

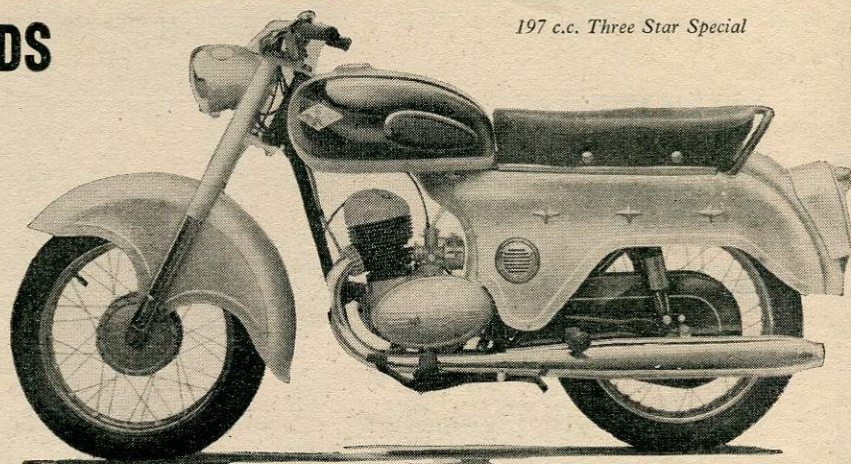
SIX THOROUGHBREDS FROM ASCOT

Consolidation the

Keynote for 1962

Ambassadors: Stylish

Moped Makes its Bow



197 c.c. Three Star Special

AMBASSADORS have long been noted for their modernity in styling. Now, for 1962, their range is augmented by a moped, sleek and trim enough to rank proudly among the best-lookers on the market. Its technical features are as up-to-date as its lines.

The frame comprises two steel half pressings welded together. A tube at the forward end provides a head lug and the rear extends to form a deep, shapely mudguard. The front wheel has pivoted-fork springing; a pressed-steel nacelle houses the headlamp and speedometer and neatly shrouds the upper part of the fabricated tubular fork legs.

Powered by the Villiers 3K two-speed unit, and attractively finished in the Ambassador colours of greystone white and

raven black, the moped would appear to be assured a bright future.

Following the advances made a year ago, when the Electra 75 and Super Sports two-fifties and the 175 c.c. scooter were introduced, the remainder of the Ambassador range is unchanged. Pride of place is held by the sleek Electra 75, the first British motor cycle to have electric starting. Power is provided by the high-compression version of the 249 c.c. Villiers twin with 12-volt Siba Dynastart. The Electra's attractive appearance is enhanced by whitewall tyres and a livery of royal gold and black.

Second of the four-speed two-fifty twins is the Super Sports, powered by a Villiers engine, with a high compression ratio and 25mm bore carburettor, claimed

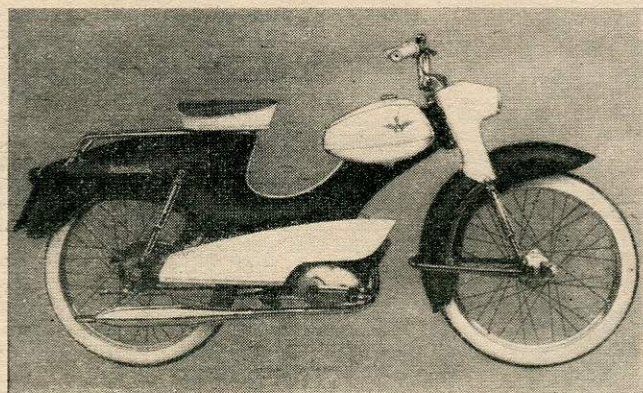
to give 17.5 b.h.p. at 5,750 r.p.m. Low-level handlebar, flyscreen, polished primary chaincase, light-alloy front mudguard and cutaway rear fairing put the Super Sports in the height of fashion.

The Super S is the least expensive of the two-fifties with an under-£200 price tag. The engine has a more modest compression ratio and kick-starting is, of course, employed. The finish is black, offset by white or tartan red to choice. In common with the other Ambassador two-fifties the Super S features a trip speedometer and 7in diameter headlamp.

A single-cylinder Villiers 9E engine powers the 197 c.c. Three Star Special. Finished in the same colours as the Super S, the model has a three-speed gear box as standard; four ratios are available at extra cost.

