Road, S.W.9.
Tel: BRI 6251

MEETON MOTOR MECCA Ltd.,
SHANNON CORNER,
KINGSTON-BY-PASS,
NEW MALDEN.
Telephone: 2727

PUTNEY AUTOS LTD.,
263, PUTNEY BRIDGE ROAD,
S.W.15.
Telephone: Putney 1168

Redhill Motor & Cycle Works Ltd
50, Brighton Road, Redhill, Surrey
Telephone: 227
and at
150, London Road, East Grinstead
Telephone: 1331

WOOD SCOOTERS LTD.,
74, HIGH STREET,
COLESHILL,
BIRMINGHAM
Tel: Colehill 3021 & 3186

First Impressions

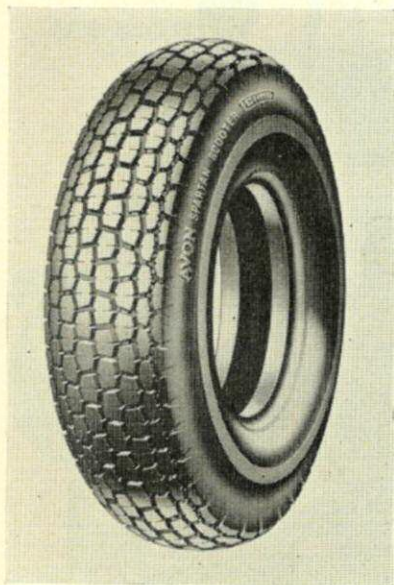
Taking Tina on the road

A FULL road test report will appear in our next issue, but we have had time to gain our first impressions of this new and very interesting light scooter and we have no hesitation at all in saying that we like it very much.

Although there is nothing new in either light scooters or variable pulley belt transmissions the look and feel of this one are quite different from anything we have tried before. It is a genuine light-weight at 145 lbs. and it looks light too with a slim line and nice proportions.

Screen and footboards are narrow enough to avoid a wide-legged straddle when the feet are on the ground, but plenty wide enough to provide good weather protection. The dualseat really is big enough for two people but fits well on the slim-styled rear end of the machine. Detail work is

*Neat, light,
pretty, Tina
ready to go*



Avon non-skid tyre

clever throughout and one of the small items that is going to be blessed over and over again in use is that flexible plastic front mud-guard that will not only avoid the unsightly dents and scratches on itself that most scooters suffer from but will also not tear stockings or mark the family car when in the garage.

Driving the *Tina* could not be easier and it is a fact that several people who have no riding experience at all, including one to our knowledge who had not even ridden a bicycle, were able to get on to the scooter and ride it at first attempt. You simply sit on the machine and move off by opening the twist grip throttle.

A stroke of genius in sheer simplicity is the bridge arrangement of the footbrake pedal(s) which enables the brake to be operated with either foot, a great help to a novice in traffic.

Safety is the keynote of the

designer's intent and all the handling characteristics are turned to this end, including the *Avon* high hysteresis non-slip tyres. The centre of gravity is low, the rider's weight is kept well within the wheelbase and roadholding is very good.

We found the comfortable cruising speed to be just above 30 m.p.h. with plenty more in hand if required and the general standard of performance fits in with normal urban motor traffic speeds.

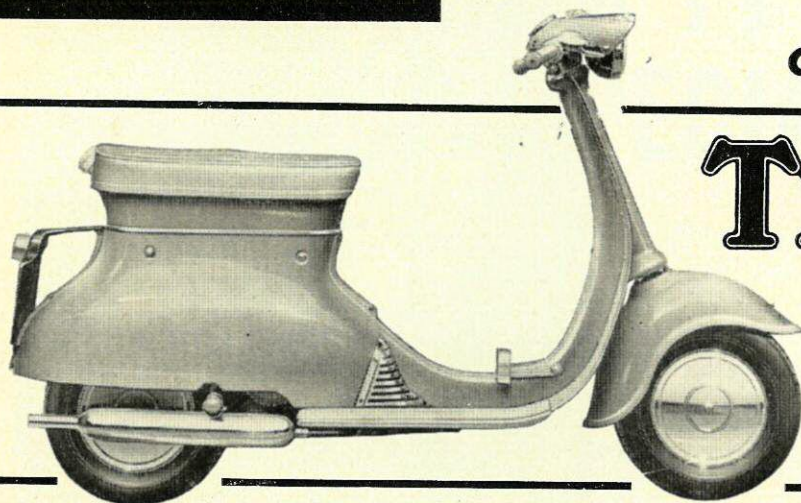
Tina is introduced with the woman rider very much in mind and we have no doubt that many women will welcome the newcomer, but we must admit that even experienced male riders find it great fun and very efficient as a means of transport. This is a sound, simple scooter at a very modest price and it will undoubtedly open up a new field in scooter sales throughout Britain.

