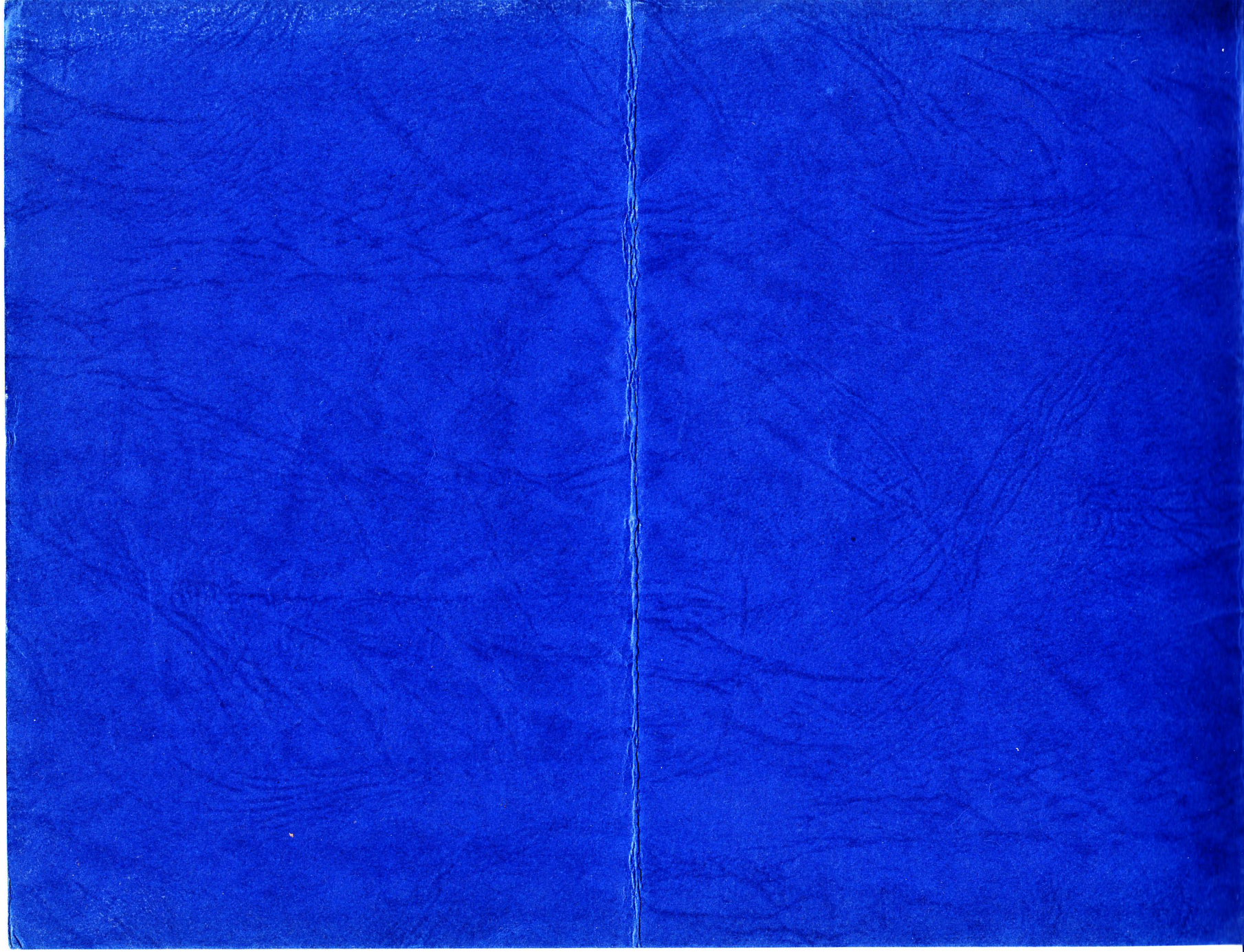


OVERSEAS EDITION

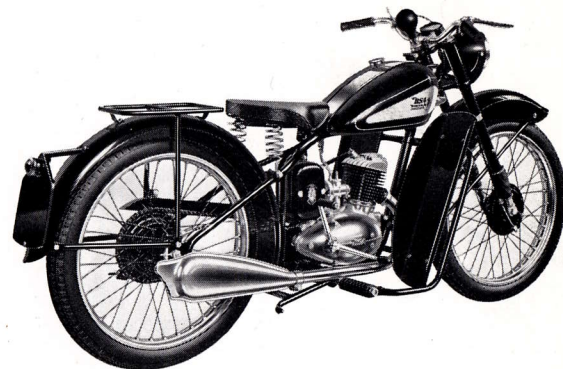
BSA
Motor Cycles



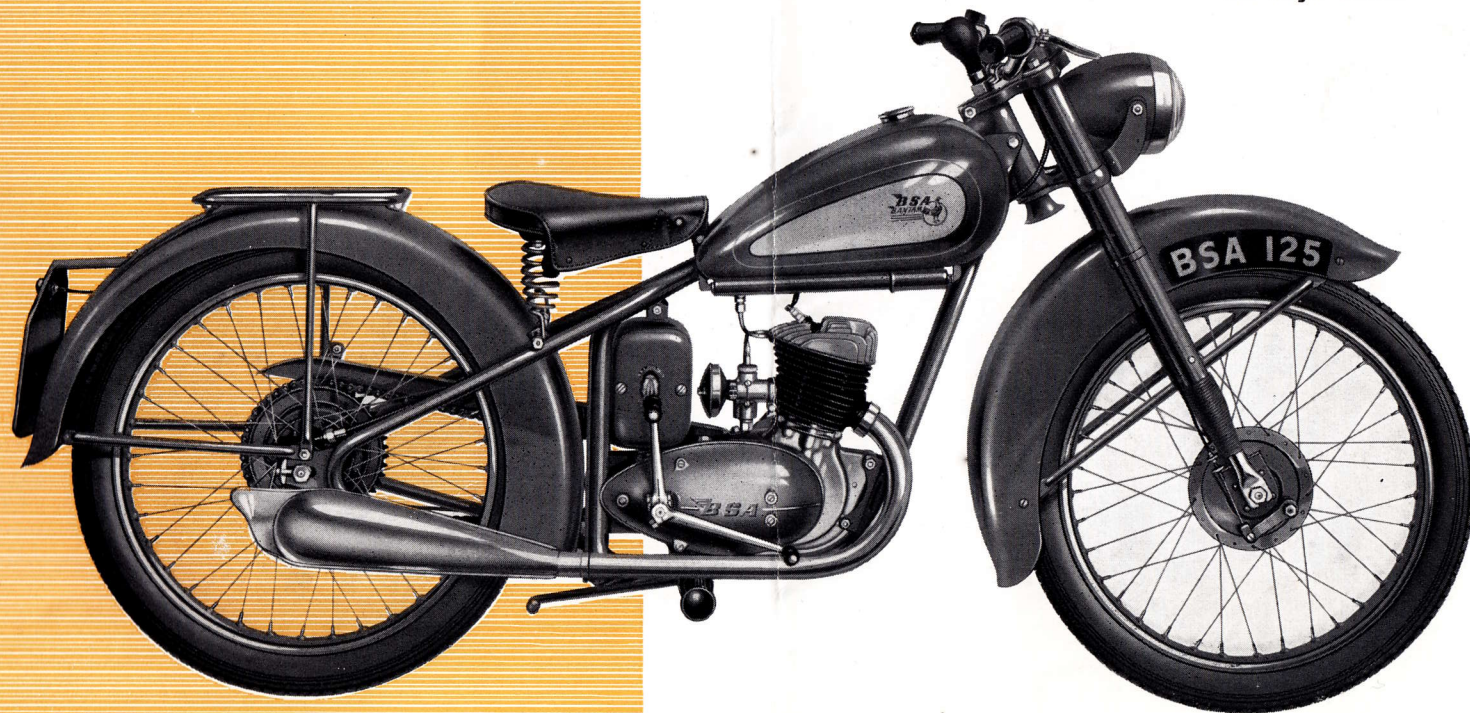
BSA

**BANTAM 125 cc.
Two-stroke. Model DI**

The B.S.A. Bantam is now firmly established as "Cock o' the Lightweights." It is attractive in appearance, amazingly economical, has a brilliant performance, is comfortable to ride, and easy to handle. In every way the perfect lightweight.



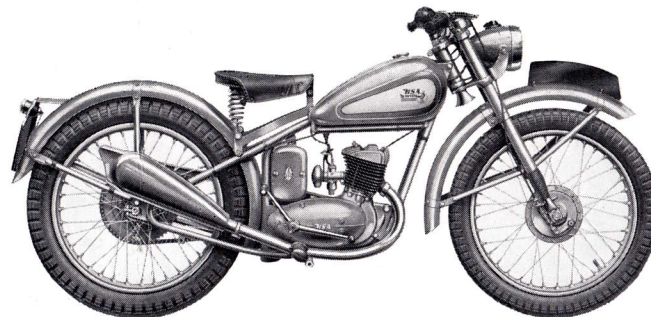
The B.S.A. Bantam Model BD I has a specification identical to the standard model, but has black tank with chromium strip on top and cream side panels; black frame and mudguards; chromium plated rims; polished primary chain cover, and is equipped with crash bars, legshields and larger carrier.



