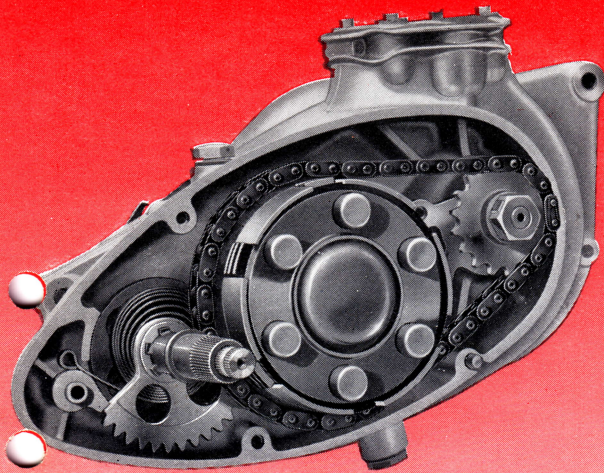




BSA

*The Worlds Largest
Motorcycle Manufacturers.*

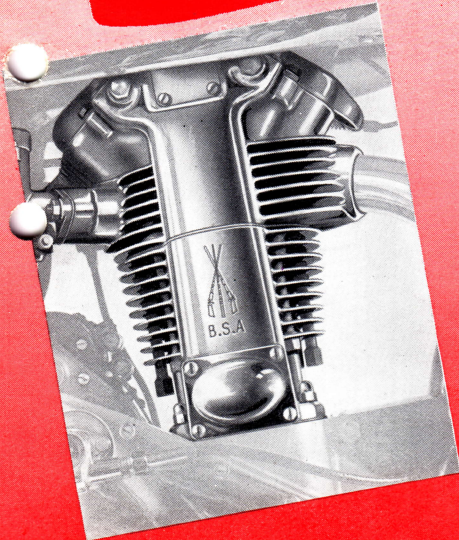


The unit construction of the B.S.A. Bantam engine and gearbox. Note that primary drive, kick-start and gear-change mechanism are totally enclosed.



The car-type distributor on the coil-ignition C models is shown below. It is a feature which ensures instant starting under all weather conditions.

BSA Features



The cylinder head and barrel of the B.S.A. Gold Star models are of aluminium alloy, with the push rod cover cast integral.

Below is shown the cylinder head of the A7 and A10 models. Note the finning around the exhaust ports and valve spring chambers, which encourages a generous flow of cooling air over the vital surfaces of the combustion head.

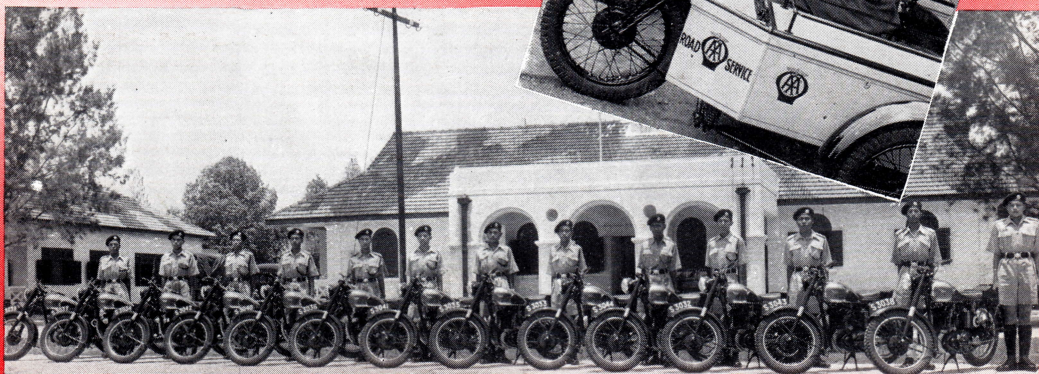




B.S.A. Motor Cycles have always been widely used in the Public Service all over the world. British, Dominion and Foreign Government Departments, Municipal Corporation Public Utility Companies, Police and Fire Services have all proved through long years of service the reliability of B.S.A. Motor Cycles for arduous duty.

BSA in the Public Service

Top pictures show East Sussex Constabulary (England), and a member of the South Australian Police on B.S.A. Golden Flash 650 Twins. On right, the British Automobile Association who are large users of B.S.A.s; below are the Singapore Police on B.S.A. 350 models.



