

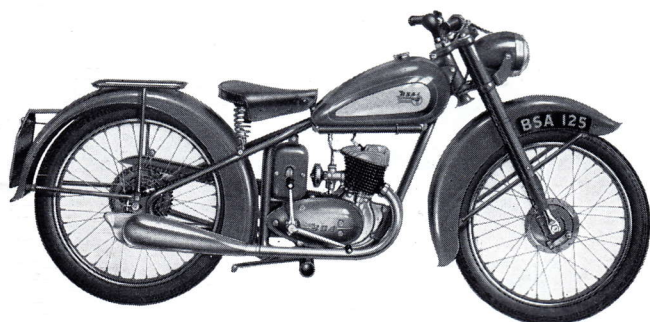
1952  
OVERSEAS  
EDITION



**BSA**  
THE MOST POPULAR MOTOR CYCLE  
IN THE WORLD

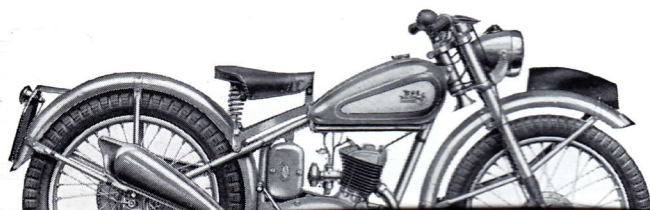


# BSA



## B.S.A. Bantam 125 c.c. D1

With a really amazing performance, light weight, ease of handling and exceptional economy, the B.S.A. Bantam is without doubt the most popular machine in its class in the world. For everyday use or for long tours, the B.S.A. Bantam offers the most reliable and the most economical mode of travel.



## B.S.A. Bantam Competition

Introduced to meet a popular demand for a sports version of the Bantam, this model has secured a number of noteworthy successes in trials and other sporting events. Specification incorporates compression release valve in

## 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 A 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 A models 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 except on Gold Star models).

**LUBRICATION.** (Except D1). Dry sump system with separate oil tank under saddle and double gear pump. Model D1, petrol 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\*, A7 Star Twin and A10 models. Rear suspension with quickly detachable rear wheel on Gold Star models and A models, extra on other models; quickly detachable rear wheel on A models and B and M Spring Frame models; spring-up stand (rear on M models, central on other models).

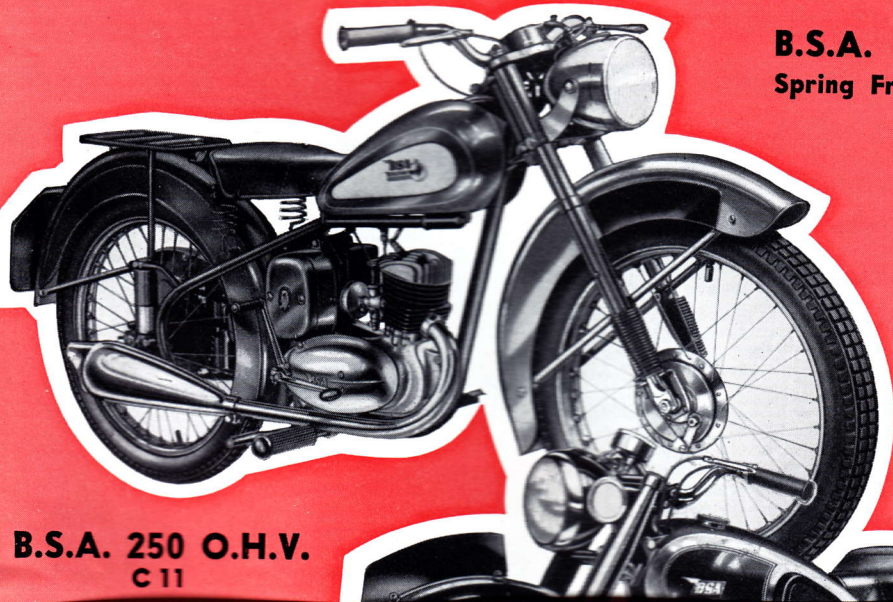
\*7 in. front brake on Gold Star models intended for Trials and Scrambles.