BSA

BANTAM 125 cc. Model D1 with Spring Frame

and Lucas generator, battery and coil ignition

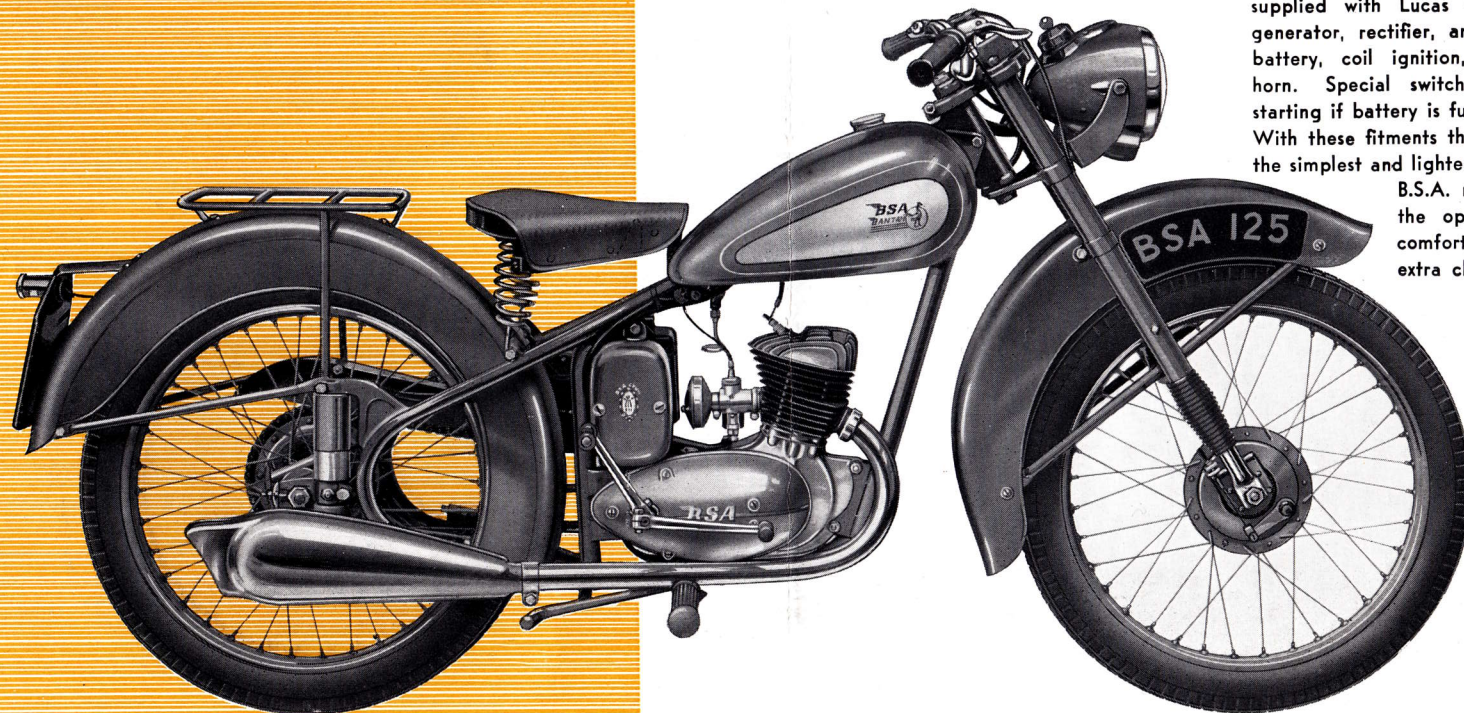


The B.S.A. BANTAM Competition Model

This model is the younger brother of the well-known B 32 and B 34 B.S.A. Competition models and has been introduced by popular demand.

The specification incorporates compression release valve in the cylinder head, roller bearings to front wheel, 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 trial purposes.

The plunger type rear suspension now available at an extra charge on model D 1 follows the same general principle as that fitted to the larger models in the range. This model may also be supplied with Lucas 45 watt A.C. generator, rectifier, and 5 amp. hr. battery, coil ignition, and electric horn. Special switch position for starting if battery is fully discharged. With these fittings the purchaser of the simplest and lightest model in the B.S.A. range thus has the option of luxury comfort at a modest extra charge.

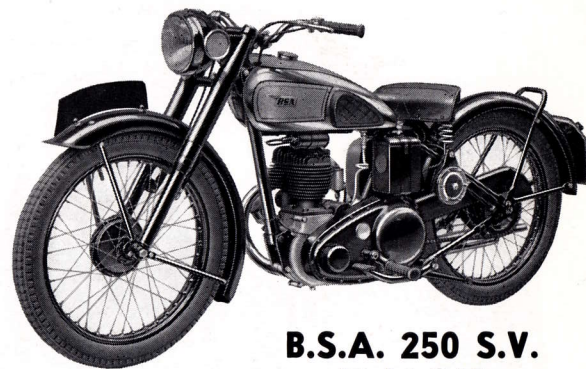


BSA

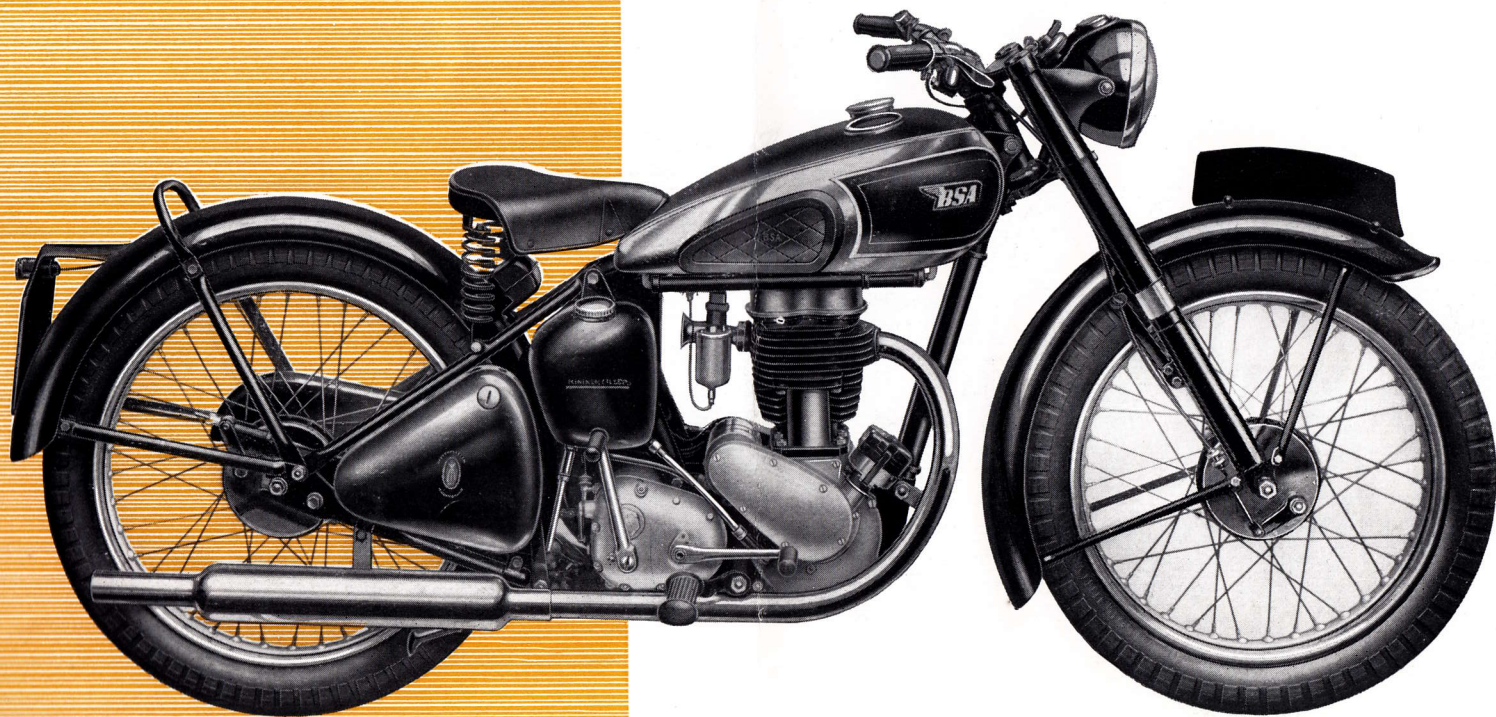
250 O.H.V.