B.S.A. CYCLES LTD.
Birmingham, 11

Directors:
Sir Bernard Docker,
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S. F. Digby

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Birmingham Victoria 2381
(29 lines)

Telegrams and Cables:
"Selcor, Birmingham"

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

General Specification

ENGINE. Air cooled with cast iron cylinder barrel and head (aluminium alloy for Gold Star models and aluminium alloy head on D1 and side valve models); high tensile steel connecting rod (light alloy rods on A models). Big-end—roller bearing except on A models, which have detachable indium-lead-bronze plain bearings. Main bearings—plain timing side on A7, A10 and C models; Ball and/or roller bearings on drive side on all models, and on timing side on remainder of range. Gear driven timing mechanism; tappets on models A7 and A10 operated by a single camshaft at rear of engine. Stellite-tipped valves standard on A7 Star Twin, A10 and Gold Star models. Amal carburetter with air cleaner (built-in on models A7 and A10).

LUBRICATION. (Except D1). Dry sump system with separate oil tank under saddle and double gear pump. Model D1, petroil system.

IGNITION. Coil ignition with car type distributor incorporating automatic advance on C models, Magdyno on B and M models, magneto with automatic advance on A models. Wico-Pacy flywheel magneto-generator on D1 or coil ignition with Lucas A.C. generator set (extra) if specified.

TRANSMISSION. Three-speed gearbox on D and C

models; four speeds on others and extra on C models; all with positive stop foot gear change; oil bath primary chain drive.

FRAME. Left-hand or right-hand sidecar lugs on M and A models; 8 in. front brake on Gold Star models and model A10; Rear suspension with quickly detachable rear wheel on Gold Star models and A7 Star Twin, extra on other B and A models; quickly detachable rear wheel on A models; spring-up stand (rear on M models, central on other models).

EQUIPMENT. Lucas 6-volt 60 watt lighting (except D1: see ignition) with separate dynamo on C and A models, magdyno on others; compensated voltage control; sealed beam headlamp; electric horn (extra on model D1); toolkit; tyre inflator.

FINISH. Pastel green and chromium on D1; Matt silver and chromium tank on C10 and C11; Tank and wheels blue and chromium on C11 de Luxe; green and chromium on B31 and B32 Competition models; Red and chromium on B33, B34 Competition and A7 (alternative black and chromium on A7). Silver and chromium on M33, Gold Star and Star Twin models. Silver tank and black wheels on M20 and M21. Black and chromium on A10. Chromium guards on B32 and B34 Competition models.

EXTRAS

SPRING FRAME on Models D1, A7, A10, B31, B33; also B32 and B34 with downswept pipes only. **Four-speed gearbox** on C models. **LUCAS A.C. GENERATOR SET** with electric horn on Model D1. **BATTERY OPERATED ELECTRIC HORN** on Wico-Pacy equipped Model D1. **SPEEDOMETER** on Model D1. **LEGSHIELDS** on Models D1, C10 and C11. **PILLION SEAT OR CARRIER** on all Models except D1. **FOLDING PILLION FOOTRESTS** on all Models except D1. **PROP STAND** on all Models except D1. **ALLOY ENGINE** on Models B32 and B34 Competition models. **COLOUR FINISH:** Beige and Chromium finish on Model A10. Matt Silver and Chromium finish on Models M20 and M21.

Competition and Gold Star Models

B.S.A. 350 and 500 c.c. Competition Models

are designed and equipped specifically for the Trials enthusiast. They have upswept exhaust pipe (downswept optional); wide clearance mudguards without valances; lower gear ratios of 7.1, 9.3, 14.5, 21.1, on the 350 model; 5.6, 7.4, 11.6, 16.8 on the 500 model. Both machines have chromium plated mudguards and stays, rear chainguard, chaincase and brake cover plates. A 2-gallon petrol tank is optional. The 350 has green and chromium tank and wheels; the 500 is finished in red and chromium. Spring Frame (with downswept exhaust pipe only) is available at an extra charge.

B.S.A. 350 and 500 c.c. Gold Star Models

are high-performance machines with specially-tuned engine and aluminium cylinder head and barrel. Specification is variable to suit the type of event for which the machine is required. High, medium or low compression ratio can be supplied, with port sizes, cams, valve springs, carburetter, etc., to suit. A close-ratio gearbox is available and variations in engine shaft sprocket can be specified. Lucas magdyno or racing magneto with battery lighting and electric horn, and rev counter in lieu of speedometer are optional items of equipment. Both models have spring frame and 8 in. front brake.

