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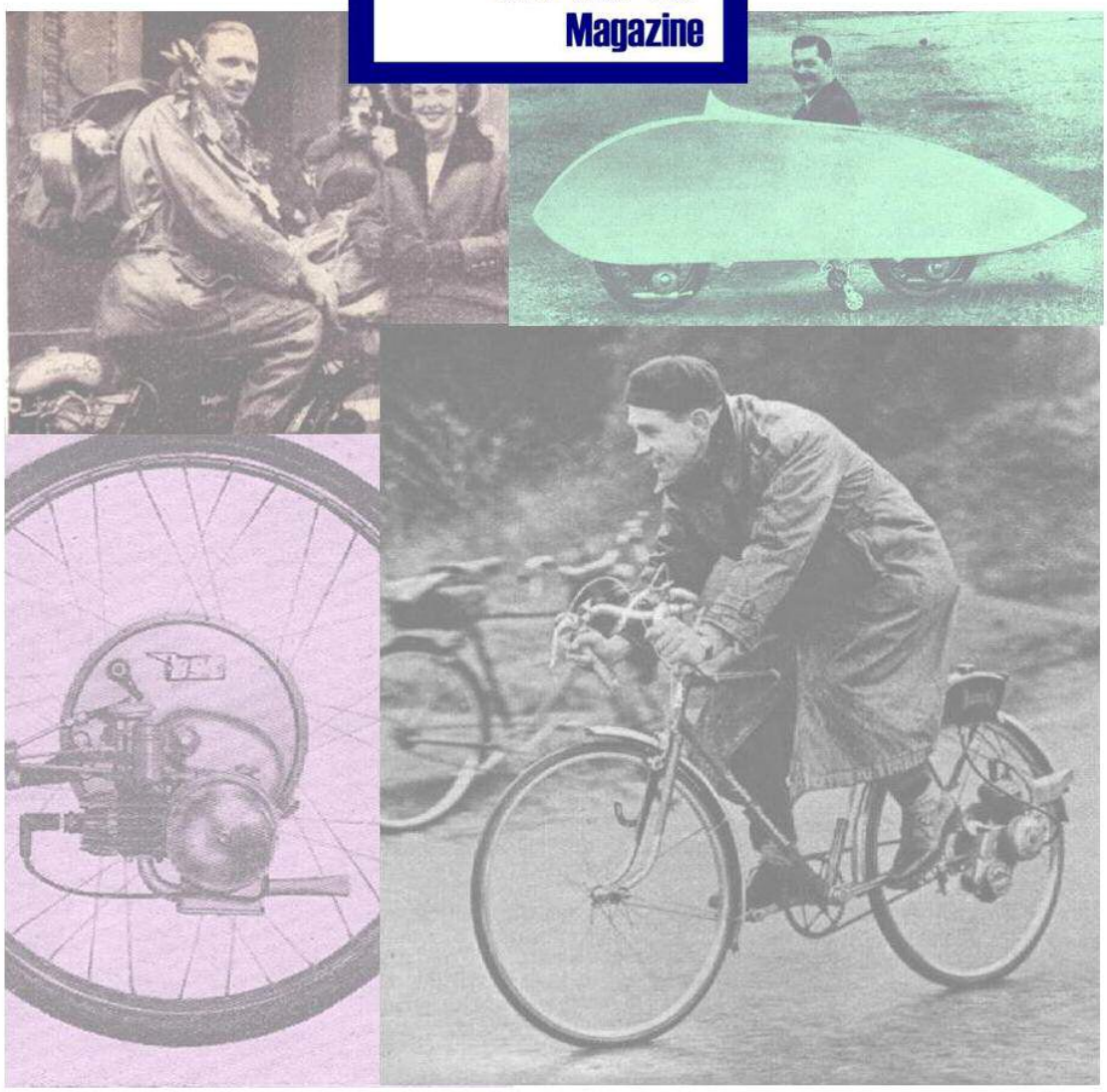

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WORLD'S FIRST FULLY AUTOMATIC SCOOTER AT LESS THAN £100!

IT'S HERE! The new Triumph Tina—world's first popularly-priced *automatic* scooter. It's truly, fully automatic. No clutch. No gears. Just open the throttle, and away you go—smoothly, effortlessly.

This is the scooter that makes all others look old-fashioned. This is Tina—the scooter for you!

TRIUMPH **tina**

Reg. Design No. 905,262

Now only 87½gns INC. P.T *or on easy terms*

SEND FOR FREE COLOUR BROCHURE TODAY!