**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.** Due to material shortages and restrictions in the use of chromium plating, we may not be permitted to adhere to the finishes hitherto associated with B.S.A. machines, but the basic colours and highest quality possible will be maintained.



the **LARGEST** and **FINEST** range of



**B.S.A. Bantam**  
**Spring Frame Model D 1**

As this illustration of the spring frame Bantam shows, the rider of the smallest model in the range can enjoy real motor cycling comfort. The rear suspension is of the plunger type, similar to that fitted to the larger machines. This model can also be equipped with Lucas 45 watt A.C. generator, battery, coil ignition (with special switch position for starting if battery is fully discharged), and electric horn.

**B.S.A. 250 O.H.V.**  
**C 11**

## 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. A 2-gallon petrol tank is optional. 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 speci-

ally-tuned engine and aluminium cylinder head and barrel (die-cast on the 500 c.c. model). 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. An 8 in. front brake is fitted for road work and a 7 in. for trials and scrambles.

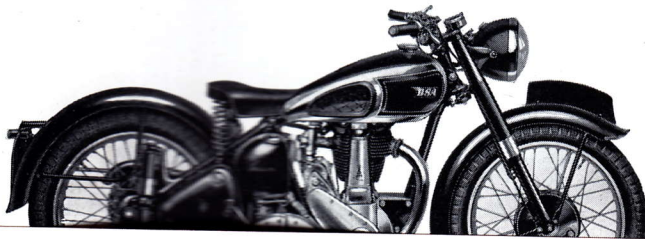


# Motor Cycles in the World



## B.S.A. 350 O.H.V. B 31

A model well known for its lively performance combined with consistent reliability. It is a machine that will satisfy the demands of the most enthusiastic and exacting solo rider. If you prefer the extra comfort provided on rough roads by a spring frame, this can be fitted at an extra charge.



## B.S.A. 500 O.H.V. B 33

Those who prefer the extra performance of a 500 will appreciate the high power-weight ratio of this model. It is comfortable to ride and

### TECHNICAL DATA—ALL MODELS

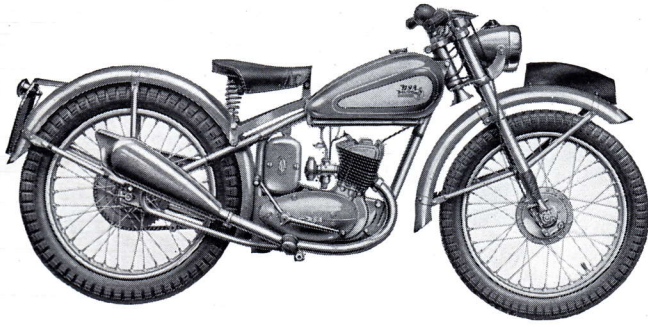
Model	Gear ratios				Tyre sizes		Tank Capacities	
					Front	Rear	Petrol	Oil
D1	7.0	11.7	22.0	—	2.75-19	2.75-19	Galls 1½	Pints —
D1 Comp.	8.65	14.5	27.1	—	2.75-19	3.25-19	1½	—
C10	6.6	9.8	14.5	—	3.00-19	3.00-19	2½	4
C11	6.6	9.8	14.5	—	3.00-19	3.00-19	2½	4
B31	5.6	7.4	11.5	16.7	3.25-19	3.25-19	3	4
B32	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 Solo	5.3	7.0	10.9	15.8	3.25-19	3.25-19	3	5
M20 and M21 S/car	5.9	7.8	12.2	17.7	(sidecar	3.25-19)	—	—
M21 and M33 Solo	4.8	6.3	9.8	14.2	3.25-19	3.50-19	3	5
M33 S/car	5.6	7.4	11.5	16.7	(sidecar	3.25-19)	—	—
A7 Solo	5.1	6.2	9.0	13.2	3.25-19	3.50-19	3½	4
A7 Star Twin Solo	5.0	6.05	8.8	12.9	3.25-19	3.50-19	3½	4
A7 Star Twin S/car	5.4	6.6	9.5	14.0	(sidecar	3.25-19)	—	—
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.



