

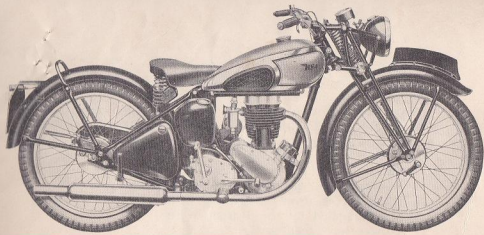
OVERSEAS EDITION

BSA

MOTOR CYCLES



THE FIRST POST-WAR MODELS



B.S.A. 250 cc. O.H.V. Model C II

This machine has all the virtues of light weight, manoeuvreability, and economy, plus the extra snappy performance of the o.h.v. engine, which gives a good all-round performance with a reasonably high maximum speed.

ENGINE. Single cylinder O.H.V., 63 mm. bore x 80 mm. stroke, 249 c.c.; dry sump lubrication; enclosed push rods and rockers with automatic lubrication; ball bearing on mainshaft, drive side; roller bearing big-end; Amal carburettor with Burgess air cleaner; coil ignition with car type distributor and automatic advance; improved exhaust system.

TRANSMISSION. Engine-shaft, cush drive; front chain $\frac{1}{2}$ in. x .305 in., running in flush-fitting oil bath; rear chain $\frac{1}{2}$ in. x .305 in., with guard; improved B.S.A. 3-speed gearbox with built-in positive-stop foot gear-change; gear ratios 6.6, 9.8, 14.5.

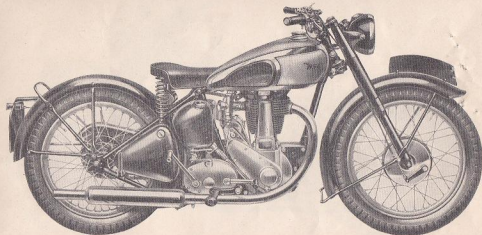
FRAME. Triangulated type; front fork shock absorber with finger adjustment; 21 gallon petrol tank; 4 pints oil tank under saddle; brakes $\frac{1}{2}$ in. dia., with finger adjustment; improved forged steel central stand; lifting handle on rear guard; integral lugs on chainstays for pillion footrests. Folding pillion footrests extra.

CONTROLS. Adjustable handlebar with twist-grip throttle and B.S.A. grouped controls incorporating clutch lever, carburettor air lever and headlamp dipper switch on left, front brake lever and horn button on right.

EQUIPMENT. Dunlop 3.00 x 20 tyres; Lucas 6-volt dynamo lighting set with compensated voltage control; electric horn; spring seat saddle; rubber kneegrips on petrol tank; metal toolbox with complete tool kit; tyre inflator; speedometer.

FINISH. Matt silver and chromium petrol tank; black oil tank; chromium brake-cover plates; polished timing, rocker box, push rod and gearbox covers; matt silver wheels with black lines; black frame.

DIMENSIONS. Wheelbase 52 ins.; saddle height 28½ ins.; clearance 5½ ins.; overall length 80½ ins.; overall width 29 ins.



B.S.A. 350 cc. O.H.V. Model B 31

A high-performance machine of attractive appearance, comfortable riding position and perfect manoeuvreability, a real sports model in the 350 class. It has power, it has rapid acceleration, a good turn of speed—and B.S.A. reliability.

ENGINE. Single cylinder O.H.V., 71 mm. bore x 88 mm. stroke, 348 c.c.; new crankcase design of greatly increased strength with double journal bearings on mainshaft, drive side; special out-rigger bearing on gear side for mainshaft pinion and cam spindles, giving rigid construction and silent operation; roller bearing big-end; high-efficiency cylinder head with enclosed O.H.V. gear, pressure oil-fed from engine; dry sump lubrication; Amal carburettor with Burgess air cleaner; high efficiency absorption type silencer, giving subdued exhaust with minimum power loss.

TRANSMISSION. Engine-shaft, cush drive; front chain $\frac{1}{2}$ in. x .305 in., with micrometer screw adjustment, running in flush-fitting oil bath; rear chain $\frac{1}{2}$ in. x 1 in.; four-plate clutch with Parodo inserts, on double-row ball-bearing centre; improved B.S.A. 4-speed gearbox with built-in positive-stop foot gear change; gear ratio 5.6, 7.3, 11.1, 15.3.

