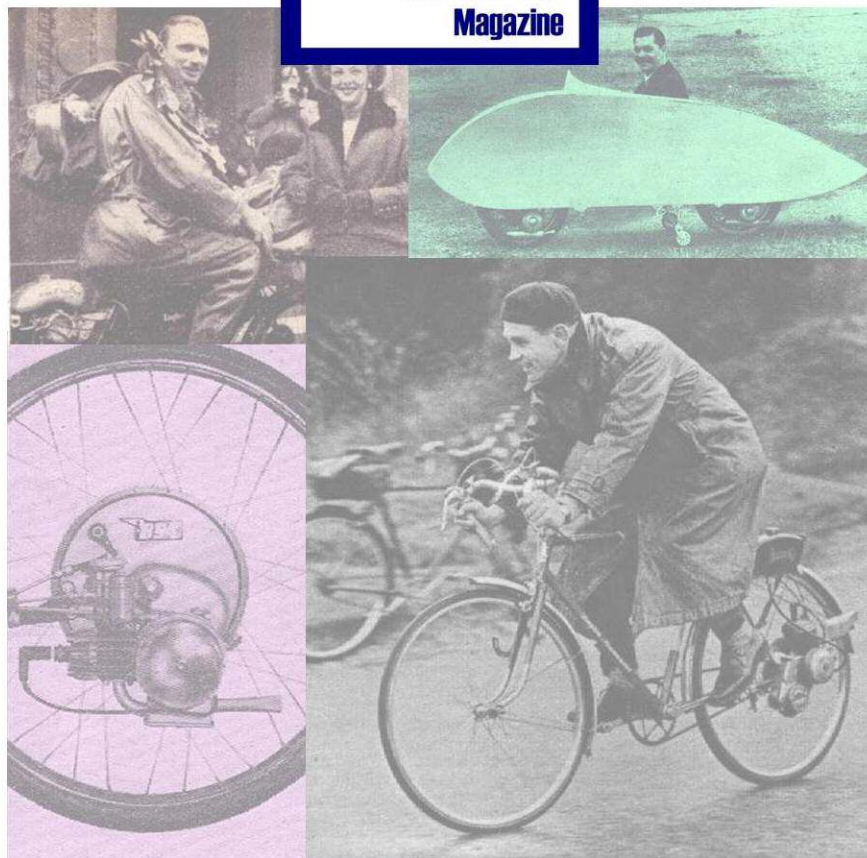


IceniCAM Information Service



www.icenicam.org.uk



technically speaking...

SPECIFICATION

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

TRANSMISSION (Patent No. 809,968) Fully automatic by heavy duty vee-belt to a single stage reduction gear at the rear hub.

FRAME Channel section pressed steel backbone 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 very adequate weather protection. Comfortable twinseat with latex foam cushion and vynide covering.

SUSPENSION Trailing link front suspension controlled by rubber in compression (patent applied for). Swinging arm rear suspension with single spring loaded hydraulic leg.

WHEELS Pressed steel car type, quickly detachable and interchangeable.

FUEL TANK Beneath twinseat, with external quick release filler cap at rear which incorporates an oil measure.

ELECTRICAL EQUIPMENT 6 volt flywheel magneto with A.C. lighting coils. Powerful head and tail lamps, integral rear reflector.

OTHER PATENTS PENDING

TECHNICAL DATA

Engine type	..	..	..	2-stroke
No. of cylinders	..	..	..	1
Bore/Stroke (mm.)	..	..	..	50.4 x 50.0
Bore/Stroke (in.)	..	..	..	1.984 x 1.969
Cylinder capacity (c.c.)	..	..	..	99.75
Cylinder capacity (cu. in.)	..	..	..	6.1
Compression ratio	..	..	..	7:1
B.H.P. at R.P.M.	..	..	..	4.5 @ 5,000
Carburettor	..	..	..	Amal
Transmission ratio range	..	..	..	5:1 to 15:1
Tyres	..	..	..	Avon 3.50 x 8
Brakes diam. (in.)	..	..	..	5
Seat height (in.)	..	..	..	26
Wheelbase (in.)	..	..	..	46½
Length (in.)	..	..	..	63½
Width (in.)	..	..	..	24
Clearance (in.)	..	..	..	5
Weight (lb.)	..	..	..	143
Fuel capacity (gal.)	..	..	..	1½

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

TRIUMPH
Tina

REGD. DESIGN NO. 905,262

TRIUMPH ENGINEERING COMPANY LIMITED, MERIDEN WORKS, ALLESLEY, COVENTRY

Telegrams: "TRUSTY COVENTRY"

Telephone: COVENTRY 20221

Printed in England by James Upton Ltd.

708/62



NO GEARS

NO CLUTCH

goes at a touch

TRIUMPH
Tina

the scooter that **thinks** for itself..



EASIER... easier... the Triumph "Tina" 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. With the engine running, rotate the grip towards you and the scooter moves smoothly off, the engine and transmission doing all the thinking for you and adjusting themselves automatically to your requirements. No clutch to juggle with, no gears to change. You do nothing more except move the twistgrip to control your speed. You do nothing even when faced with a steep hill apart from possibly opening the throttle a little, the transmission adjusts itself to the gradient and the scooter climbs silently, smoothly and confidently. To stop, close the twistgrip and apply one or both brakes, the scooter comes to a standstill smoothly and with the engine ticking over quietly. To move off again simply open the throttle and away you go.

it's automatic...

it's so easy... let's go

TRIUMPH *Tina*

The Triumph "Tina" 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 (but don't let the kids out on the road!), 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 week ends 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 "Tina" and not many days in the year when she would not be used by one or other of the family. As a "second vehicle" "Tina" is unrivalled—and unrivalled too in first cost and day-to-day running expenses.

