

ROAD TEST REPORT

Thirtyfive years ago, a friend lent me his old motor cycle so that I could 'have a go'. I enjoyed its rugged power, and its mighty 500 c.c. engine. It was a Model P *Triumph* of about 1920 vintage. The second *Triumph* I rode was this month's scooter, the *T10*. So, thinking this was where I came in, I looked forward with enjoyment to riding again on a British machine, and the latest from this famous Coventry stable.

It's a nice, tidy looking machine, well finished in polychromatic maroon. The chromium is good quality and the long silencer graces the offside, balancing the removable nearside engine cover. The *T10* has been developed from the old *Tina* and the resemblance is still there. But the *T10*'s number plate is streamlined into the rear of the bodywork, and the fuel filler is out of sight under the bigger and more comfortable dual seat. Other first-glance improvements are to the front springing and the engine cover. The body consists of shields and footboards spot welded on to a single, welded, girder type centre rib. A heavyweight tube holds the steering column, and a made-up rear section supports engine, fuel tank, and hydraulic swinging arm rear springing. The rear body hinges backwards so that light maintenance can be carried out on the engine, as the nearside cover gives access mainly to the rear drive. Swivelling on its metal bushed and greased centre pivot, the power unit is tucked well into the centre of gravity. Front suspension is unusual. A one-side steering tube fork leg holds trailing link and stub axle. Springing is obtained by compressing a set of rubber blocks fitted inside a neat metal container instead of outside as on the *Tina*.

Brakes of 5 inch internal expanding type are both cable operated; the

front by a lever on the left handlebar; rear by pedal, also on left. Interchangeable split rim wheels are fitted with 3.50 by 8 inch tyres; the rear requiring only 16 lbs. pressure. Under the seat the 1½ gallon fuel tank takes a 30 to 1 mixture and has no reserve tap. A toolkit in a tray is handy for any running repairs, and a safety switch for the engine is also fitted to the tank top. Handlebars are stubby and of only 7/8 ths. inch diameter as against the more usual 1 inch. A chrome cowl hides the headlamp and in its top are set the lamp switch and illuminated speedometer. The right hand *Amal* twistgrip is the only speed control apart for the brakes. Balancing the maker's nameplate on one side of the legshield is the neatly fitted electric horn on the opposite side. There is no battery fitted, but provision for fitting a dry battery is forecast by the standard fitting of pilot and rear lights for this purpose. A handyman, requiring a parking battery, say the makers, could easily fit one. The flat top piston two stroke engine of 100 c.c. has been modified in timing and carburation to provide more power. It has the conventional fan cooling and light alloy cylinder head. Well balanced, the unit lies flat and swings on a centre pivot with the rear wheel. In the rear hub, a reduction gear is fitted. Other than this, there is no clutch or gearbox. Instead, an endless V-belt connects the rear wheel to the engine shaft where an ingenious device does all the work of a gearbox. It works like this. With engine idling, the front engine pulley doesn't grip the belt, so the bike can be moved about at will. Each time the engine speed picks up, a safety switch cuts out the ignition and slows it down again. Consequently, no matter where the twist grip is positioned, the engine goes no faster. Once you sit on the saddle however,

or even put some weight on it, the safety switch is depressed, and the governor cut-out stops working. Now, 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 with any weight at its own speed, gearing itself to suit conditions.