FRAME. New triangulated cradle type of great strength; entirely new patented design of telescopic front forks with automatically-controlled hydraulic damping; steering damper; 3 gallons petrol tank; 5 pints oil tank under saddle; new brakes with central operation and die-cast aluminium shoes

7 in. x 1½ in., with finger adjustment; spring-up forged steel central stand; front stand; lifting handle on rear guard; adjustable footrests; integral lugs on chainstays for pillion footrests. Folding pillion footrests extra.

CONTROLS. Adjustable handlebar with twist-grip throttle and B.S.A. grouped controls incorporating clutch lever, carburettor air lever exhaust valve lifter and headlamp dipper switch on left, front brake lever, ignition control lever and horn button on right.

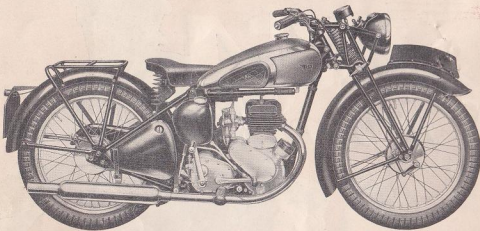
EQUIPMENT. Dunlop Universal 3.25 x 19 tyres; gear-driven Lucas 6-volt magneto lighting set with compensated voltage control; electric horn; adjustable Terry spring-seat saddle; rubber kneegrips on petrol tank; metal toolbox with complete tool kit; tyre inflator; speedometer, mounted in tank.

FINISH. Matt silver and chromium petrol tank; black oil tank; chromium brake-cover plates; polished timing and gearbox covers; matt silver wheels with black lines; black frame.

DIMENSIONS. Wheelbase 52½ ins.; saddle height 28½ ins.; clearance 5½ ins.; overall length 81½ ins.; overall width 28 ins.

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B.S.A. 250 cc. S.V. Model C 10

A light, easily-handled machine for solo or pillion riding. The engine develops ample power for all general purposes and is exceptionally economical, whilst the coil ignition system gives remarkably easy starting at all times.

ENGINE. Single cylinder S.V., 63 mm. bore x 80 mm. stroke, 249 c.c.; dry sump lubrication; enclosed valve gear; ball bearing on mainshaft, drive side; roller bearing, big-end; detachable cylinder head; Amal carburettor with Burgess air cleaner; coil ignition with car type distributor and automatic advance; improved exhaust system.

TRANSMISSION. Engine-shaft, cush drive; front chain 1/2 in. x .305 in. running in flush-fitting oil bath; rear chain 1/2 in. x .305 in. with guard; improved B.S.A. 3-speed gearbox with built-in positive-stop foot gear-change; gear ratios 4.6, 9.8, 14.5.

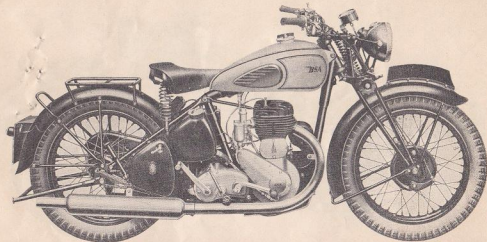
FRAME. Triangulated type; front fork shock absorber with finger adjustment; 2 1/2 gallons petrol tank; 4 pints oil tank under saddle; brakes 5 1/2 in. dia., with finger adjustment; improved forged steel central stand; lifting handle on rear guard; integral lugs on chainstays for pillion footrests. Folding pillion footrests extra.

CONTROLS. Adjustable handlebar with twist-grip throttle and B.S.A. grouped controls incorporating clutch lever, carburettor air lever and headlamp dipper switch on left, front brake lever and horn button on right.

EQUIPMENT. Dunlop 3.00 x 19 tyres; Lucas 6-volt dynamo lighting set with compensated voltage control; electric horn; spring seat saddle; rubber knee-grips on petrol tank; metal toolbox with complete tool kit; tyre inflator; speedometer.