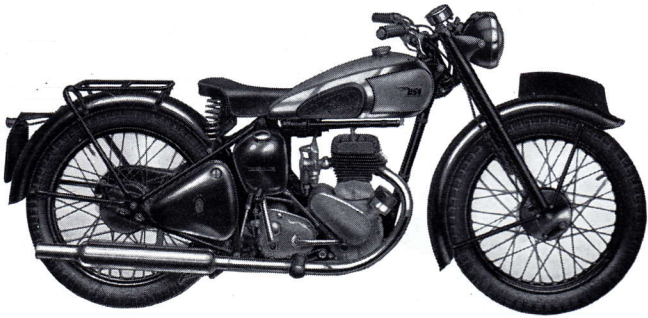


With a really amazing performance, light weight, ease of handling and exceptional economy, the B.S.A. Bantam is without doubt the most popular machine in its class in the world. For everyday use or for long tours, the B.S.A. Bantam offers the most reliable and the most economical mode of travel.



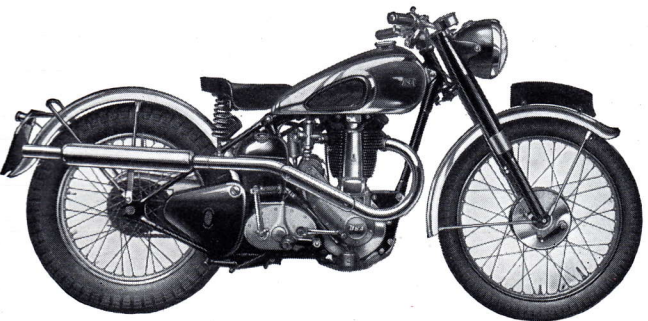
## B.S.A. Bantam Competition

Introduced to meet a popular demand for a sports version of the Bantam, this model has secured a number of noteworthy successes in trials and other sporting events. Specification incorporates compression release valve in cylinder head, roller bearings to front wheel and reinforced spindle, upswept exhaust system, unvalanced mudguards, larger section rear tyre, adjustable footrests, raised saddle position, folding kick starter and a larger rear wheel sprocket giving lower gears for trials purposes.



## B.S.A. 250 S.V.      C 10

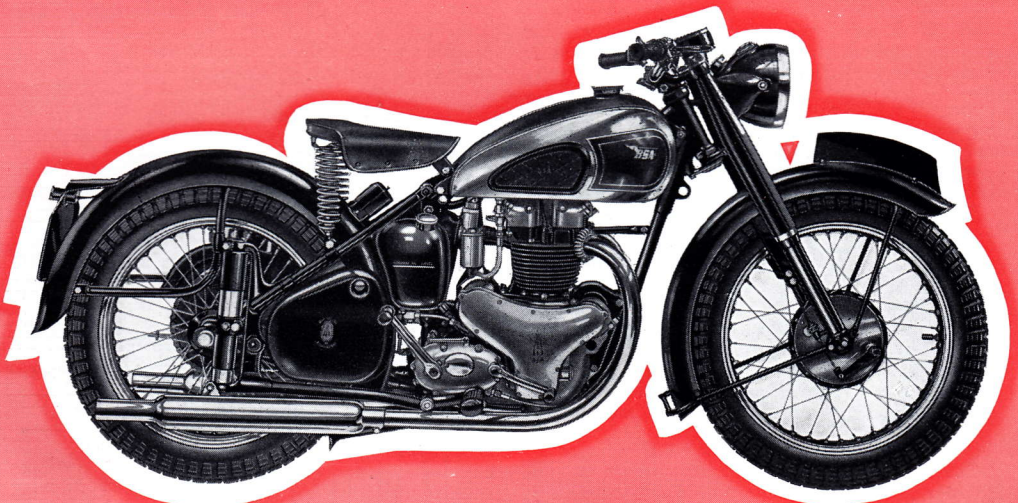
This B.S.A. 250 model is ideal for those who want a reliable, easy-to-handle and economical machine for everyday use. Like the O.H.V. illustrated opposite, it is available with spring frame and four-speed gearbox at an extra charge.