**Models C11 and
C11 de Luxe**

The B.S.A. 250 c.c. models are ideally suited to the requirements of the everyday utility rider. They are economical to run, easy to maintain, and in the true B.S.A. tradition completely reliable. You have a choice of three models in this class—the side valve model C10, the standard O.H.V. model C11 with matt silver and chromium tank, and the de Luxe O.H.V. (illustrated) with blue and chromium tank and wheels.



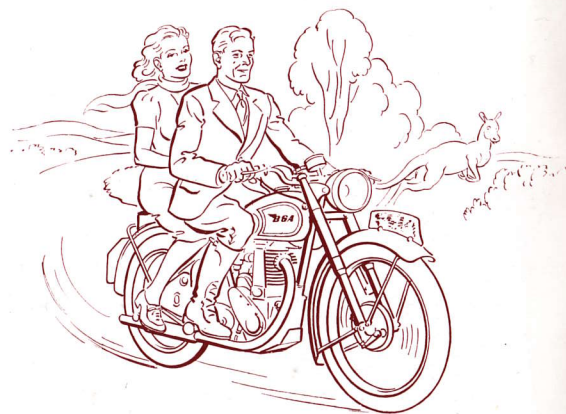
**B.S.A. 250 S.V.
Model C10**



BSA

**350 O.H.V.
Model B31**

This model is one of the most popular 350s on the road today. With a sparkling performance and a high degree of reliability, it satisfies the demands of the most exacting solo motorcyclist. It is also available with spring frame at an extra charge.



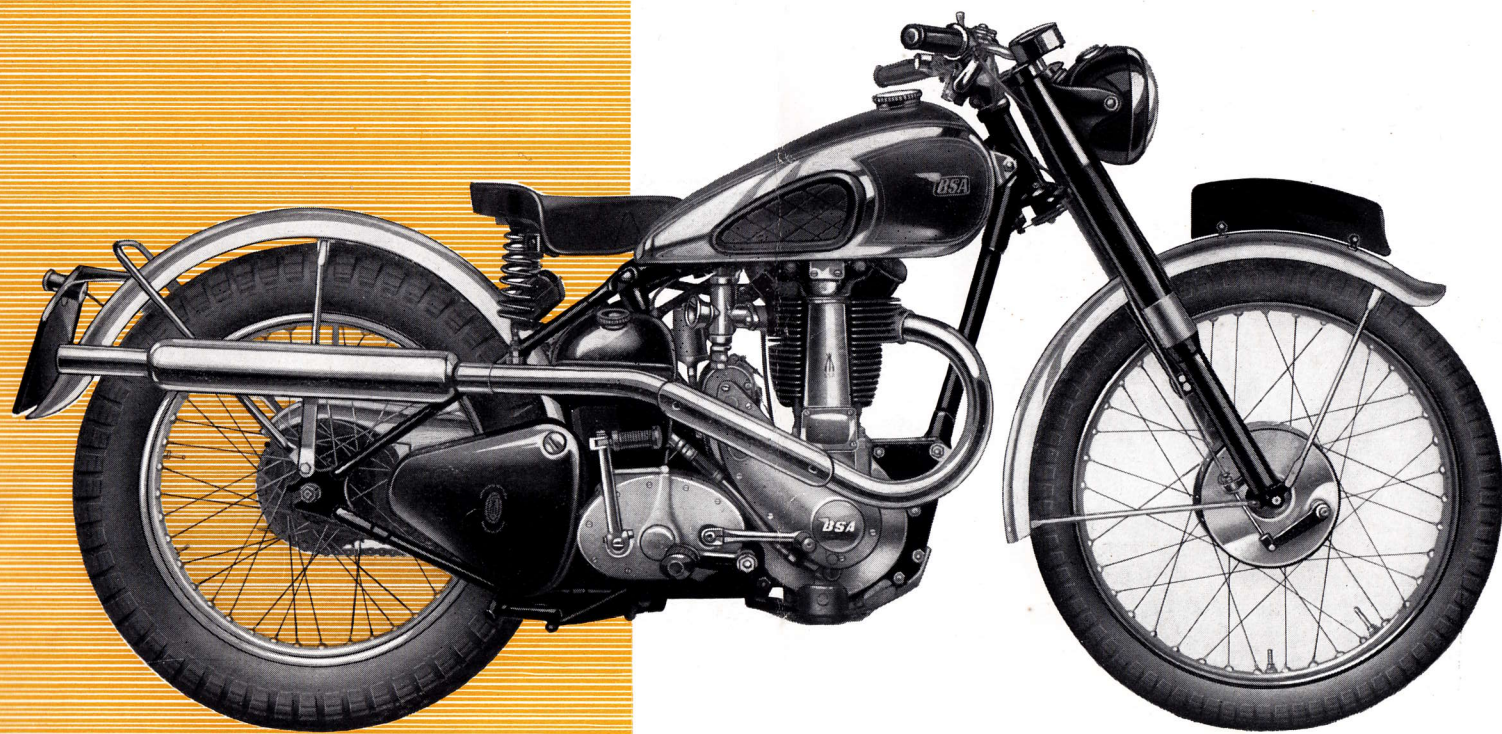
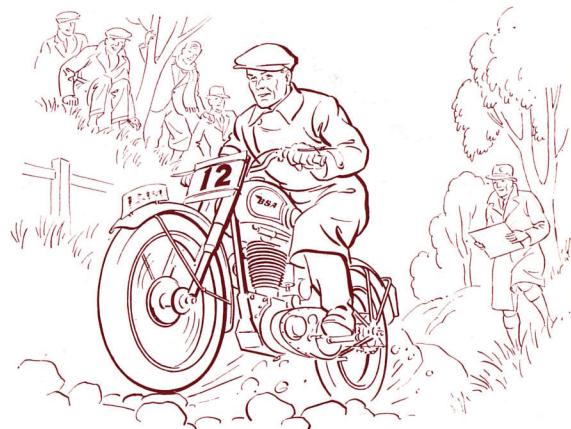
BSA