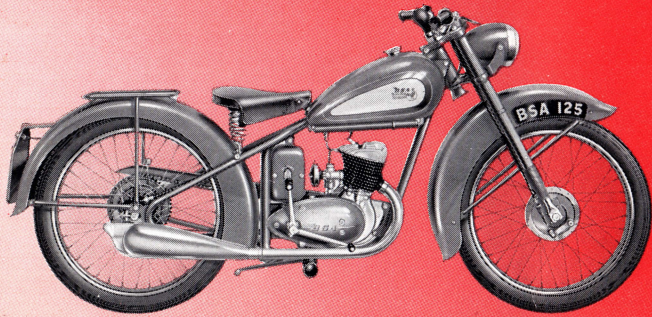
Technical Data — all models

Model	Gear ratios				Tyre sizes		Tank Capacities	
					Front	Rear	Petrol	Oil
DI	7.0	11.7	22.0	—	2.75-19	2.75-19	Galls. 1½	Pints —
DI Comp.	8.65	14.5	27.1	—	2.75-19	3.25-19	1½	—
C10	6.6	9.8	14.5	—	3.00-19	3.00-19	2½	4
C11	6.6	9.8	14.5	—	3.00-20	3.00-20	2½	4
B31	5.6	7.4	11.5	16.7	3.25-19	3.25-19	3	4
B32	7.1	9.3	14.5	21.1	2.75-21	4.00-19	3	4
B32 Gold Star	*5.6	7.4	11.5	16.7	2.75-21	4.00-19	3	5
B33	5.0	6.6	10.3	14.9	3.25-19	3.50-19	3	4
B34	5.6	7.4	11.6	16.8	2.75-21	4.00-19	3	4
B34 Gold Star	*5.0	6.6	10.3	14.9	2.75-21	4.00-19	3	5
M20	5.3	7.0	10.9	15.8	3.25-19	3.25-19	3	5
M21 S/car	5.9	7.8	12.2	17.7	3.25-19	3.50-19	3	5
M33 Solo	4.8	6.3	9.8	14.2	3.25-19	3.50-19	3	5
A7 Solo	5.1	6.2	9.0	13.2	3.25-19	3.50-19	3½	4
A10 (Solo)	4.4	5.4	7.8	11.4	3.25-19	3.50-19	4½	4
A10 (Sidecar)	5.2	6.3	9.1	13.3				

* Alternative gear ratios for Trials, Scrambles and Road Racing are available.

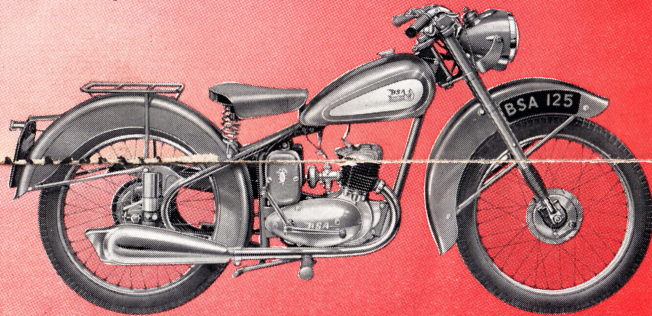
BSA BANTAM

125 c.c.