## B.S.A. Competition 350 Model B 32      500 Model B 34

B.S.A. Competition models have an impressive list of Trials and Scrambles successes to their credit. Spring frame, with downswept exhaust pipe only, extra.

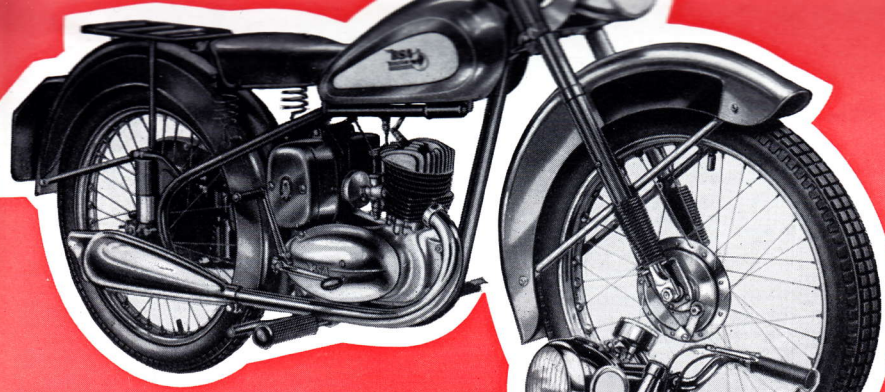
# BSA 500 TWIN



Here is a machine outstanding in its class for smooth, effortless power and satisfying performance. The rider's comfort is provided for in the rear suspension which also gives improved road-holding; the frame incorporates lugs suitable for either left or right-hand sidecar.

## Model A 7

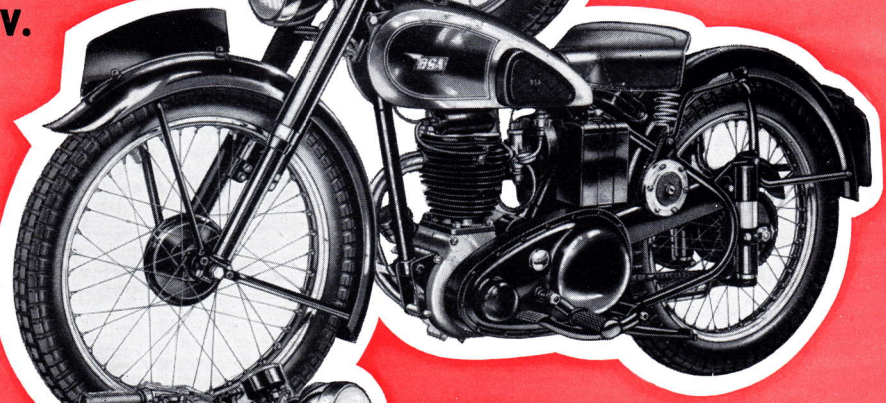




As this illustration of the spring frame Bantam shows, the rider of the smallest model in the range can enjoy real motor cycling comfort. The rear suspension is of the plunger type, similar to that fitted to the larger machines. This model can also be equipped with Lucas 45 watt A.C. generator, battery, coil ignition (with special switch position for starting if battery is fully discharged), and electric horn.