COMPETITION

350 cc. Model B32

500 cc. Model B34

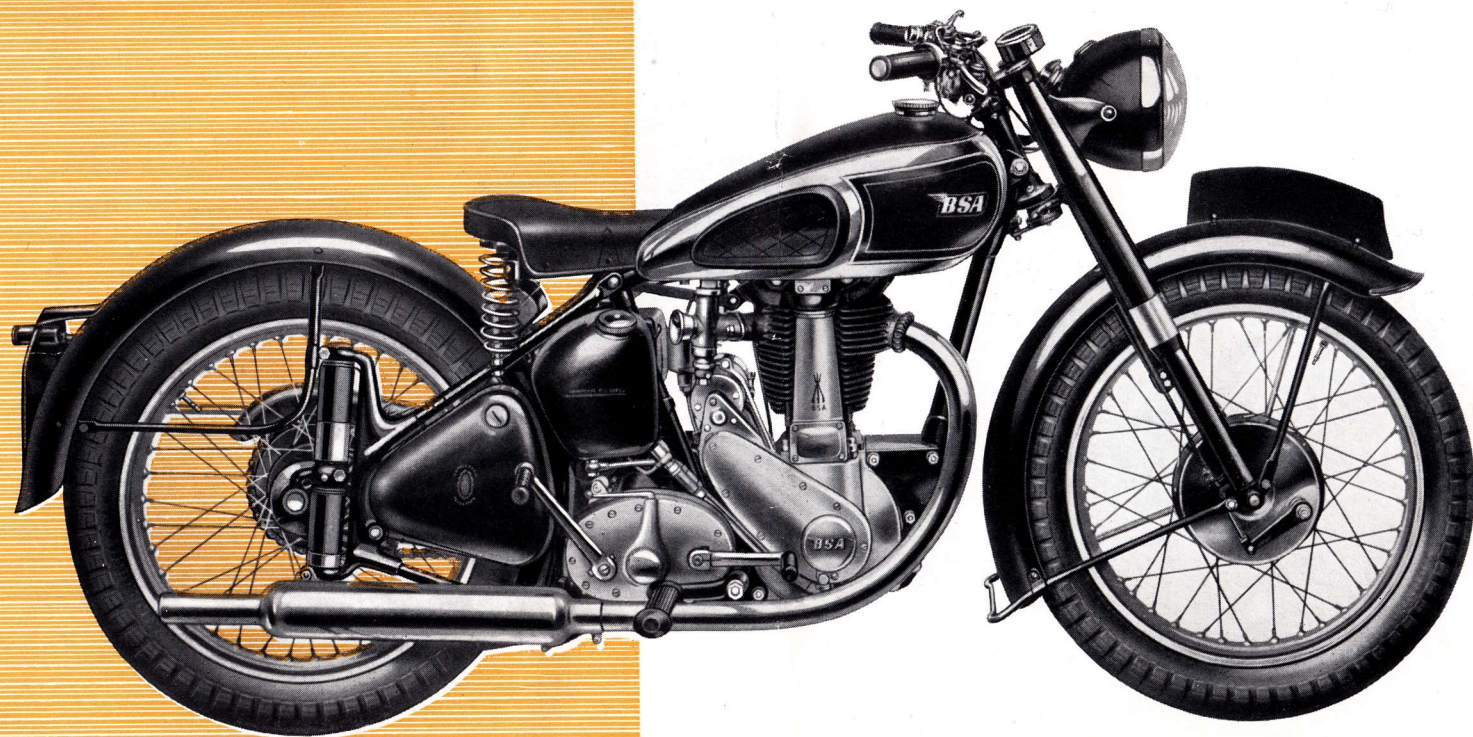
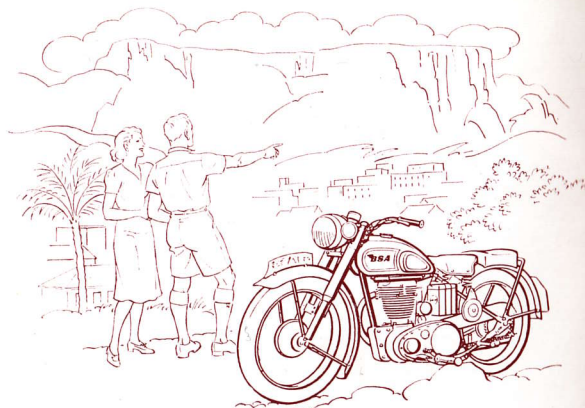
With a most impressive list of premier awards to their credit, gained in Trials and Scrambles in all parts of the world, these two B.S.A. models have proved the most successful post-war competition machines. Lucas magdyno lighting is standard; Alloy engine extra. Spring frame extra (with downswept exhaust pipe only).



BSA

**500 O.H.V.
Model B33**

A sturdy 500 of exceptional value, embodying the latest features and a high power-weight ratio which combine to give outstanding performance with economy. Spring frame as illustrated, extra.