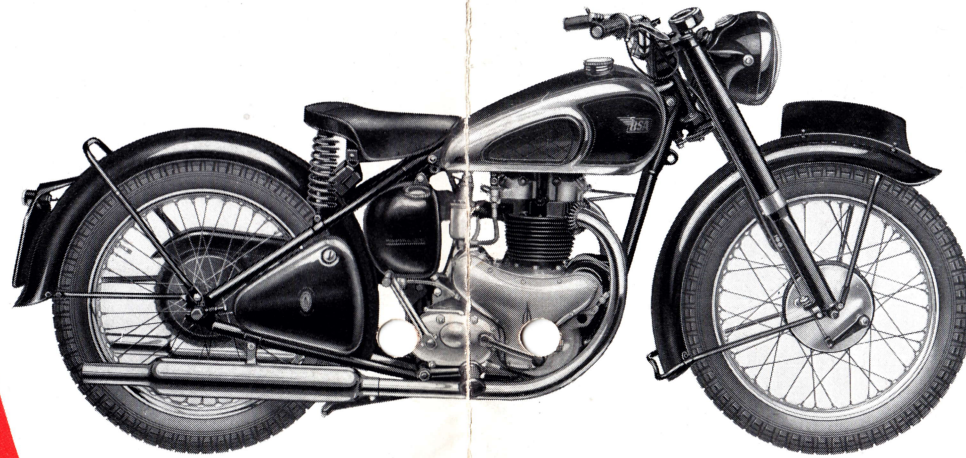
B.S.A. Bantam 125 c.c. Model D 1

Now firmly established as leader of the lightweights, the B.S.A. Bantam offers really attractive performance with easy handling and amazing economy.



B.S.A. Bantam 125 c.c. Model D 1

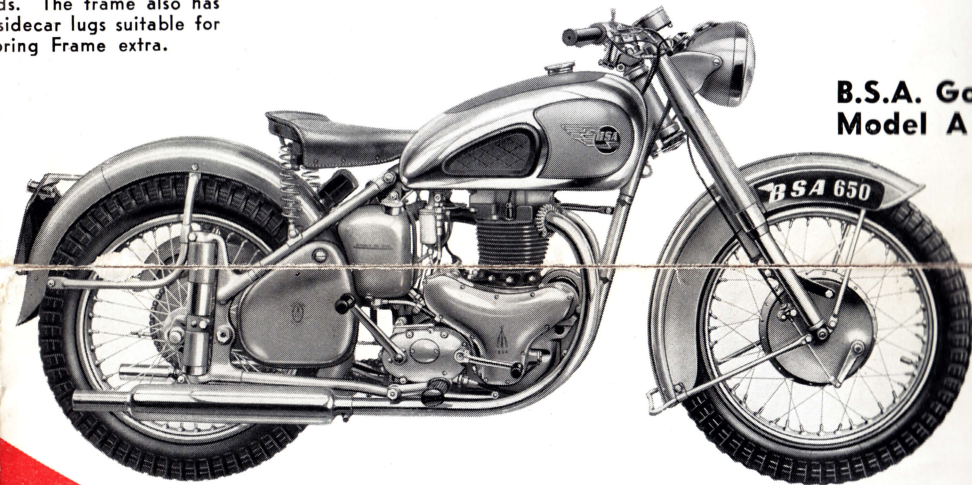
With Spring Frame and Lucas generator, battery and coil ignition gives the purchaser of the simplest and lightest B.S.A. model the option of luxury motor cycling at moderate extra cost.



B.S.A. 500 O.V. Twin Model A 7

now has an entirely redesigned engine incorporating new cylinder head and rocker box, modified crankcase with positive oil supply to camshaft, and forged aluminium alloy connecting rods. The frame also has been modified to incorporate sidecar lugs suitable for left or right-hand sidecar. Spring Frame extra.

The **BSA** Twins



B.S.A. Gold Model A 10

BSA

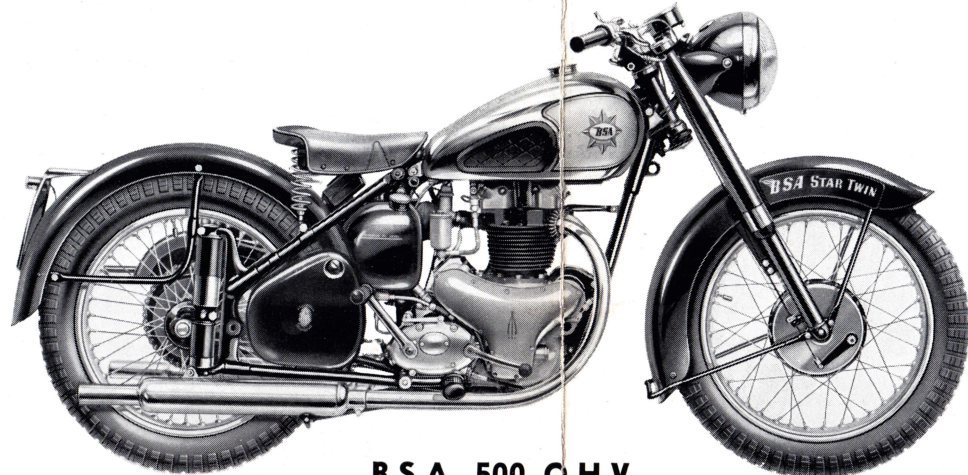
The most popular Motor



B.S.