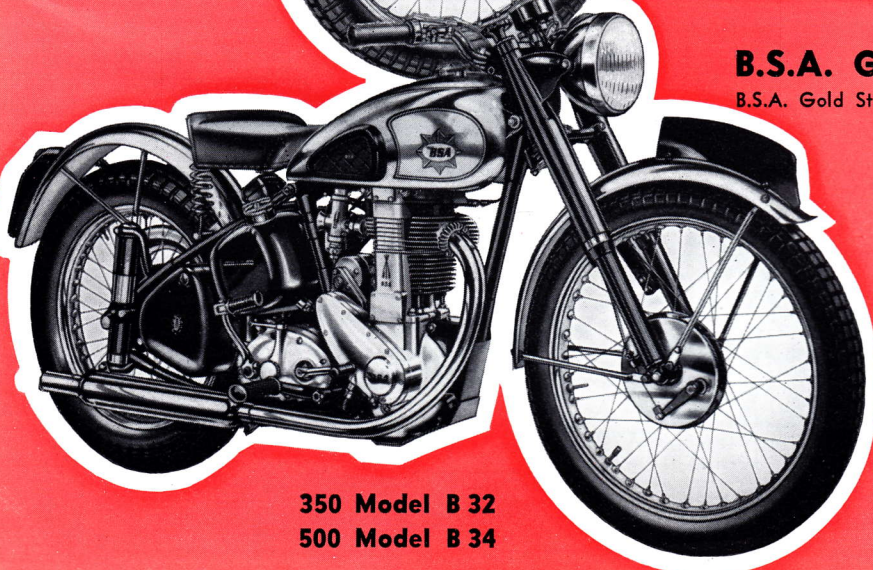
**B.S.A. 250 O.H.V.  
C 11**

The B.S.A. 250 O.H.V. is one of the most popular models in its class. It is light and easy to handle, easy to maintain, economical to run and has a lively performance. It is shown here with spring frame and four-speed gear-box. A rigid frame three-speed model is also available.



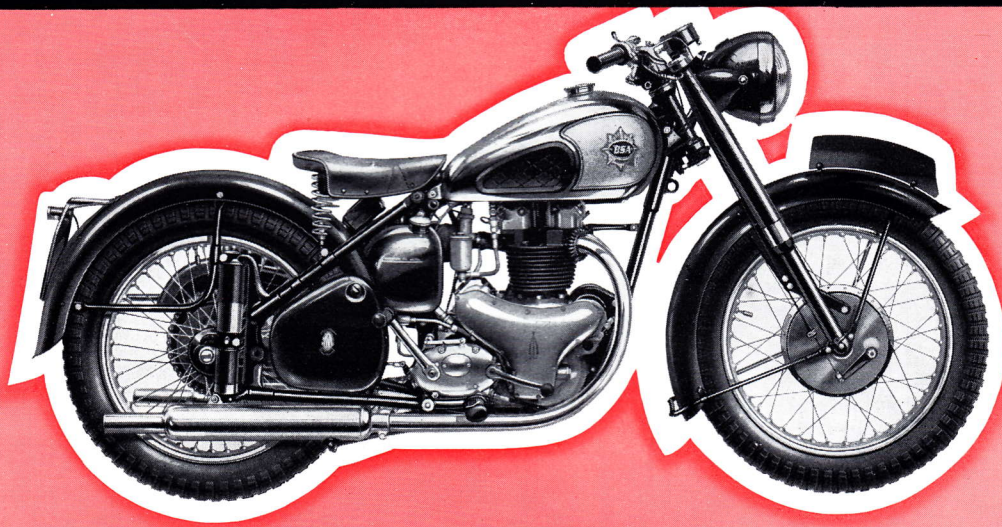
**B.S.A. Gold Star**

B.S.A. Gold Star models, which have won a fine reputation in sporting circles all over the world, are offered with an extremely versatile specification. Cams, gears, compression ratios, etc., can be varied to suit the type of event for which the machine is required. For road racing, the gear change pedal can be fitted in rearward position with mechanism modified to give normal movement. Both models have spring frame and alloy head and barrel. The 500 c.c. model (illustrated) has die-cast head and barrel.