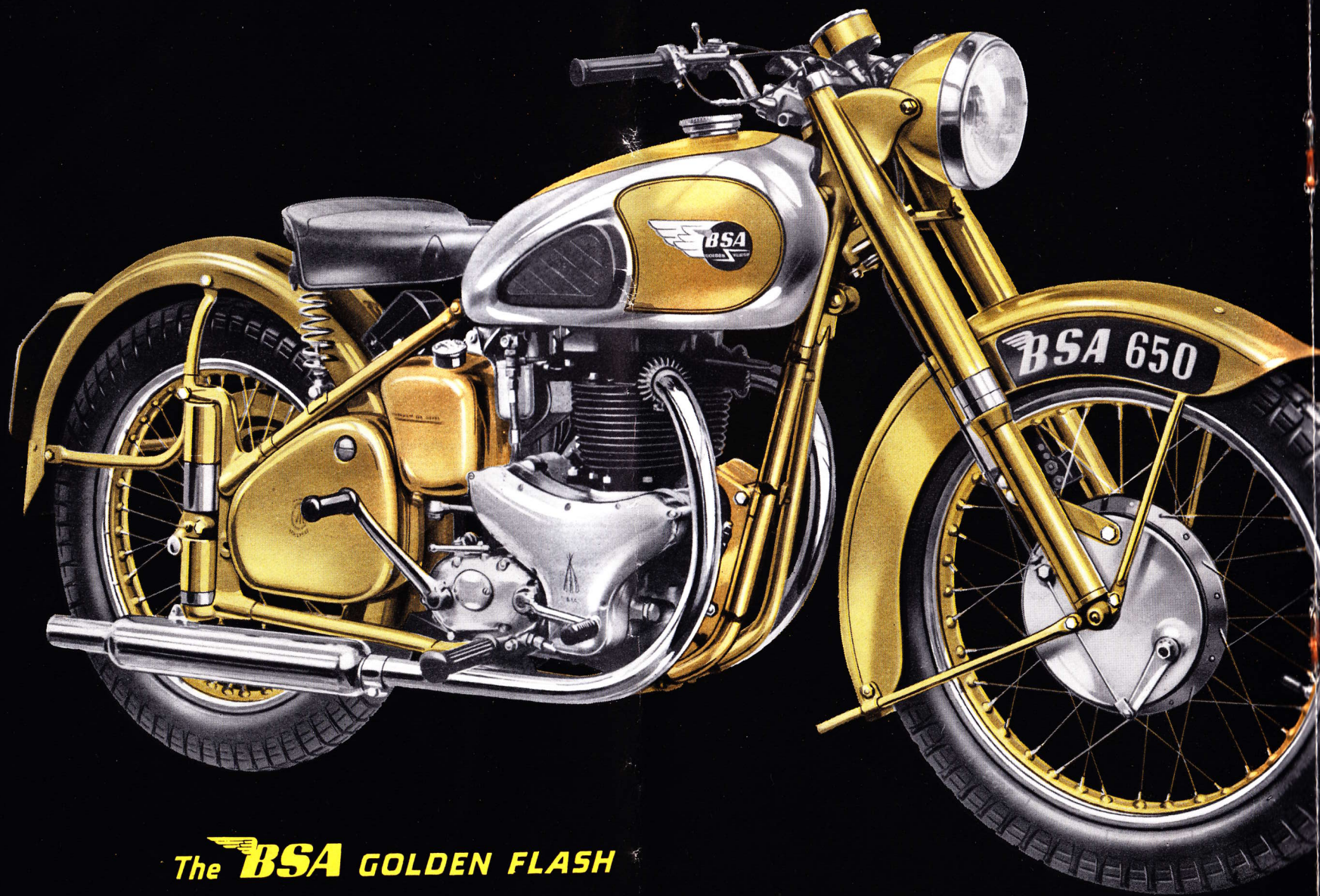




BSA 350 B 32 GOLD STAR
500 B 34 GOLD STAR

Since its introduction for the 1949 season model B32 Gold Star has amply fulfilled its early promise, and a 500 c.c. version is now added to the range for 1950. These two machines are similar in specification except for engine capacity, and follow the now well established Gold Star tradition. Their specification, which includes B.S.A. rear suspension, is extremely versatile, for the purchaser can select cams, gears and compression ratios to suit the type of sporting event which he favours. For road racing purposes the foot gear change pedal can be fitted in the rearward position with the mechanism inside the box modified to give the normal movement—i.e., pedal raised to engage a lower gear, and conversely.





The **BSA** GOLDEN FLASH

BSA

GOLDEN FLASH 650 Twin Model A 10

The New B.S.A. Golden Flash embodies a number of attractive design features which make it the outstanding machine for 1950. The completely new engine has a remarkable performance throughout its entire speed range. At the same time it is so flexible and the machine so versatile that it provides an unprecedented sidecar performance, and will satisfy the most ardent high-speed solo enthusiast.

ENGINE. Vertical Twin O.H.V. 70 mm. bore by 84 mm. stroke; 646 c.c. Forged steel crankshaft with integral bobweights and bolted-on central flywheel. Roller journal bearing on drive-side mainshaft. Plain bearing big-ends with indium-flashed lead-bronze liners. Plain bearing for mainshaft timing side. Forged light alloy connecting rods; low expansion aluminium silicon alloy pistons. Twin cylinders cast in single unit with specially cored air passages. Unit cylinder head-casting with narrow angle valves, two per cylinder, operating in shallow combustion chambers specially developed for maximum efficiency. Overhead rockers operated by push rods from single camshaft at rear with large car-type tappets. Camshaft gear-driven from engine-shaft through idler pinion, and incorporating timed mechanical breather. Absorption type silencers.

LUBRICATION SYSTEM. Engine lubricated by dry-sump system with twin gear-type pump, driven by skew gear from engine shaft; pressure feed to timing-side main bearing and big-ends, with by-pass oil pressure release. Pressure feed to overhead rocker spindles. Camshaft operates in specially-designed oil trough. Capacity of oil-tank—four Imperial pints.

INDUCTION SYSTEM. Bifurcated inlet manifold cast in cylinder head; Amal carburetter; large capacity built-in air cleaner, mounted on seat tube between oil tank and battery.

IGNITION. Lucas magneto, gear driven from camshaft with automatic advance.

TRANSMISSION. Primary drive from engine by $\frac{3}{8}$ " duplex roller chain, running in cast aluminium oil-bath chaincase. Chain tension correctly maintained by adjustable slipper-type tensioner with hard-chrome bearing surface and external adjustment. Engine shaft cush drive. Rear chain $\frac{5}{8}$ " x $\frac{3}{8}$ " roller, lubricated by breather-pipe from oil-tank. Five-plate clutch with oil-proof fabric insert.

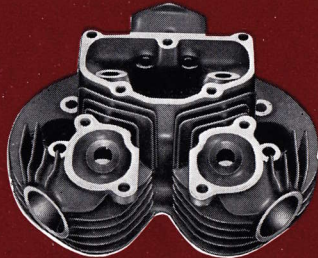
GEARBOX. B.S.A. four-speed constant mesh gearbox with built-in positive stop foot change.