BSA

250 c.c. S.V. and O.H.V.

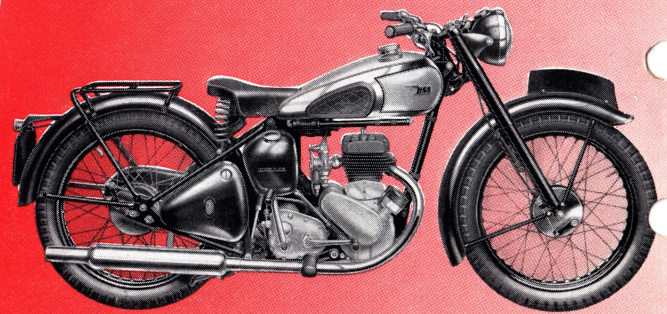


**B.S.A. 500 C.H.V.
Model A7 Star Twin**

Now with redesigned engine as Model A7, but with slightly higher compression ratio, the B.S.A. Star Twin offers brilliant performance, whilst the plunger type rear suspension ensures maximum comfort.

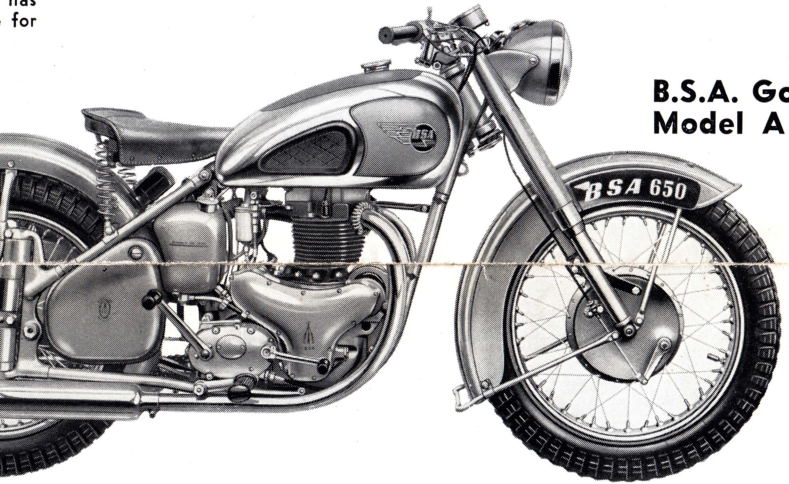
The BSA Twins

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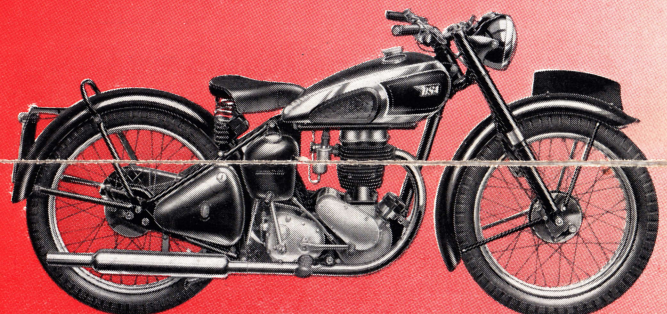
B.S.A. 250 S.V. Model C10

A thoroughly reliable and economical 250 which will meet the requirements of the everyday utility rider.



**B.S.A. Golden Flash 650 Twin
Model A10**

The B.S.A. Golden Flash is now firmly established as the leader of the Twins. It combines remarkable performance with extreme flexibility and is the ideal machine for either solo or sidecar riding. Spring Frame, as illustrated, extra.



B.S.A. 250 O.H.V. Model C11 de luxe

The de luxe model illustrated has blue and chromium tank and wheels. Standard model has matt silver and chromium tank and black wheels.

Most popular Motor Cycle in the World



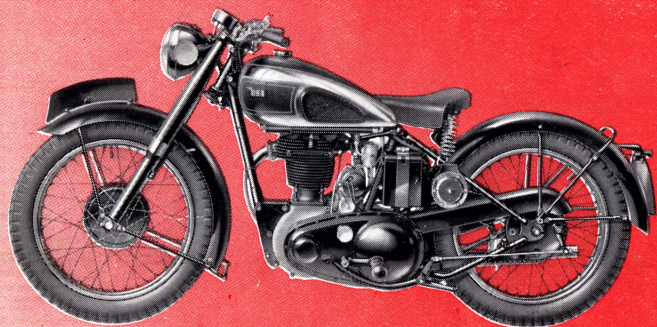
B.S.A.



