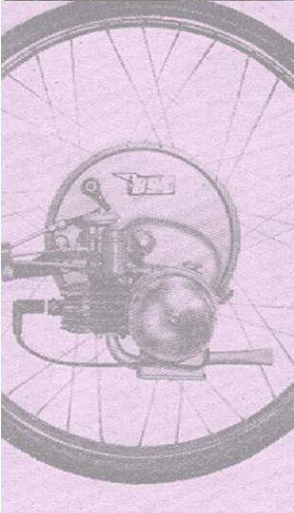


# IceniCAM Information Service



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## WORLD'S FIRST FULLY-AUTOMATIC SCOOTER

### Triumph Tina debut at Festival Hall

Although, as reported in our last issue, 400 Triumph dealers (and the *Trader*) saw the 99.75cc Tina scooter at the Meriden works on March 8, the public launching of the all-British Tina, the world's first fully-automatic scooter took place at a representative gathering of public figures and Pressmen at the Royal Festival Hall, London, on March 27. The retail price is £93 9s. 0d. and on the launching date 1,000 models were in dealers' depots.

Speaking at the launching, Edward Turner, head of the BSA Automotive Group, said that it was coincidental and favourable that Dr. Beeching had chosen to announce a 10 per cent increase in rail and London 'bus fares an evening before the Tina scooter was presented to the public. Lord Mancroft welcomed the Tina and congratulated Triumph Engineering upon the technical achievements embodied in the scooter.

The *Trader* tried out several of the Tinas



**Just the job for getting the shopping on, the Tina is easily handled and realistically priced.**

Fittings include a tubular centre-stand and a dry battery parking unit.

A regular maintenance service scheme is available through all main Triumph scooter dealers at fixed prices and on the surrender of vouchers. A schedule of fixed repair charges has been arranged by Triumph.

Full ranges of parts are being stocked by dealers in all major centres in the UK, with the initial stock to be held by officially appointed service

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**An all-British lightweight scooter at less than £100; a scooter with automatic transmission and one control only, the twist-grip throttle; a machine which moves off slowly and within a few seconds climbs quietly to 40 mph; the 99.75 cc Triumph Tina is the answer to the maiden's (and every man's) prayer. A British factory has produced an automatic model that should send dealers' scooter sales soaring.**

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available for riding on the Festival Hall balcony. Easy kick-starting, a flick of a starting switch mounted on the steering column, a turn of the twist grip, and any of the Tinas would start and climb rapidly to 40 mph on the straight. Slow tick-over, with the throttle slightly open, was remarkable; at less than walking pace, the machine would still remain upright and keep going. Braking (with twin foot-brake pedals on either front or rear wheels) was effective, even on wet surfaces.

The following points about the Tina should be emphasized to customers by the trade:—

**Appearance:** Lilac-grey finish, with full fronted weather protection. Front mudguard made from flexible plastic (no stays).

**Engine:** Two-stroke, 99.75cc, 4.5 bhp at 5,000 rpm. Wipac flywheel magneto.

**Transmission:** Fully automatic. Primary transmission by endless Vee-belt. Final reduction by helical gears in rear hub.

**Wheels:** Interchangeable and fitted with 3.50in by 8in Avon tyres. 5in-diameter brakes.

**Chassis:** Backbone of steel pressings. Suspension: at rear by single Girling unit; at front, by trailing link and rubber-blocks in compression.

**Carburation:** Amal 32 Monobloc carburettor, using 30 : 1 ratio. Fuel-tank 1½ gallons capacity.

dealers determined by the factory. Dealers render a monthly return on pre-printed forms showing the sales and the balance held in stock, the stock being controlled and replenished from a central stock control office at the factory service department.

Many Triumph dealers have already arranged for mechanics to attend specialized instruction courses at the fully equipped factory service school at Meriden and the first of these courses has already been held. Within six months, all Triumph dealers will have works-trained mechanics on their staffs.

A full range of instruction literature, including illustrated wall charts, has been supplied to Triumph dealers.

### Renold 1962 racing plans

Renold Chains Ltd. announces that its competitions service team will again be in attendance during 1962 at trade-supported events in the United Kingdom. The team will also be attending the International Six Days' Trial, to be held in West Germany between September 17 to 22. Other senior Continental events which have the support of the trade will be, as before, attended by the Renold agent for that country.