FRAME. Duplex triangulated cradle of ample strength for solo or sidecar work. All frame lugs including those for sidecar and pillion footrests are of forged steel. B.S.A. telescopic front forks with automatic progressive hydraulic damping. Wheels quickly detachable, front with 8" brake, rear of straight spoke type with 7" brake; Dunlop tyres, front 3.25-19, rear 3.50-19. Petrol tank, capacity $4\frac{1}{2}$ Imperial gallons; adjustable handlebar; generous mudguards; tail portion of rear guard detachable for easy wheel removal; spring-up central stand; adjustable footrests.

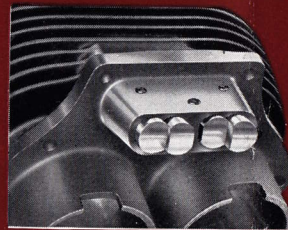
EQUIPMENT. Adjustable spring-seat saddle; Lucas 6-volt c.v.c. lighting set with sealed-beam headlamp and high frequency electric horn; metal toolbox under seat tube with complete toolkit; tyre pump; rubber knee-grips

CONTROLS. On left handlebar, clutch lever and headlamp dip-switch; on right handlebar, front brake, air lever and horn button; ignition cut-out button on nearside back stay; rear brake operated by left toe pedal; kickstarter and gear-change pedals on right. Twin petrol taps at rear of tank, both with reserve levers. Finger adjustment for brakes and clutch controls.

FINISH. All bright parts including the exhaust system heavily chromium plated; frame, mudguards, etc., lustrous black enamel; petrol tank, black and chrome with distinctive motif; wheel rims chrome with black centres; polished front chain case, gearbox cover, timing cover. Finished in beige and chromium as illustrated, extra.



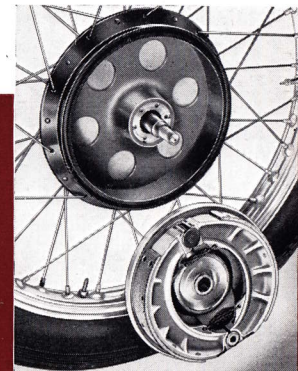
Cylinder head showing airflow round exhaust ports and over combustion head. Note fin arrangement to direct air round valve spring chambers.



The car-type tappets with greatly increased bearing area, and "siamese" in pairs to ensure perfect constant alignment.



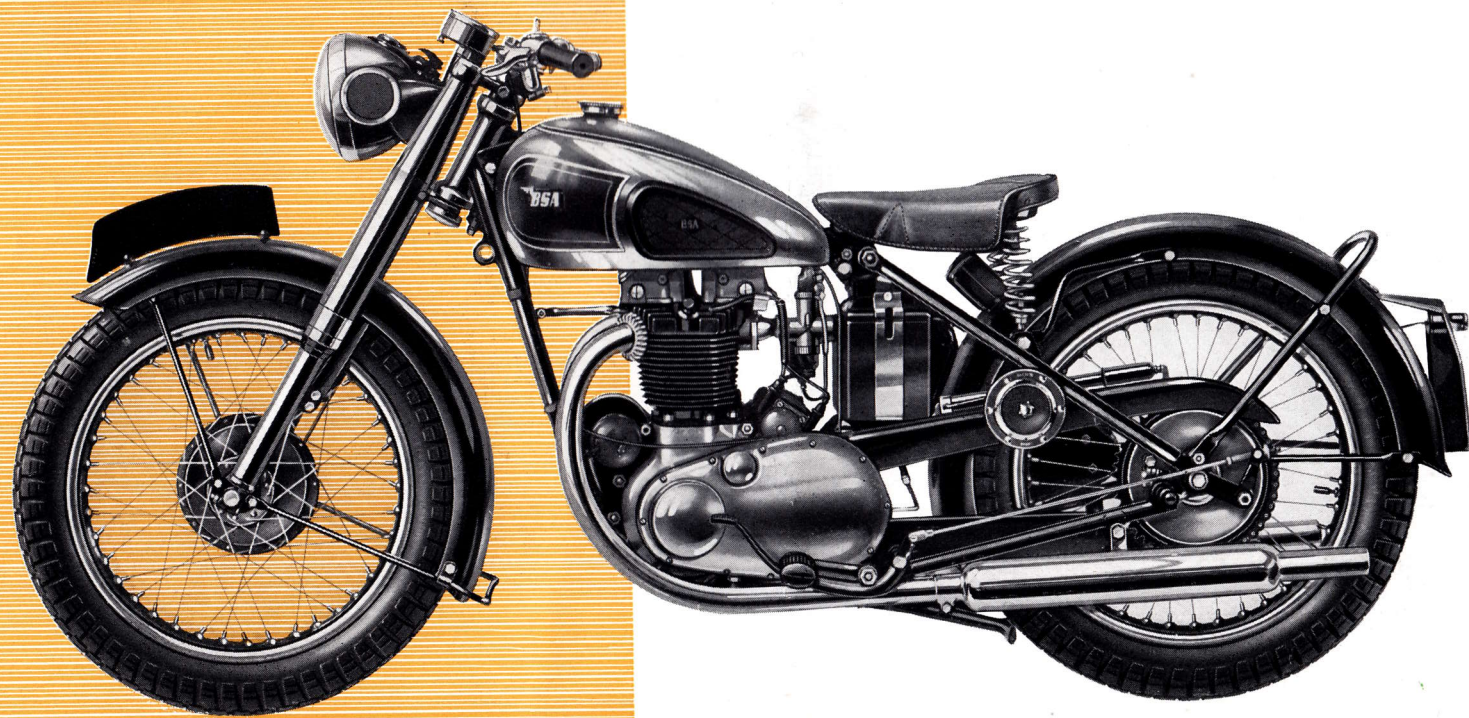
The low-expansion alloy piston with duplex oil control grooves, and slightly concave crown for most efficient combustion.