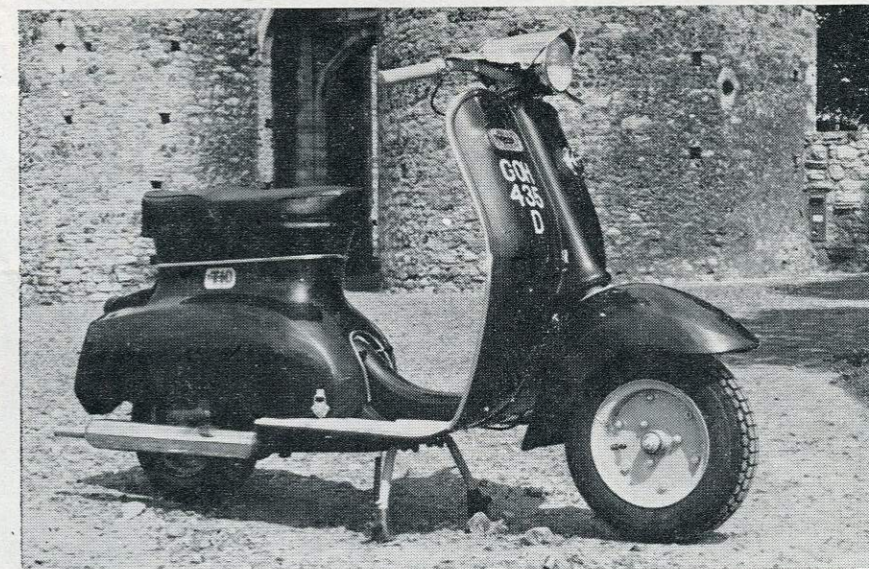
Here and now, let me say that I think this safety switch is badly placed and dangerous. With the twistgrip slightly open, the speed, because of the cut-out, remaining at a steady tickover, *it is dangerous to press on the saddle*, because this will cancel the cut-out. The bike will then burst into life, shoot off its stand and run forward. *And the instruction book does not even mention the action of the switch, or give any warning whatever.* Consequently, when I leaned on the saddle after trying to find out why the engine speed wouldn't increase the machine ran straight across my garage. This switch should be placed where the twistgrip can't be opened until the rider is ready to move off. Meantime, a warning on the legshield or handlebar top, and at least in the book would help present owners. And the twistgrip should be left loose, so that removing a hand from it lets it close instantly.

Overlooking this comment, and hoping it will be corrected, the rest of the machine's performance is first class. But it has to be learned, especially for ex-riders of conventional machines. Once this is done, it is wonderful to try a hill start for instance. The left hand can hold the front brake; both feet are on the floor, and the twistgrip is opened. The engine cannot stall; neither can the bike run backwards. All that is necessary is to release the front brake when the road is clear and off goes the *T10*. An ideal situation for a young lady

or gent taking a driving test. As the speed picks up, the engine slows down. In fact, the only way of knowing the acceleration is by watching the speedometer; the engine speed tells nothing. Comes a hill, and the engine speed rises again. In traffic, it is most relaxing to ride, for the twistgrip only is needed and the bike can be inched along in the worst traffic jam. When brakes are required, they are powerful and easy to apply, a light pressure only being required. Another criticism here. I think the footbrake pedal is too near the centre frame member. A big foot, like mine, catches the latter, spoiling the braking action by tilting my foot sideways and allowing it to slip off the pedal. Bending the pedal half an inch to the left would cure this, but would, of course, damage the plating.

The top speed depends entirely on road conditions. A head wind slows the *T10* down as the engine speeds up to cope. A following wind turns it into quite a little road burner. Over all, the maximum is about 43 m.p.h., which is good for 100 c.c. Again, slick getaways at road crossings are impossible, as it picks its own speed. There is also no braking effect when the throttle is closed for downhill stretches. That is why the brakes are made so well; they need to be used under these conditions. Shutting down to a tickover widens the engine pulley and slackens the drive belt. Yet one soon gets used to this and finds it no trouble at all. The *Triumph* carries a passenger well, and the comfort is very good. Road holding is well up to standard, and the mileage per gallon, about 100 on long runs, is remarkable because this is no tiny lightweight machine, but a full sized passenger bike. With no reserve, it will run right out of juice, and the only thing then is to rock it from side to side, hoping some fuel will go down

TRIUMPH T10 AUTOMATIC



the pipe. I managed three miles to the nearest garage like this. At night, the 18 watt headlamp is excellent and the *Wipac* dipswitch is the best I've used. On the left handgrip, it can be rotated round the handlebar to suit the rider, and is positive and suitable for gloved hand.

Summing up, here is a good British machine that could win our markets, both at home and abroad. It would be just the thing for the non-technical or the lady rider, and almost perfect in helping them to pass the Driving Test. Well-finished and a good looker, it has just the one big fault in that tiny switch which could so easily be overcome. We hope they will do it, for the *Triumph T10* is well worth it.

SPECIFICATION:

ENGINE: Flat top piston fan cooled two stroke. Bore: 50.4 mm., Stroke: 50.0 mm., Capacity: 99.75 c.c., Compression: 7 to 1. Plug: *Champion N5*. Carburettor: *Amal* type 32.