350 Model B 32  
500 Model B 34

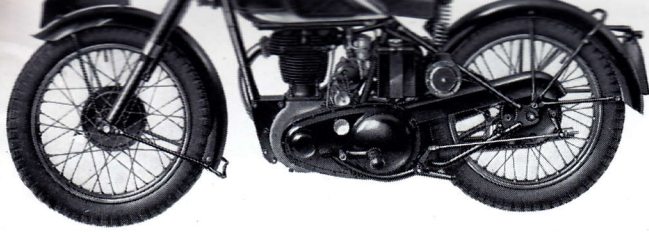
**BSA STAR TWIN**



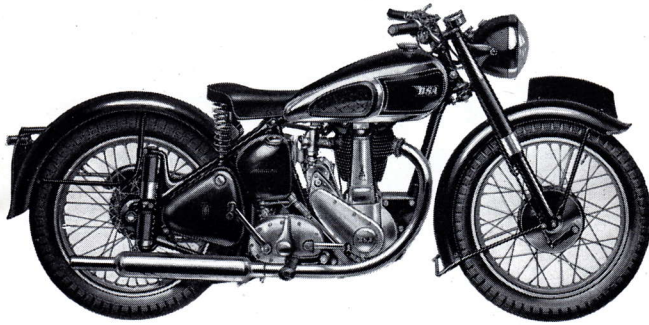
The B.S.A. Star Twin is similar in specification to the Model A7 but incorporates a special camshaft, has a higher compression ratio, a large bore carburetter and an 8 in. front brake—features which combine to give it that brilliant performance which the enthusiast demands.

**Model A 7 Star Twin**



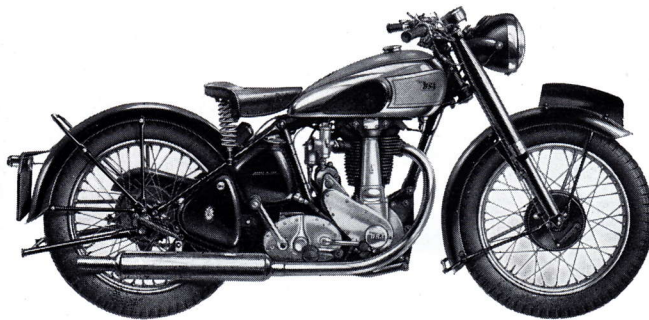


A model well known for its lively performance combined with consistent reliability. It is a machine that will satisfy the demands of the most enthusiastic and exacting solo rider. If you prefer the extra comfort provided on rough roads by a spring frame, this can be fitted at an extra charge.



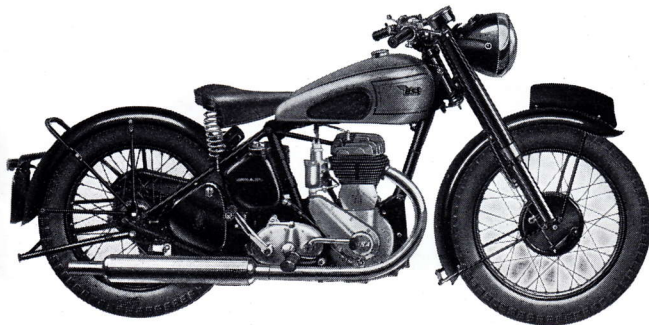
### **B.S.A. 500 O.H.V. B 33**

Those who prefer the extra performance of a 500 will appreciate the high power-weight ratio of this model. It is comfortable to ride and to handle, and can be supplied with spring frame as illustrated at an extra charge.



### **B.S.A. 500 O.H.V. M 33**

A robust dual-purpose 500 machine designed to give a good performance either solo or with a sidecar—and like all B.S.A. Motor Cycles, thoroughly reliable. A spring frame can be fitted at an extra charge.