B.S.A. Banfam 125 c.c. Model D
 With Spring Frame and Lucas generator, battery and coil ignition gives the purchaser of the simplest and lightest B.S.A. model the option of luxury motor cycling at moderate extra cost.

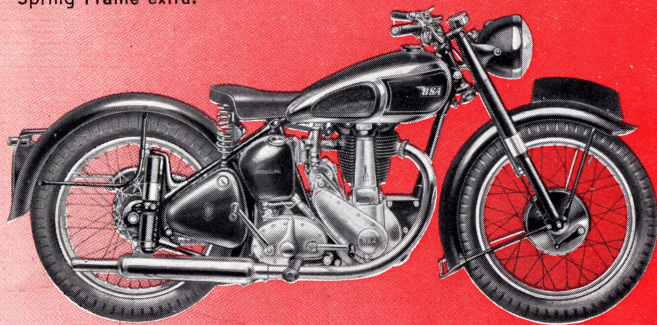
BSA

The most popular Motor



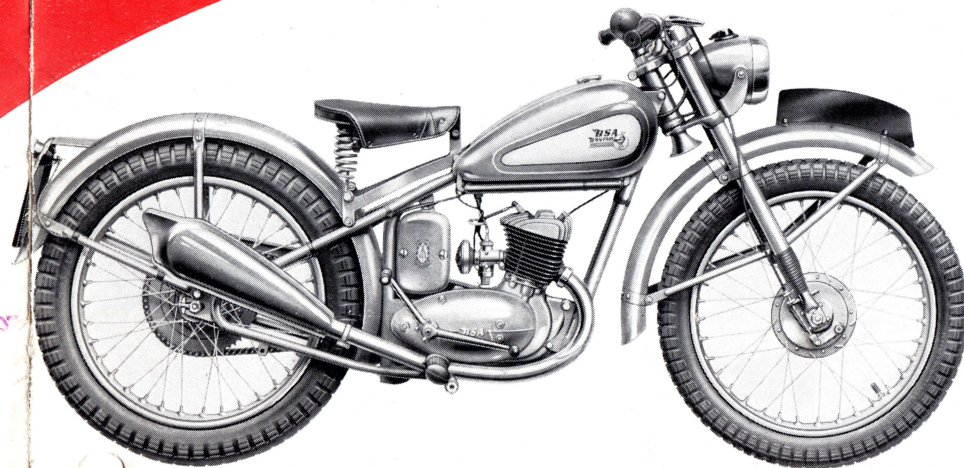
B.S.A. 350 O.H.V. Model B31

One of the most popular 350's on the road, this B.S.A. model combines a sparkling performance with a high degree of reliability. Spring Frame extra.



B.S.A. 500 O.H.V. Model B33

A sturdy 500 of exceptional value, with a high power-weight ratio which gives outstanding performance with economy. Spring Frame extra.



B.S.A. Banfam Competition

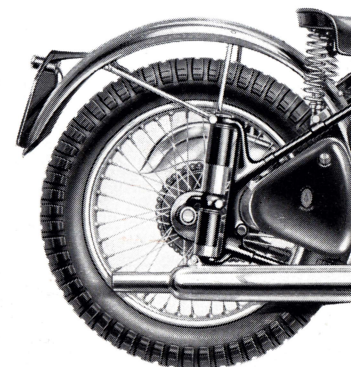
Introduces a new demand for a competition standing everywhere. Release roller bearings, swept exhaust, larger foot rests, foot rear wheel gear for

BSA Competition and Gold Star Models



B.S.A. Competition 350 c.c. Model B32 500 c.c. Model B34

These models have built up an enviable reputation as the result of their successes in Trials and Scramble events in all parts of the world. They are supplied with Lucas magdyno standard, but alternative lighting equipment is available. Spring Frame extra (with downswept exhaust pipe only).