WIPAC

IGNITION AND LIGHTING EQUIPMENT

chosen for the

TRIUMPH tina



for all round reliability

THE WIPAC GROUP, Buckingham, England



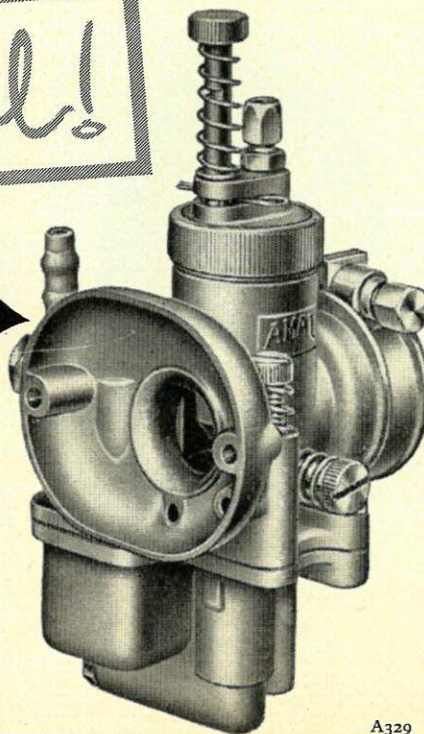
it's New! it's Amal!

THAT'S WHY IT'S GOOD NEWS FOR MOTORCYCLISTS!

AMAL
TYPE 32
CARBURETTER

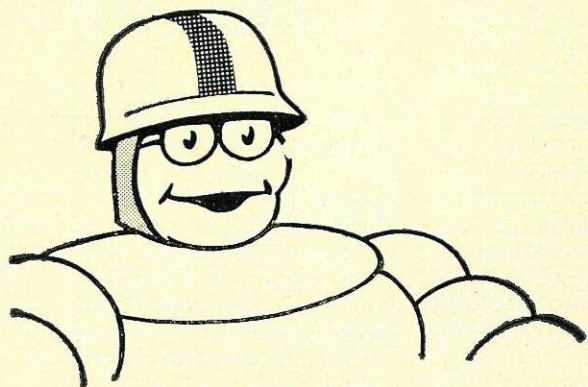
**AS FITTED TO
"TRIUMPH" TINA SCOOTER**

Built from all the experience gained in 60 years' design and manufacture of carburetters for motor cycle and similar engines, the new "Type 32" upholds the high standards always expected of AMAL. Made as a single or double lever type, it covers bore sizes from 11/16" to 13/16" inclusive. When you replace, replace with AMAL!



AMAL LTD. HOLDFORD RD.
WITTON, BIRMINGHAM 6
Tel: Birchfields (Birmingham) 4571

A329



MICHELIN



**FLEXIBILITY STABILITY
DURABILITY & GRIP**

ACS SCOOTER TYRES

are a perfect combination of flexibility, durability, stability and grip at their highest.

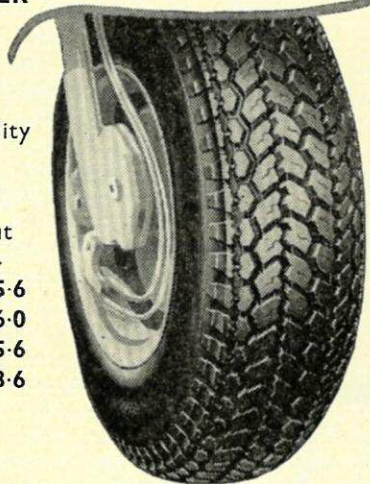
They are 4-ply rating but cost no more.