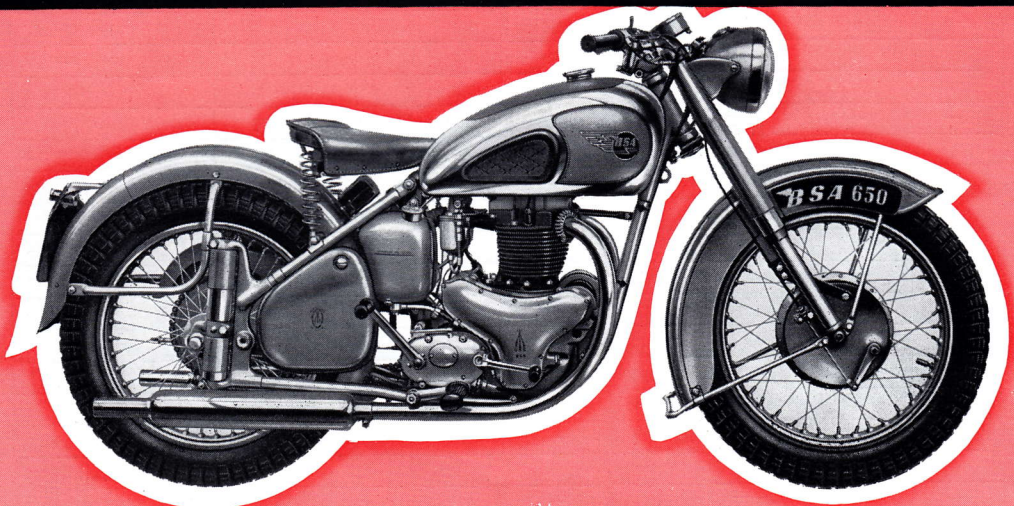
### **B.S.A. 500 S.V. M 20**

### **B.S.A. 600 S.V. M 21**

These two B.S.A. side-valve models have a sturdiness and reliability which makes them ideal for the rider who wants a machine for solo or heavy sidecar duty. They are modernised versions of the 500 W.D. model.

Both are available fitted with spring frame, extra.

## **BSA 650 GOLDEN FLASH**



"Leader of the Twins"—that is a title which the B.S.A. Golden Flash can justly claim. It combines an amazing performance with extreme flexibility, luxurious comfort and perfect road-holding. It is the ideal machine for either solo or sidecar riding.

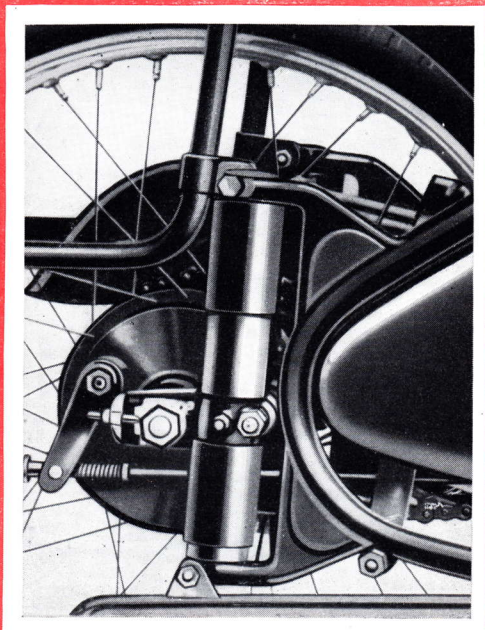
**Model A 10**



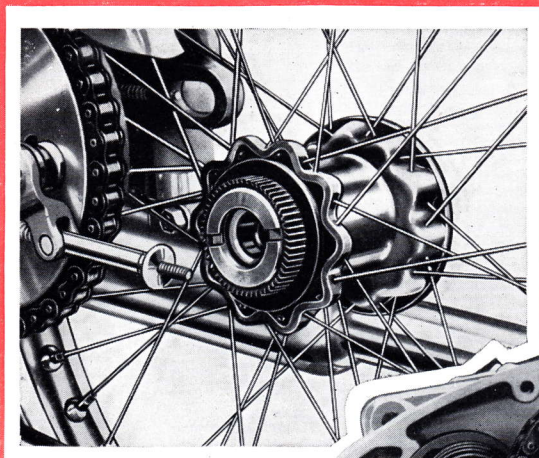
# *BSA Features*



The car-type distributor with automatic advance on the coil-ignition C models is a feature which ensures instant starting and ideal running conditions at all times.