FINISH. Matt silver and chromium petrol tank; black oil tank; chromium brake-cover plates; polished timing tappet and gearbox covers; matt silver wheels with black lines; black frame.

DIMENSIONS. Wheelbase 52 ins.; saddle height 28 1/2 ins.; clearance 5 1/2 ins.; overall length 80 1/2 ins.; overall width 29 ins.



B.S.A. 500 cc. S.V. Model M 20

A powerful but very flexible model with many delightful characteristics. From 10 m.p.h. to maximum speed in top without the slightest fuss, wonderfully quiet and effortless running, a superb road-holder under all conditions—that's the B.S.A. M20.

ENGINE. Single cylinder S.V., 82 mm. bore x 94 mm. stroke, 496 c.c.; cylinder barrel fitted with wear-resisting liner; double journal bearings on mainshaft; drive side; special outtigger bearing on gear side for mainshaft pinion and cam spindles, giving rigid construction and silent operation; roller bearing big-end; enclosed valve gear, dry sump lubrication; detachable cylinder head; Amal carburettor with Burgess air cleaner.

guard; adjustable footrests; integral lugs on chainstays for pillion footrests. Folding pillion footrests extra.

CONTROLS. Adjustable handlebar with twist-grip throttle and B.S.A. grouped controls incorporating clutch lever, carburettor air lever, exhaust valve lifter and headlamp dipper switch on left, front brake lever, ignition control lever and horn button on right.

TRANSMISSION. Engine-shaft, cush drive; front chain 1/2 in. x .305 in. with micrometer screw adjustment, running in oil bath; rear chain 1/2 in. x 1/2 in. with lower-run guard; multi-plate fabric clutch on roller-bearing centre; B.S.A. 4-speed gearbox with built-in positive-stop foot gear-change; gear ratios 5.5, 7.0, 10.8, 15.8.

EQUIPMENT. Dunlop Universal 3.25 x 19 tyres; gear-drive Lucas 6-volt magneto lighting set with compensated voltage control; electric horn; adjustable Terry spring-seat saddle; rubber knee-grips on petrol tank; metal toolbox with complete tool kit; tyre inflator; speedometer.

FRAME. Triangulated cradle type; front fork shock absorber with finger adjustment; 3 1/2 gallons petrol tank; 5 pints oil tank under saddle; detachable rear wheel; brakes 7 in. x 1 1/2 in. wide with finger adjustment; spring-up rear stand; front stand; lifting handle on rear

FINISH. Matt silver tank with black-lined panels; black oil tank; chromium plated exhaust system, black frame.

DIMENSIONS. Wheelbase 54 ins.; saddle height 28 1/2 ins.; clearance 4 1/2 ins.; overall length 84 ins.; overall width 30 ins.

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THE four B.S.A. motor cycles shown in this preliminary post-war catalogue are intended to meet the immediate demand for motor cycles produced to the high standard of reliability and value which motor cyclists always associate with the name B.S.A.

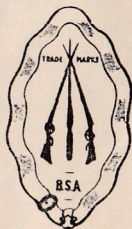
Throughout the war, despite some interruptions due to "enemy action," production of B.S.A. motor cycles for the British forces never ceased, and, of the total of 400,000 machines supplied by the British Motor Cycle Industry, 115,000 were produced by B.S.A. The B.S.A. 500 c.c. S.V. (Model M20) is the machine that has given such sterling service in every theatre of war.

For the next few months these first B.S.A. post-war models will be produced in limited quantities (because production of military motor cycles is still a priority for B.S.A.) pending the announcement of the completely re-designed complete B.S.A. post-war range. These B.S.A.'s. of the future, which motor cyclists everywhere will be eager to see and to own, will embody the results of B.S.A. unparalleled wartime manufacturing experience and the ingenuity of B.S.A. designers who are practical riders, backed by the comprehensive research facilities of the great B.S.A. organisation.

You can get a new B.S.A. now — but you'll get an even better B.S.A. in the near future.

Birmingham. August, 1945.

B.S.A. CYCLES LTD.



B.S.A. Cycles Limited reserve the right to alter the design of any constructional details of their manufactures at any time without giving notice.

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