To: Triumph Engineering Co., Ltd., Tina Division B2, Meriden Works, Allesley, Coventry

Please send me a free Tina colour brochure, together with a full list of Triumph dealers:

Name.....
(BLOCK LETTERS, PLEASE)

Address.....

.....

.....

begins to *fall* gradually although the machine is still slowly gaining speed.

Because there is virtually no braking effect from the engine manoeuvring in traffic requires numerous short bursts on the throttle, the engine falling to idling speeds between each burst. There is a brief moment of delay before transmission take-up each time.

Most scooters claim to have low centre of gravity, but the *Tina* must surely take a lot of beating. The dualseat is only 26 inches from the ground and total weight is only 143 lb. The result is a vehicle that seems to cling to the ground like a limpet. Very slow-speed control is simple, while at high speeds corners can be banked low with complete confidence.

Although we were unable to compare them with a standard pair, we felt that the cling rubber tyres fitted to the *Tina* helped considerably the road-holding abilities and brake response.

So light is the bike and so effective the brakes that we found difficulty in inducing a skid, even on a wet surface. For normal town and country work the brakes are most efficient, the two-sided foot pedal being most handy at first. Later, though, we settled down to using just one side of the pedal all the time.

Performance in m.p.g. was around the 80 mark with hard riding. Performance in m.p.h. was 40 for normal riding, with speeds up to 45 m.p.h. in favourable conditions.

We had our doubts about the wisdom of fitting a dual seat to a 100 c.c. machine when we first heard of the *Tina* but the road test soon changed that. Except on difficult going, the addition of an adult passenger made little effect to the performance, and a 1 in 4 hill was conquered with a steady buzz from the engine at about 10 m.p.h. The bike pulled away from a standstill on the same hill quite happily with one rider.

Suspension is adequate, and the comfortable saddle helps to give fatigue free riding.

Clean and slim

So much for the performance of this extraordinary little vehicle. As a means for getting from A to B with a minimum of fuss or effort it completely succeeds. Added to this the *Tina* is light, easy to handle, and clean in design. It has the looks and fittings of a full sized scooter without the weight or expense.

By virtue of the simple controls, low dual seat and easy handling it should prove ideal for the woman rider.

She may find the complete absence of locker or glove pocket on the standard machine annoying, and we would like to see the addition of a small tool set.

Changing the plug is simple enough when the small grill is removed (three self-tapping screws hold it—a quick release clip would have been appreciated) but the contact breaker is most difficult to reach. Removing the side panel gives access to the carburettor and belt drive.

To sum up, the *Tina* is a delightful and efficient machine with very little to go wrong. At such a low price (£91 17s. 5d.) it compares with the expensive mopeds, and gives amazing value for money.

Except for minor items we found it almost faultless and well worth recommending. It is the nearest thing yet to motorised feet.

Despite its slim lines, light weight and small engine, the Tina looks as impressive as many a large scooter. The full-size silencer and headlamp add to this impression

SPECIFICATION

ENGINE: Single cylinder two-stroke fan cooled, mounted horizontally. Bore 50.4, stroke 50 mm (99.75 cc); Compression ratio 7:1. Petroil mixture 30:1.

TRANSMISSION: Fully automatic by vee belt and pulleys. Ratio range, 5:1 to 15:1.

FRAME: Channel section pressed steel backbone type.

BODY: Pressed steel panels enclosing engine and transmission. A dual seat and pillion footrests fitted as standard.

SUSPENSION: Trailing link front controlled by rubber in compression; swinging arm rear suspension with hydraulic leg.

WHEELS: detachable and interchangeable, eight-inch diameter, with five-inch diameter brakes.

ELECTRICAL EQUIPMENT : Wipac 6v flywheel magneto with AC lighting coils.

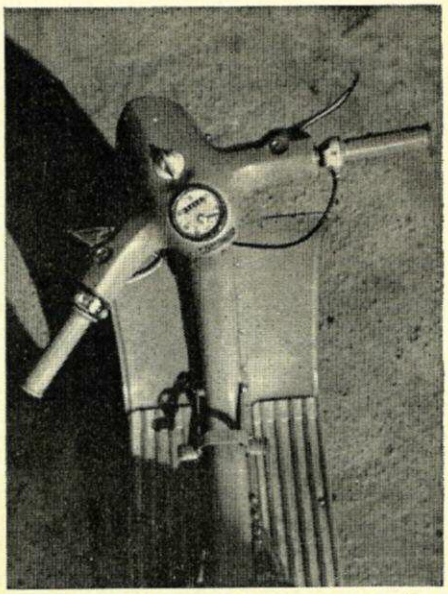
FUEL TANK: External filler cap, 1½ gallons capacity.