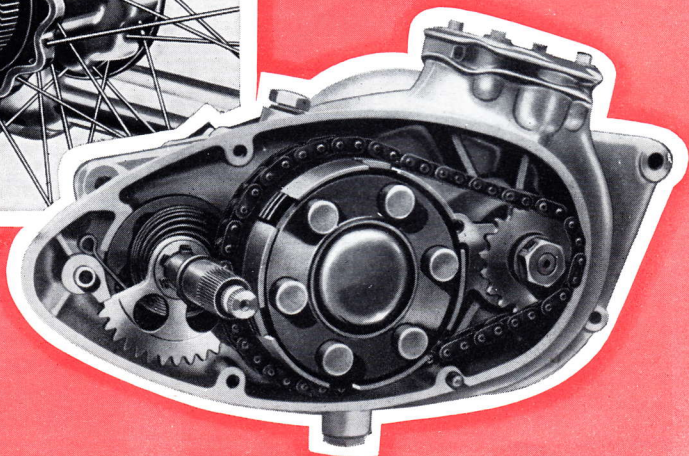


The spring frame available on the C models, illustrated above, brings the luxury usually associated with more powerful machines to the everyday utility rider.



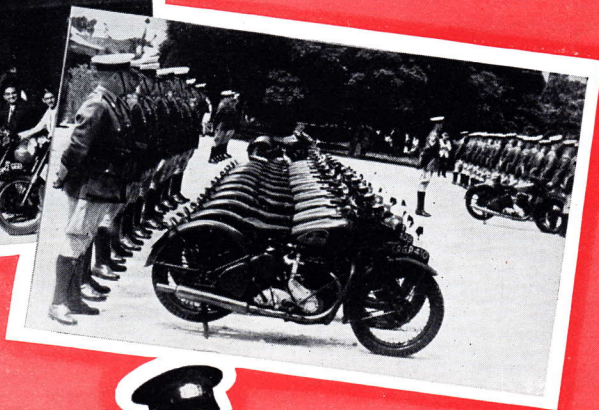
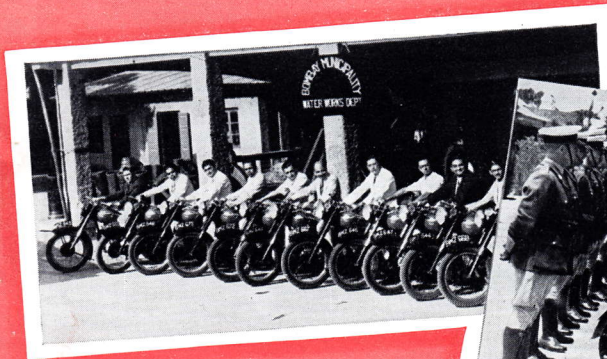
The detachable rear wheel on A models and on the B and M spring frame models (on left). The special design of hub permits the use of straight spokes—a feature which gives added strength and safety.

The unit construction of the Bantam engine and gearbox is shown on the right. The primary drive, kick-start and gear change mechanism are totally enclosed.

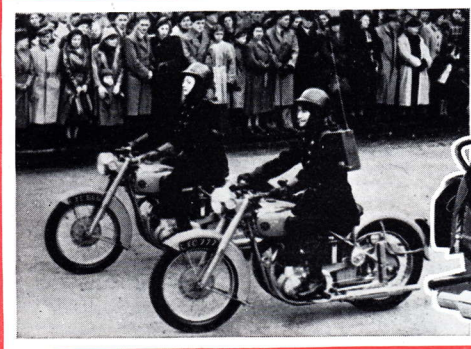




# **BSA** *in the* **PUBLIC SERVICE**



B.S.A. Motor Cycles are used all over the world by Government Departments, Municipal Corporations, Public Utility Companies, Police, Fire Services, etc. These pictures show some of the many B.S.A. users—the Bombay Water Works Dept., and the British South Africa Police (above), London Fire Brigade girl despatch riders on radio-equipped Golden Flash models, and the South Australian Fire Brigade.



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

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