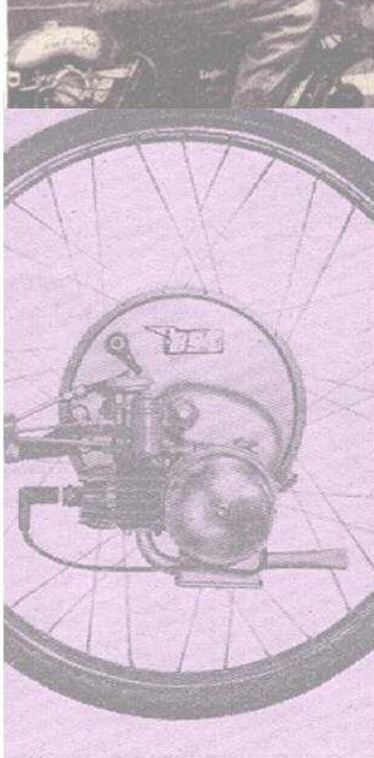
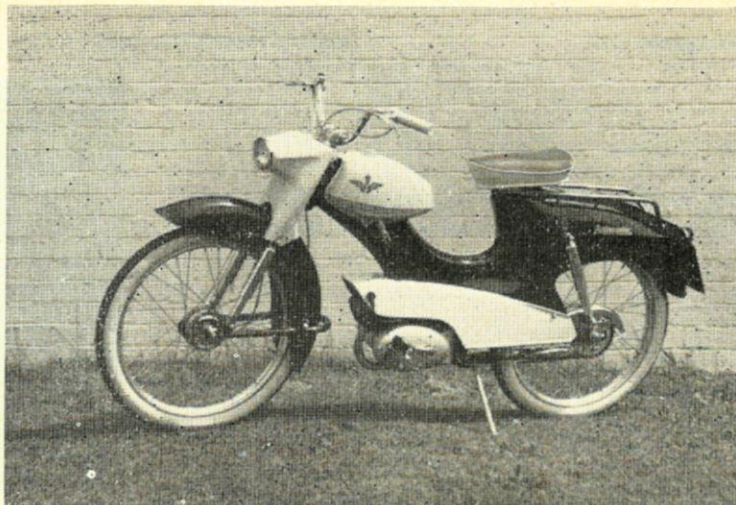


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The stylish new AMBASSADOR moped



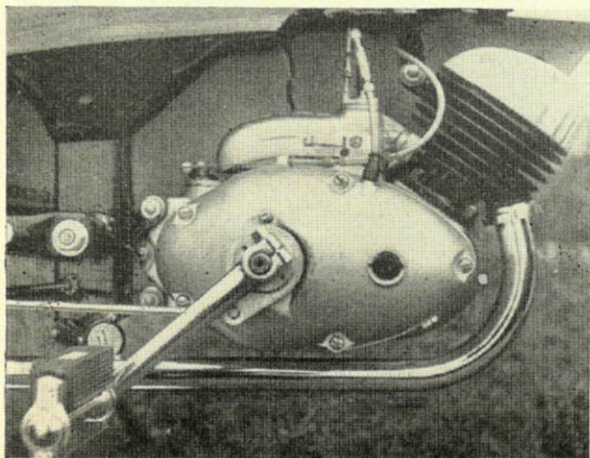
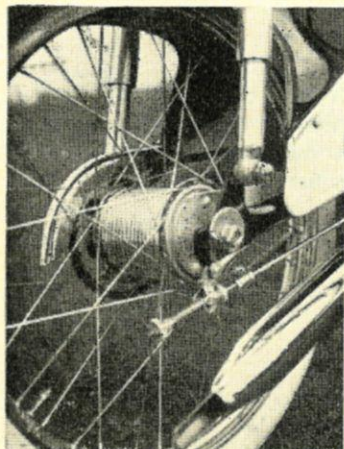
A COMPLETELY new mo-ped designed and built at their Ascot works by Ambassador Motor Cycles, Ltd. is now on the market. It is notable for very sleek lines based on a pressed steel welded box section main frame member forming a single chassis unit from steering head to the tail of the machine. Detachable cowls over the top of the engine and trans-

mission blend with the lines of the frame as does the saddle mounted fuel tank which is secured by a single bolt through the frame.

Another steel pressing forms a housing for the headlamp and speedometer and covers the steering head while below this is a deeply valanced front mudguard.

Much attention has been given to suspension which uses a tubular, swinging arm type fork with telescopic springs. The rear springing is also of the swinging arm type with similar spring units. A rear carrier is standard equipment and the soft-top cushion saddle is finished red. Handlebars are adjustable for angle over a wide arc and the riding position is comfortable for long range work.

The power unit is the Villiers 3K in its latest modified form. This engine has a bore and stroke of 40 mm. x 39.7 mm., chain primary drive and back pedalling gear for rear brake operation. From there the brake is rod operated with knurled thumb-screw adjuster. Adjustment for the final drive chain is by cams, easy to use and keeping the wheel alignment dead right when adjustments are made to chain tension. Brakes are of the full width, finned hub type on both wheels.



Left, top: details of the cam adjustment for driving chain and screw knob for brake tensioning

Left: with shields removed accessibility is unusually good.

Finish is most attractive in black and stone white with the carrier and usual bright parts chromed, red topped saddle and whitewall tyres. The Ambassador Mo-ped, as it will be known, costs £70.15.3. (P.T. included).

The Ambassador Scooter remains in the range substantially unchanged and priced at £183. This has the Villiers 2L unit of 173 c.c. with 4-speed gearbox and fully enclosed chain drive.

This engine is blower cooled and is equipped with a Siba dynastart with an output of 90-watts. Wheels are 12-inch with 3.50-inch tyres and swinging arm suspension with damped telescopic fork units is used fore and aft. Lamps and electric starter operate on 12-volts with two batteries in series.

A special and noteworthy feature of the design is the complete absence of greasing points in accordance with the latest in automotive practice.

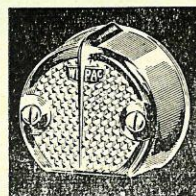
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