

PRACTICAL SCOOTER & MOPED

SEPTEMBER 1967
TWO SHILLINGS

WIN THIS



FREE Entry Form inside

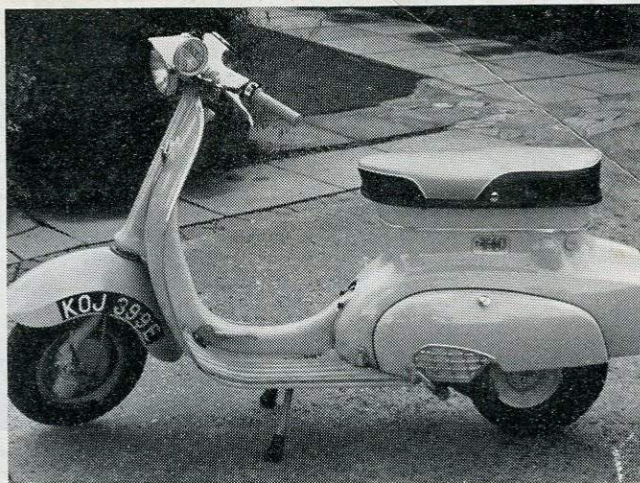
Practical Scooter's showtime prize — One of Britain's most popular lightweight scooters, the—

TRIUMPH T.10 AUTOMATIC





Offside view of the Triumph T.10 is very attractive. The large chromium plated motorcycle style silencer reduces engine noise to a purr whatever the speed.



Nearside of the scooter is just as good. The bright yellow finish is offset by the chrome plated handlebars and trimmings. The wide dual seat is very comfortable.

Ideal for the town commuter, the Triumph T 10 Automatic, with a top speed of 45mph, is a strong contender in the highly competitive 100cc market.

First impression one gets when looking at the T10 is of its very neat and tidy appearance. All the chrome is of good quality, panelling is well finished and the long, chromed silencer gives this little scooter quite a sporty look.

All the body work is mounted on a substantial centre rib. The engine, fuel tank, and hydraulic swinging arm are held by a fabricated rear section.

The rear body hinges backwards so that light maintenance can be carried out on the engine. This is necessary as the nearside cover only gives usable

access to the rear drive.

Front suspension is one-sided, though this is not noticeable when riding the T10. Springing is obtained by compressed rubber blocks fitted inside a neat metal container.

The five inch drum brakes are both cable operated, the front by the normal handlebar lever, and the back one by a pedal on the left-hand footboard. The fuel tank is under the seat and takes one and a half gallons of the 30 to 1 petrol mixture. One bad point is that there is no reserve supply.

Also under the seat is a small toolkit in a tray, which is handy if any running repairs are needed.

The handlebars, which I found a little too narrow for my liking, had an

attractive chrome cowl fitted over them. This hides unsightly wiring, and the like. In the top of the cowl are set the headlamp switch, and speedometer. The 100cc two-stroke engine has fan cooling and light alloy cylinder head.

There is no clutch or gearbox, except for a reduction gear which is fitted in the rear hub. Instead a V-belt connects the rear wheel to the engine shaft where an ingenious device does all the work of a gearbox.

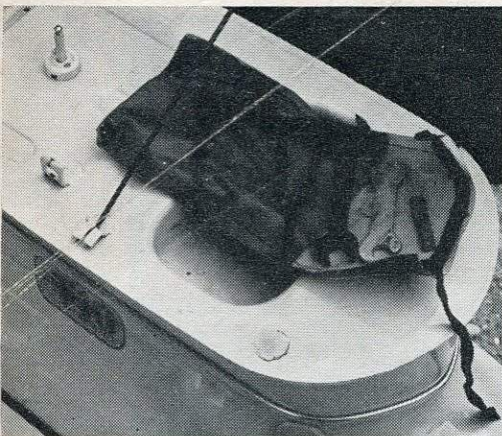
How does it work? When the engine is idling the front engine pulley does not grip the belt. If the bike is just standing with the motor running, each time the engine speed picks up a safety governor switch cuts out the ignition and slows it down again.



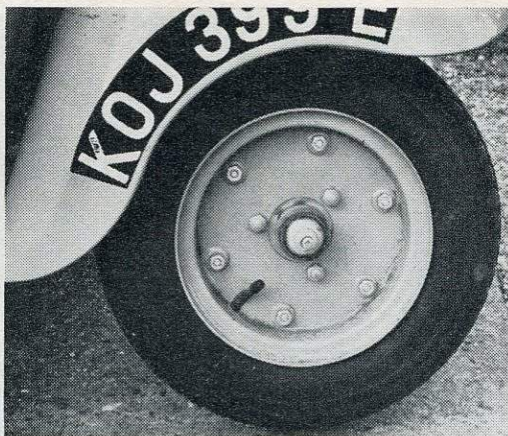
Kickstart is on the left-hand side of the scooter and is simple to operate. Belt drive to the rear wheel sinks deeper into the pulley raising gear ratio with speed.



