



Constant compression and depression of the rear-wheel springing affects even the best of chains. Not so with the FIPS. Here the rear-wheel pivot mounting is in the form of an engine transmission unit pivot mounting in which the engine and chain — these being carefully housed in an enclosed chain-case — participate in the swinging movement. The engine transmission unit pivot mounting thus saves the chain from unnecessarily heavy wear and the rider, thanks to its excellent road holding, from unpleasant bucking.



In conjunction with the correspondingly soft acting front-wheel trailing links it makes the worst stretches of pot-holed roads "as soft as a feather bed".

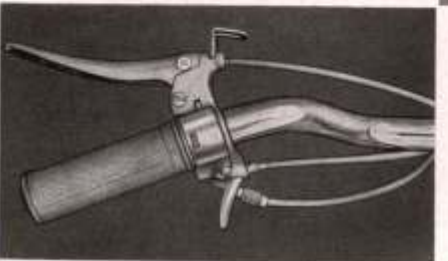


With this tool-box, which is fitted with two safety-locks, the light-fingered fraternity will have long faces. In one compartment, the tools and air-pump, and in the second compartment many other items, can be stowed away as safely as in a strong-room.

The attractively designed and powerful head-lamp, with built-in safety lock not only turns night into day, but also frustrates other nefarious and sinister intentions.



Gear-changing is not a matter of science with a FIPS twist-grip gear-change. By means of the twist-grip interlocking device, the clutch is automatically operated at the same time, and you can see immediately on a scale in which gear you are running at any given moment.



**General impression**

**Chassis**

**Tank**

**Tyres**

**Mudguards**

**Engine**

**Fuel-consumption**

**Brakes**

**Suspension**

**Refinements**

**Enamelling**

**Finally**

Sporty and elegant

Extremely practical design — specially suitable saddle-height — comfortable mounting and dismounting, front frame of shell construction, simultaneously shaped as fuel-tank.

Capacity 5 litres  
1.1 gall. (imp.) including reserve  
23x2"

Broad, shapely, with laterally fitted cover-plates, the lower end being bell-shaped.

47 cc. two-gear Sachs engine, considerable acceleration, decidedly a good hill climber, enclosed on both sides, hence no petrol or oil can splash on to your clothing.

Approximately 1.5 litres per 100 km  
approx. 188 m. p. g. (imp.)

Generously dimensioned internal expanding hub brakes.

FIPS Standard. — Pressed steel front fork with bottom trailing links.  
FIPS EXPORT. — Pressed steel front fork as above plus pivot mounted rear unit engine/transmission

Final drive enclosure (Export), anti-theft device, electric rear-light, centre folding parking stand, strong luggage carrier, integrated tool-box.

On request:  
Leg-shields for the model Standard.  
Baby seat for the models Standard and Export.

FIPS-Standard:  
Light grey and dark olive green combined.

FIPS-Export:  
Strato-blue and dark blue combined  
Beige and wine-red combined  
Black with light green combined

A Ma-ped, as nippy as its name, elegant and fully developed — child's play to operate — A small vehicle with the characteristics of a large one.

**TRIUMPH WERKEN NÜRNBERG A.G.**

Your TWN Agent:

2492/956/pf engl.