PRICE: £91 17s. 5d.

MANUFACTURERS: Triumph Engineering Co. Ltd., Meriden Works, Allesley, Coventry.

ROAD TEST REPORT:

Motorised feet? the 100 c.c. TRIUMPH 'TINA' automatic scooter



Aerial view of the trim handlebars and headlamp unit—look, only one lever control! And notice that ingenious doublebrake pedal

AFTER the enthusiastic launching and warm acceptance by the trade and press, the new British automatic scooter, the *Tina*, needs no introduction.

We took our road test model direct from the launching party at the Royal Festival Hall with little or no preparation.

Some 4.5 b.h.p. is claimed for the 99.75 c.c. engine, which is horizontally mounted between the driver's heels (it is a single cylinder 2-stroke). Cooling is by fan, mounted on the flywheel magneto at the right of the crankshaft.

From the left end of the crankshaft power is taken to the rear wheel by a variable pulley drive, described in detail in our last issue.

Briefly, centrifugal weights fly out as engine speed is increased, drawing the sides of the driving pulley together. This grips the belt, which is progressively forced out to the edge, enlarging the effective circumference of the pulleys and raising the ratio.

The rear pulley has spring-held sides which are pressed apart as the belt is drawn out of the driving pulley and, naturally, the effective circumference of the pulley decreases. A change of ratio from 15:1 to 5:1 is effected in this way. Final reduction gears are built into the rear hub.

A switch beneath the speedometer brings into action an electrical cut-out which prevents transmission pull when the engine is ticking-over with the *Tina* stationary.

Interchangeable split-rim 8 inch wheels are fitted, held by three bolts. Five inch diameter brakes are fitted. operated (front) by handlebar lever and (rear) by an ingenious double-sided foot pedal. Cling rubber tyres are fitted as standard.

Main frame of the *Tina* is welded from steel pressings into a single stiff unit, with legshields and side-panels added. These latter are detachable for easy repair or replacement.

Ease of servicing is a feature of the design of the engine, transmission and rear wheel unit, which pivots on bronze bushes controlled by a damped suspension unit, and can be detached complete.

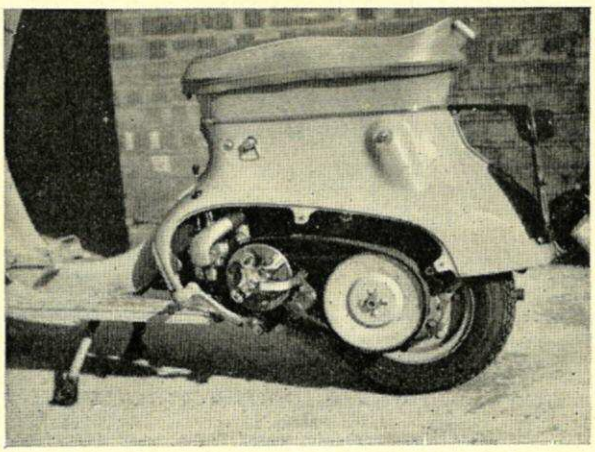
Front end suspension is by trailing link controlled by cylindrical rubber blocks in compression. A flexible plastic mudguard is fitted.

Other fittings include a 1½ gallon petrol tank (filled through a cap *behind* the dualseat), an expansion chamber next to the exhaust port and a centre stand, operated from either side. There is a 4½ inch headlamp, horn and tail lamp, all fed by a generator in the flywheel magneto.

Petrol tap and choke device are mounted together on the side of the bike, but proved awkward to operate when wearing riding gloves. However, the kick starter is extremely easy to operate and our numerous early morning starts were always immediate. This is a point where the *Tina* really scores—very easy first time starting (even if necessary it is impossible to bump start a vehicle with variable belt drive.). Minor criticism: the kick start pedal is too small and too near the footboards.

With engine running and rider astride the saddle, the fun begins. We found that, because there was no pause to change gears, it was possible to accelerate from standstill very much faster than vehicles with larger engines.

An unusual motor reaction occurs, too. With open throttle the engine races as transmission begins to pull, and continues to do so till the bike achieves some momentum (at about 20 m.p.h.). Then the engine speed



Only one side panel is removable. It gives access to the carburettor and automatic transmission. Note the petrol cap behind the seat, and the sturdy stand