350 B32 Gold Star

The specification of these high-performance models with cams, gears and compression ratio. For road racing, foot gear change the box modified to give normal

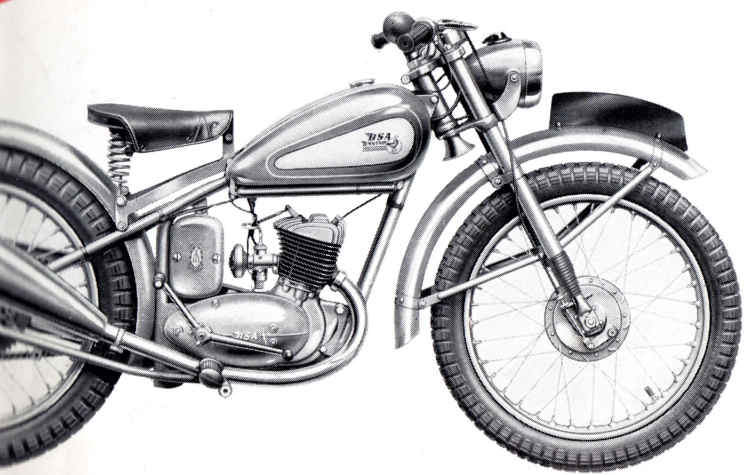
BSA 350 and 500 O.H.V.
 for fast Solo riding

FAIRMA SVANTE LINN
 Tel. 331 98 - BANGEN 14 16 04
 VÄSTERÅS

B.S.A. 250 O.H.V. Model C11 de luxe

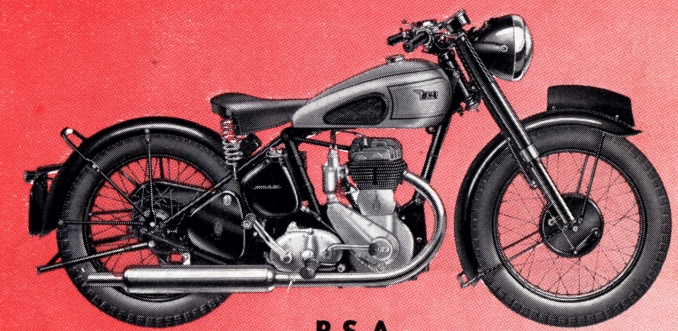
The de luxe model illustrated has blue and chromium tank and wheels. Standard model has matt silver and chromium tank and black wheels.

Most popular Motor Cycle in the World



**B.S.A.
Bantam 125 c.c.
Competition Model**

Introduced to meet a popular demand, this lightweight competition model has achieved outstanding success in sporting events everywhere. It has compression release valve in cylinder head, roller bearing to front wheel, up-swept exhaust, unvalanced guards, larger rear tyre, adjustable foot-rests, folding kick-start and larger rear wheel sprocket giving lower gear for trials.



**B.S.A.
500 S.V. Model M20. 600 S.V. Model M21**

Two machines which are equally reliable as solo or heavy-duty sidecar models.

BSA Competition and Gold Star Models



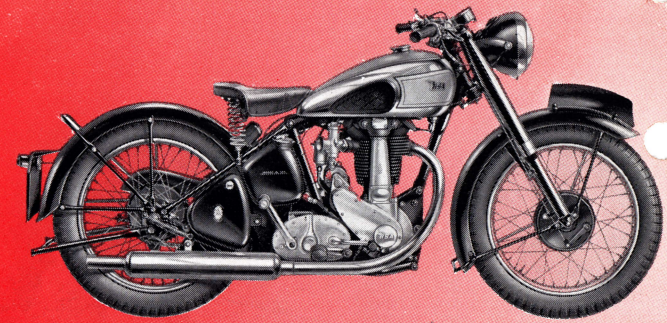
Model B34

of their successes in Trials and with Lucas magdyno standard, but with downswept exhaust pipe only).



**B.S.A.
350 B32 Gold Star 500 B34 Gold Star**

The specification of these high-performance models is extremely versatile. They can be supplied with cams, gears and compression ratios to suit whichever type of sporting event the buyer favours. For road racing, foot gear change pedal can be fitted in rearward position, with mechanism inside the box modified to give normal movement.



B.S.A. 500 O.H.V. Model M33

A lively robust machine capable of maintaining high touring speeds either solo or with sidecar.

BSA 500 and 600 c.c.
for Solo or Sidecar work

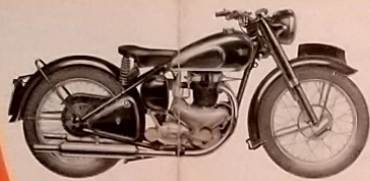
BSA BANTAM
125 c.c.