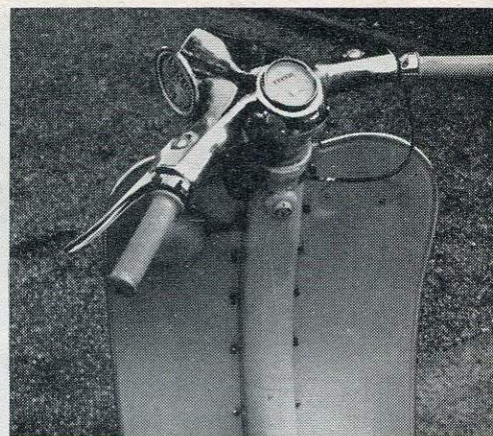
Front of the scooter has very slim styling with an attractive chrome strip around the edge of the front fairing. Hooter is neatly set into the fairing front.



A first class toolkit is supplied with the T.10. This is stored in a toolbox beneath the hinged two-tone dual seat.



Front wheel is easily removed should you have a puncture. The rim is held to the drum by six self locking nuts.



All the controls are well laid out and within easy reach for male or female rider. Speedo is very clearly marked.

Therefore no matter where the twist-grip is positioned the engine goes no faster. But once you sit on the saddle the safety switch, which is positioned underneath, is depressed and the ignition governor stops working.

Opening the twistgrip allows the engine pulley to grip its belt and the bike moves forward. The pulley adjusts itself to the load and the machine will go anywhere, carrying any weight, at its own speed, gearing itself to suit conditions.

Danger creeps in concerning the safety switch, however, because if you are standing alongside the bike and press on the saddle, it is possible for the bike to suddenly leap from its stand, and race forward.

It took me a little while to get out of the habit of reaching for a clutch, but once I had done this, riding the T10 was fine.

With no clutch or gears to worry

about the scooter was particularly easy to use in heavy traffic.

The powerful brakes needed only a light touch to bring the feather-weight scooter to a stop. They have to be good because closing the throttle on a downhill stretch gave no braking effect due to the automatic transmission. My only complaint about them, in fact, was that the footbrake was too near the centre of the frame. If the rider, like me, has big feet the frame member obstructs braking.

Although top speed varied with conditions the best we obtained was 45mph. The engine was economical, too. On long runs we consistently recorded figures of over 100mpg. In short, for the novice or ride-to-work scootist the T10 must be one of the most suitable bikes on the market today.

DEREK COOK

WHAT YOU GET

Engine.— Fan cooled, and the piston has a flat top. Bore, 50.4 mm. Stroke, 50mm. Capacity is 99.75cc., and compression is 7 to 1. It takes a Champion N5 plug. The carburettor is the Amal Type 32.

Fuel.—Takes a 30 to 1 oil and petrol mixture. The capacity of the tank is 1½ gallons.

Wheels.—Split rim interchangeable. The tyres are 3.5 by 8 inches.

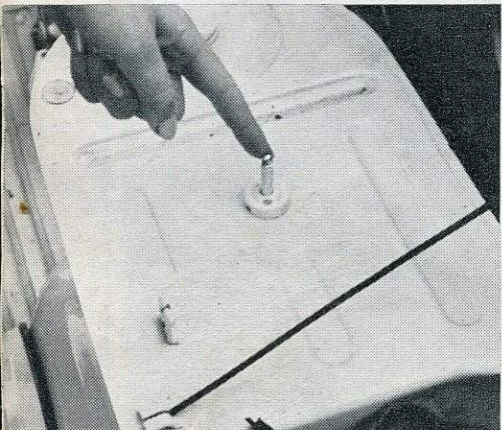
Weight.—150 lb.

Performance.— Over 100mpg and a top speed of a little over 45mph.

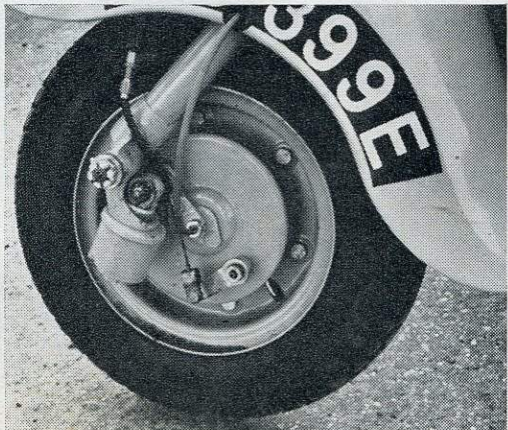
Brakes.—5 inch internal expanding.

Lighting.— 18 watt headlamp and Wipac dipswitch.