3.00-12 £2.15-6

3.50- 8 £2. 6-0

3.50-10 £2.15-6

4.00- 8 £2.18-6



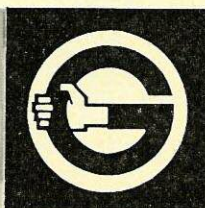
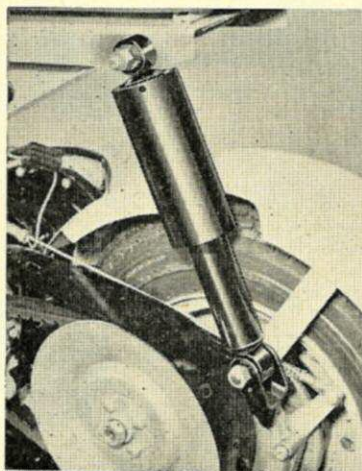
MICHELIN TYRE CO. LTD.

Factories at Stoke-on-Trent (Head Office) and Burnley IB62/5/C



the NEW TRIUMPH tina

is fitted with a
GIRLING
SUSPENSION UNIT



The smoothest answer to the world's road surfaces

GIRLING LTD • KINGS RD • TYSELEY • BIRMINGHAM 11.

tina Service

Car sales practice is followed over servicing since it is assumed that most buyers of these scooters will wish to have the machines looked after by professionals. With each machine sold is a book of vouchers. The first provides for a complete free service and check-over at 300 miles with subsequent servicing at 2000 mile intervals for a fixed charge of £1 a time with slightly more extensive work at 6000 and 12,000 miles.

For this £1 the work to be done is:

Front Wheel

- Check tyre pressure.
- Check wheel nuts.
- Grease suspension (two points).
- Lubricate and adjust brake cable.

Handlebar

- Check head races for excessive play.

Lubricate control cables (brake and throttle).

Check headlight alignment.

Legshields

Check nuts and bolts.

Left Grille

Clean sparking plug.

Left Cover

- Adjust throttle cable.
- Adjust carburettor settings.
- Grease fork pivot (one point).
- Lubricate and adjust brake cable.
- Check safety switch adjustment.

Right Side

- Check wheel nuts.
- Check tyre pressure.
- Clean and adjust contact breaker points.

General

- Check lighting system.
- Grease pedal pivots.
- Test machine on road.
- This inexpensive looking after should ensure trouble free running over several years of utility riding.

7-YEAR TEST

(Reprinted from "On the level" magazine of the L E Velo Club)

Listening to radio's "Motoring Magazine"—"... legally necessary after 31 December". Sudden uncomfortable realisation — "this means you". So now on this day of days, cruising along, looking for that triangle of triangles. There's an M.o.T. one somewhere round here: at last, there it is.

"Can I have my motor cycle tested here?"

"Made an appointment?"

"No, should I?"

"It's best. Wait till they've finished these two cars, and I'll see how he's fixed".

"We'll do you now. Name, etc. 9/6d. please".

A look at the rear. "these reflectors are losing their colour—see, they are quite amber".

"I'll fit new ones. That's easy enough".

A look at the levers, brake and clutch. They are set O.K.

"These blocks under the stand, please".

Fingering the spokes, he rotates the wheel, an eye on the tyre. Then some pulling and pushing. Round to the front.

"Press the back down, please".

Up rises the front. More pull and push; wheel, struts, head. "right, blocks away. Sit astride. Headlights on".

A simple gauge shows the angle of the beam. Now on to a platform. Foot brake on. The Armstrong machine gets going, and the rear end lifts up. When the indicator registers the needful angle, transfer to the other brake. Still on the platform? OK. Down and off.

"One shilling for the certificate, please".

Preparation:—none. Machine as in daily use.

Time:—About 10 minutes waiting and 15 minutes testing.

Replacement of reflector lenses, 2/-d.

Present mileage, 31,750 and still the original brake linings.

9/6d + 1/-d