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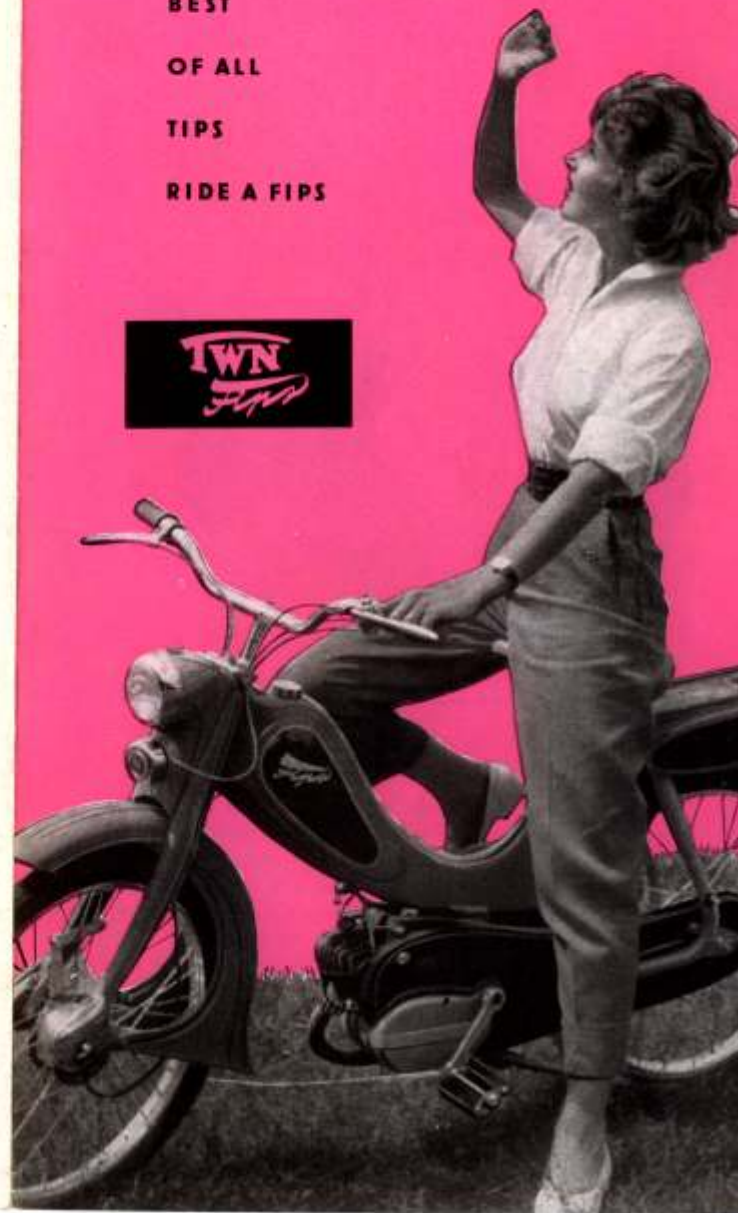
THE

BEST

OF ALL

TIPS

RIDE A FIPS





**STANDARD MODEL**

front fork with bottom trailing links



sion. The front fork with bottom trailing links combined with a pivot mounted rear unit engine/transmission absorb even severest shocks, however bad the road, and on the wide comfortable saddle you sit like an mother's best cushion. With the FIPS you don't pedal furiously. It starts up whilst stationary. You sit down, engage gear, and give throttle. Apropos of gear changing, this is mere childs' play with the FIPS. By means of the gear-change twist-grip interlocking, the clutch is automatically actuated at the same time, and on a dial on the convenient twist-grip gear-change you can see immediately with which gear you are driving at the time. Anyone who has made a friend of the FIPS gets a lot of fun

del, with pressed steel front fork and bottom trailing links. Export model with pressed steel front fork as before plus pivot mounted rear unit engine/transmission, strikingly elegant tool-box and head-lamp which is built-in integrally in the front fork.

Our TWN Agents are one and all pleasant people who will be pleased to allow you to have a trial run on the FIPS whenever you like. And when you have had a short run, you will know what is meant by riding comfort and how your Mo-ped should look. You really ought to have a look at the FIPS, and you will surely take it to your heart at once — the same as we have, because it is our dearest child.

Its friends call it FIPS (Tich). But that does not mean to say that it is as obstreperous as its two-legged namesake — just the reverse, — it knows how to behave very nicely and unobtrusively — but with its nimbleness it is nevertheless truly fleet-footed under all conditions, with a sound 47 cc. heart beating in the right spot. Small, wiry and nippy it is always untiringly in the best of humour within its highly elegant shell. The acme of sportiness, it spurts off like a class sprinter, and even a steep Alpine Pass does not cause it to have palpitations or breathing difficulties.

The FIPS is not awed by anything, not even by pot-holes and bad roads. No wonder, with this soft deep swinging suspen-

out of it, Father stays an extra half-hour in bed in the morning and then, without a care in the world, rides off to his work. It helps mother when shopping and as regards their son, the FIPS is "just the ticket".

At week-ends however, the whole family flits off into the country and holidays only become real holidays when you have a FIPS. You can ride freely and independently wherever you like and distance is no object either for the FIPS or for your pocket. At all times you sit fresh and carefree on the untiring and comfortable FIPS which offers you every ease — just like a first-class express train.

The TWN FIPS can be supplied in two versions. Standard Mo-

**EXPORT MODEL**

with final drive enclosure, front fork with bottom trailing links, pivot mounted rear unit engine/transmission