B.S.A. Bantam 125 c.c. Model D1
Now firmly established as leader of the lightweight, the B.S.A. Bantam offers really attractive performance with easy handling and pleasing economy.



B.S.A. Bantam 125 c.c. Model D1
With Spring Frame and Lucas generator, battery and coil ignition give the pleasure of the simplest and lightest B.S.A. model the nature of heavy motor styling of modern extra type.

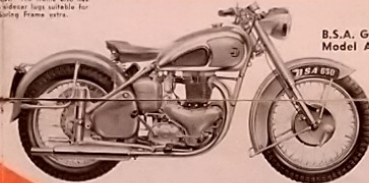


B.S.A. 500 O.H.V. Twin Model A7
Now has an entirely redesigned engine incorporating new valve gear, modified cylinder head and modified carburettor with positive oil supply to camshaft, and forged aluminium alloy connecting rods. The frame also has been modified to incorporate sidecar legs suitable for left or right-hand sidecar. Spring Frame extra.



B.S.A. 500 C.H.V. Model A7 Star Twin
Now with redesigned engine as Model A7, but with slightly higher compression ratio, the B.S.A. Star Twin offers brilliant performance, whilst the plunger type rear suspension ensures maximum comfort.

The **BSA** Twins



B.S.A. Golden Flash 650 Twin Model A10

The B.S.A. Golden Flash is now firmly established as the leader of the Twins. It combines remarkable performance with extreme flexibility and is ideal for sidecar riding. Spring Frame, or Star Frame, extra.

BSA
250 c.c. S.V. and O.H.V.



B.S.A. 250 S.V. Model C10
A thoroughly reliable and economical 250 which will meet the requirements of the everyday utility rider.



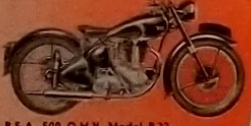
B.S.A. 250 O.H.V. Model C11 de Luxe
The de Luxe model illustrated has blue and chromium fuel and wheels. Standard model has matt silver and chromium fuel and black wheels.

BSA

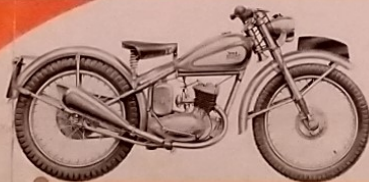
The most popular Motor Cycle in the World



B.S.A. 350 O.H.V. Model B31
One of the most popular 350s in the world, the B.S.A. model combines outstanding performance with a real measure of stability. Spring Frame extra.



B.S.A. 500 O.H.V. Model B33
A sturdy 500 of exceptional value, with a high power-to-weight ratio which offers outstanding performance with maximum Spring Frame extra.



B.S.A. Bantam 125 c.c. Competition Model

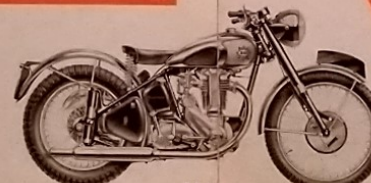
Introduced to meet a popular demand, this lightweight competition model has achieved outstanding success in sporting events everywhere. It has compression release valve in cylinder head, roller bearing to front wheel, cupress exhaust, uncracked barrel, larger rear tyre, adjustable foot rest, folding kick rest and upper rear wheel sprocket giving lower gear for trials.

BSA Competition and Gold Star Models



B.S.A. Competition 350 c.c. Model B32

These models have built up an enviable reputation as the result of their success in Trials and Road races in all parts of the world. They are supplied with Lucas magneto standard, but alternative lighting equipment is available.



B.S.A. 350 B32 Gold Star

The specification of these high-performance models is with 1000 gears and compression ratios to suit which ever type of sporting event the buyer desires. For road racing, foot gear change pedal can be fitted. The box modified to give normal movement.



B.S.A. 500 S.V. Model M20, 600 S.V. Model M21
Top machines which are equally reliable as your or heavy-duty sidecar models.



B.S.A. 500 O.H.V. Model M33
A lovely robust machine capable of mounting high loading loads, either solo or with sidecar.

BSA 350 and 500 O.H.V.
for fast Solo riding

BSA 500 and 600 c.c.
for Solo or Sidecar work

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