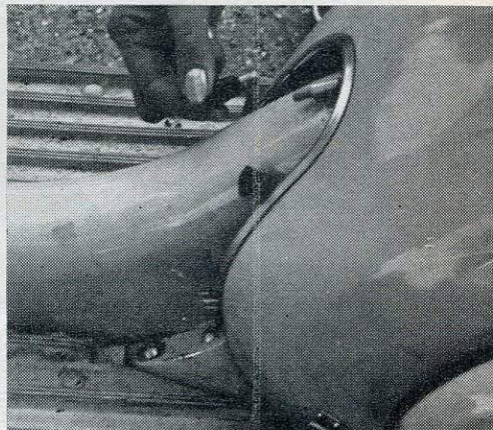
Suppliers.—Triumph Engineering Co. Ltd., Meriden Works, Allesley, Coventry, Warks.



The bike cannot be revved up until you sit on the saddle. As you do, this button is pressed down engaging drive.



Front brake works very well indeed on the T.10. Front suspension is also good and gives smooth ride on rough roads.



The choke and the petrol tap are just behind the riders feet. These are not easily operated while you are moving.

Practical Scooter's Showtime Gift!

Win Yourself a—

TRIUMPH T10 AUTOMATIC

As Tested by this Magazine.

The Triumph T10 Automatic Scooter is one of the most popular machines on the British light-weight market. Win yourself one by telling us (**in under 25 words**) your opinion why the T10 is such a good seller. Then look at the six features of the T10 listed below and put them in what you consider the order of most importance. The entries will all be examined by a panel of expert judges. Entries close on October 15th and the winner will be notified within 14 days of that date.

Here are six of the T10's selling points:

- A. Easy to Ride. Automatic Transmission
- B. Economical (100 mpg) Two-Stroke Engine
- C. Split-Rim Interchangeable Wheels
- D. Easy to Clean, Modern Styled Bodywork
- E. Ultra-Reliable Fan-Cooled Engine
- F. 40 mph Cruising Speed with Good Acceleration

Now fill in the coupon below and mail to: **Practical Scooter, (Showtime Competition Dept.), 9 Harrow Road, London W2.**

CUT AROUND DOTTED LINE

PRACTICAL SCOOTER SHOWTIME COMPETITION.

I consider the triumph T10 to be so popular because

.....

I would put the six selling points in the following order of importance.....

.....

NAME (block capitals please)

ADDRESS

.....

I agree to abide by the rules of the competition and to accept the decision of the judges as

final. (Signature)

Employees and their relatives of Haymarket Press Ltd. or any other firm concerned with the production of **Practical Scooter** magazine are not eligible for this competition.



For relaxation and reliability the choice is automatic—Automatic T-10 by Triumph

The amazing new Triumph T-10 is fully automatic. No gears, no clutch. So no hurried changes or sudden jerks. The Triumph Automatic T-10 is *always* in the right gear—automatically.

Because it's so easy and relaxing to ride, the T-10 is the ideal machine for every family. For shopping trips, getting to the station, weekend jaunts, it's unrivalled as a 'second vehicle.'

The T-10 is unrivalled for reliability too. Every machine gets eight separate tests on the test bed:

speedometer, transmission adjustments, engine power, lights, mixture setting, front brakes, rear brakes, drive and engine smoothness.

The Triumph Automatic T-10 costs £121.13* cash—easy H.P. terms available. Compare that with the prices of other new machines—and they're not automatic!

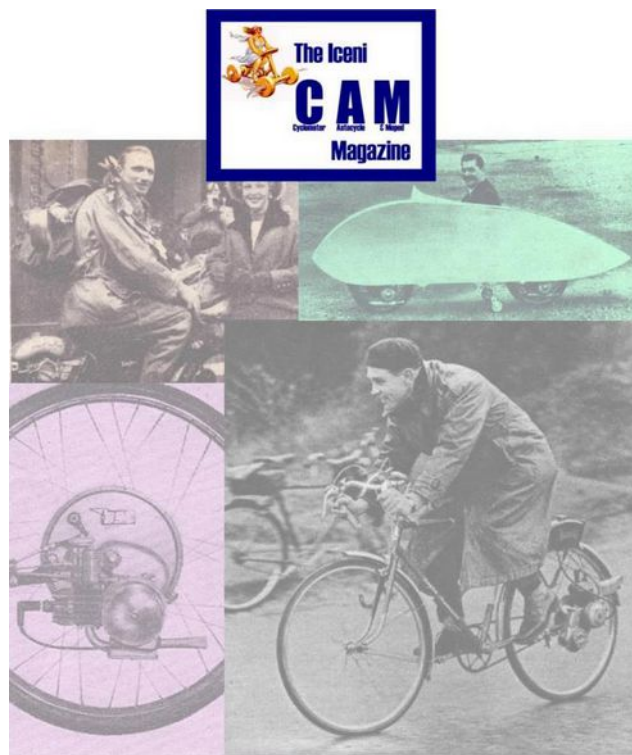
See the Triumph Automatic T-10 for yourself. *Soon*. It's at your local dealer's *now*.

* Manufacturer's recommended retail price inc. P.T.

COME AND SEE US ON STAND
No. 139 AT EARLS COURT

TRIUMPH AUTOMATIC T-10

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