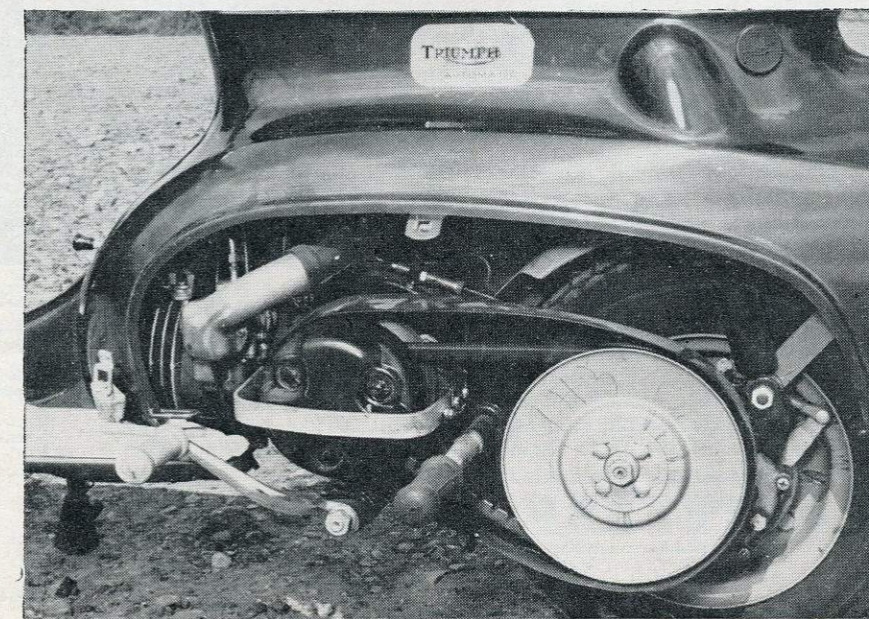
FUEL: Oil/petrol ratio 30 to 1, Tank capacity: 1½ gallons.

WHEELS: Split rim interchangeable: Tyres, 3.50 by 8 inch.

WEIGHT: 150 lbs.

PRICE: £119. 14s. 0d.

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





Catalogue number: **TRI42**
 Date catalogued: *(2 of 2)*
 22 June 2026

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NOTES AND NEWS

E-CUT TYRES

Tough T10 Test

Confidence in the products you sell makes the sale much easier work. So reasoned Mr. N. C. Somerfield, manager of COVENTRY MOTOR MART's Smithford Way premises and Mr. J. C. M. Lord, a director of the company.

Consequently, they decided the best way to get first hand experience of the *Triumph T10 Automatic* scooter was to ride two of these 100 cc machines to Paris and back to see if the model could cope with a long distance haul.

The 570 mile round trip was completed at an average speed of 35 m.p.h. and on his return Mr. Somerfield reported that the two T10's "never missed a beat" during the entire journey.

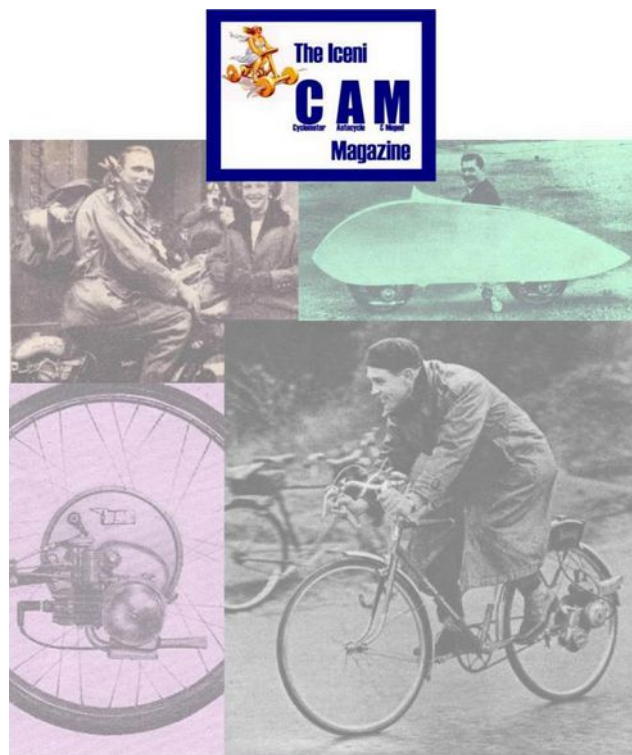
"We had no trouble at all," he said. "Every time people come in here and ask if these scooters are reliable I shall be able to point this journey out as proof".

volume of traffic flow.



Triumph and Motor Mart executives discussing the T10 trip—see Tough T10 Test.

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