"Tina" has been designed, developed and manufactured by the famous Triumph organisation which has been making high quality two wheelers since the turn of the century—a certain guarantee of mechanical excellence, reliability and after sales service by Triumph dealers in all parts of the world.

**EASY ON HILLS
NO GEARS
TO CHANGE**



EASY ON THE POCKET



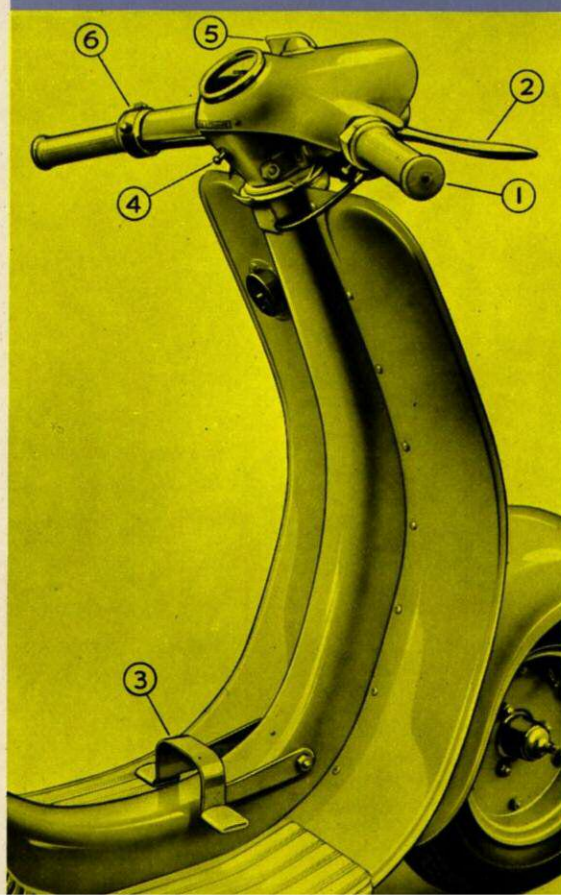
EASY TO PASS THE TEST



- ▶ Full frontal weather protection.
- ▶ Clean modern styling and finish.
- ▶ Range of optional accessories, windscreen, wheel discs, carriers etc.
- ▶ Completely accessible engine/transmission unit.
- ▶ Effective large capacity silencer.
- ▶ Powerful head and tail lamps.

**The "TINA" is backed by the famous nationwide
TRIUMPH 5 POINT SERVICE SCHEME**

- ★ VOUCHER MAINTENANCE PLAN
- ★ REPLACEMENT PARTS AVAILABLE EVERYWHERE
- ★ REPAIRS AT FIXED CHARGES
- ★ WORKS RECONDITIONED EXCHANGE UNITS
- ★ DEALER SERVICE BY FACTORY TRAINED MECHANICS



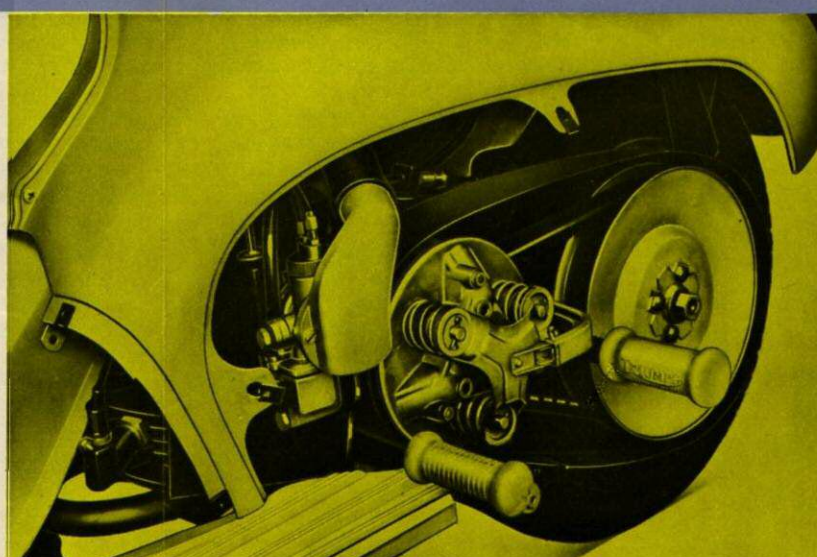
THE "TINA" IS SO SIMPLE AND SAFE

So simple are the "Tina" 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 can be used with either foot and is coupled to the rear brake.
- (4) Start/Drive switch, move to left before starting the engine and to the right when you are ready to move off. (In "Start" position, transmission cannot engage).

Once under way the "Tina" 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 cut-out.



SIMPLE . . . ACCESSIBLE . . . RELIABLE

Technically, the Triumph "Tina" 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. An easily removed panel on the left hand side of the body exposes the entire engine/transmission unit as can be seen in the photograph above. The spark plug and carburettor are readily accessible. On this side also is the pedal starter.

ALWAYS COMFORTABLE TO RIDE

For a smooth and safe ride, effective suspension is provided for both front and rear wheels of the "Tina". Illustrated below is the front unit in which the wheel is mounted on a trailing link controlled by rubber in compression. Rear suspension is a swinging arm controlled by a hydraulic unit.