Each of the Ambassador motor cycles has twin dual-tone horns. With the exception of the Super Sports they feature a rear chaincase and comprehensive yet restrained rear-end enclosure. Another distinctive piece of Ambassador styling on the Electra, Super S and Three Star is the one-piece pressing which shrouds the handlebar and control cables. The two-fifties have 7in diameter brakes; the one-nine-seven 6in.

Introduced at the London Show last year, the unusually styled 175 c.c. scooter also continues unchanged. A spine-type frame carries the four-speed Villiers 3L engine-gear unit. The engine is blower-cooled and equipped with a Siba Dynastart. Pivoted fork springing is specified front and rear. The rear chain is enclosed.

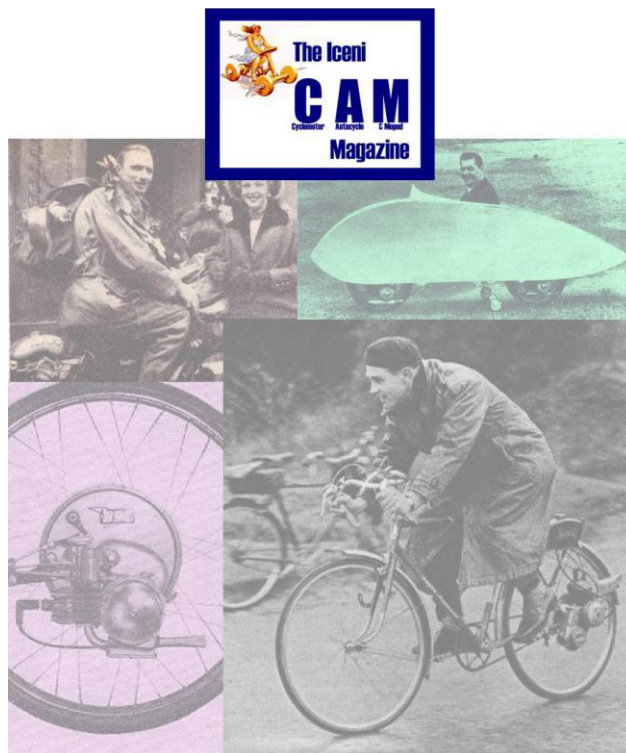


Left: Rear-springing on the moped is by undamped telescopic legs. A cooling enclosure encloses the cylinder and extends to the rear-wheel spindle

Model	Capacity, Bore, Stroke and Type of Engine	Comp Ratio	Ign	Gear Ratios	Capacity Fuel Oil	Susp F R	Size of Tyres		Wt lb	Basic Price			Total Price		
							Front	Rear		£	s	d	£	s	d
Moped Scooter Three Star Special	50 c.c. 40 × 39.7mm t.s.	7	M	15.8 28.2	1½ gal —	PF PF	2.25 × 23	2.25 × 23	112	58	0	0	70	15	3
	173 c.c. 59 × 63.5mm t.s.	7.4	C	5.44 6.91 9.68 15.99	1½ gal —	PF PF	3.50 × 12	3.50 × 12	272	150	0	0	183	0	0
	197 c.c. 59 × 72mm t.s.	7.25	M	6.2 7.74 10.85 17.95	3½ gal —	T PF	3.25 × 17	3.25 × 17	262	135	0	0	164	14	0
Super S	249 c.c. 50 × 63.5mm t.s. twin	8.2	M	5.8 7.6 10.9 17.5	3½ gal —	T PF	3.25 × 17	3.25 × 17	312	163	0	0	198	17	3
Super Sports	249 c.c. 50 × 63.5mm t.s. twin	10	M	5.8 7.6 10.9 17.5	3½ gal —	T PF	3.25 × 17	3.25 × 17	298	170	0	0	207	8	0
Electra 75	249 c.c. 50 × 63.5mm t.s. twin	10	C	5.8 7.6 10.9 17.5	3½ gal —	T PF	3.25 × 17	3.25 × 17	318	180	0	0	219	12	0

MANUFACTURERS: Ambassador Motor Cycles, Ltd., Pontiac Works, Ascot, Berks. EXTRAS: For moped.—Speedometer, £2 12s 6d. For scooter.—Rear carrier, £2 5s; windscreen, £5 15s. For Three Star.—Four-speed gear box, £4 17s 8d. For Three Star, Super S and Electra 75.—Windscreen, £5 15s; legshields, £3; pannier bags, £6 7s 6d. ABBREVIATIONS: C, coil; M, magneto; T, telescopic fork; PF, pivoted fork. Total prices include British purchase tax.

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