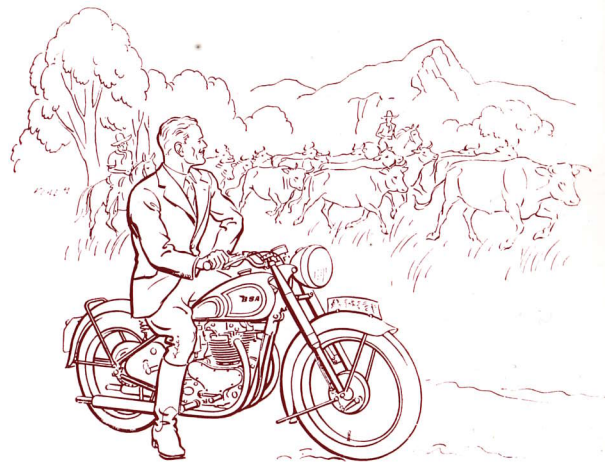
The new 8-in. front brake with super-ribbed shoes for smooth, efficient, straightline stops.

BSA

500 O.H.V. TWIN
Model A7

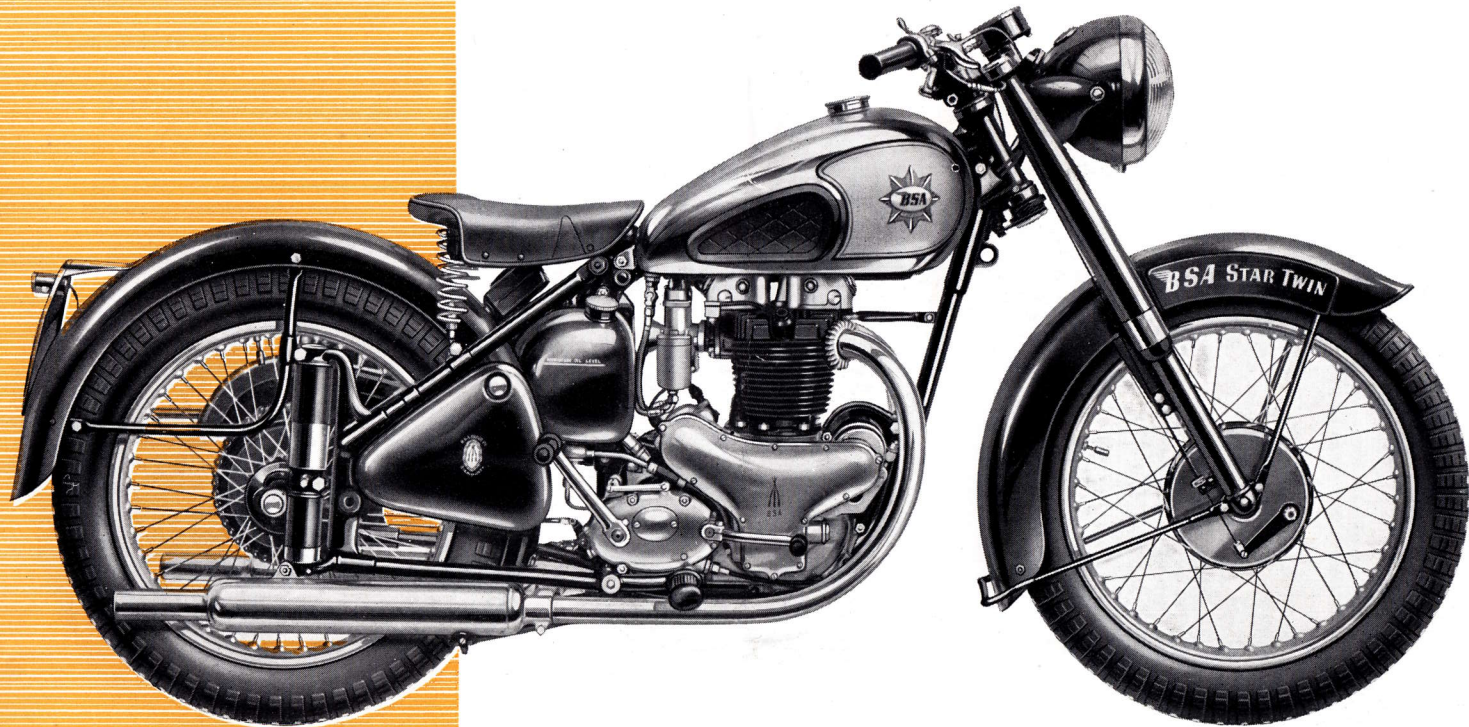


The B.S.A. A7 is the acknowledged leader of the 500 vertical twin class, embodying a number of unique features which combine to give outstanding performance and that smooth surge of power which makes for motorcycling at its best. It is readily adaptable for sidecar use if desired, and is available with spring frame as an extra.



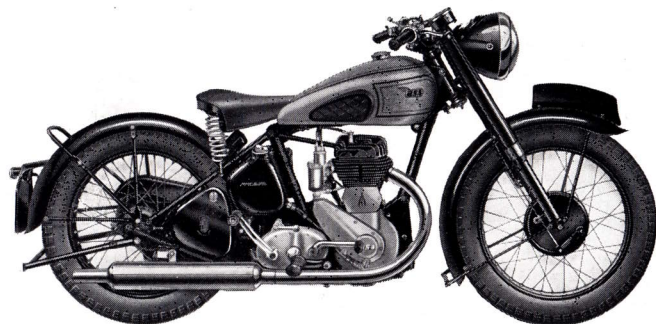
BSA 500 O.H.V. A7 STAR TWIN

Combining the same technical specification as the now famous model A7, with the advantages of twin carburetters, slightly higher compression ratio and plunger-type rear suspension, the new Star Twin is the ideal motor cycle for the rider who requires the very best that money can buy, not only by reason of its handsome appearance and generous de luxe specification, but also on account of its brilliant performance. To the technically minded the provision of twin carburetters will appeal as a means of ensuring the highest possible volumetric efficiency, together with correct distribution, and these two items functioning in conjunction with the high compression pistons are responsible for the considerable gain in horse power which is reflected in the most gratifying road performance of which this model is capable.



BSA

**500 O.H.V.
Model M33**

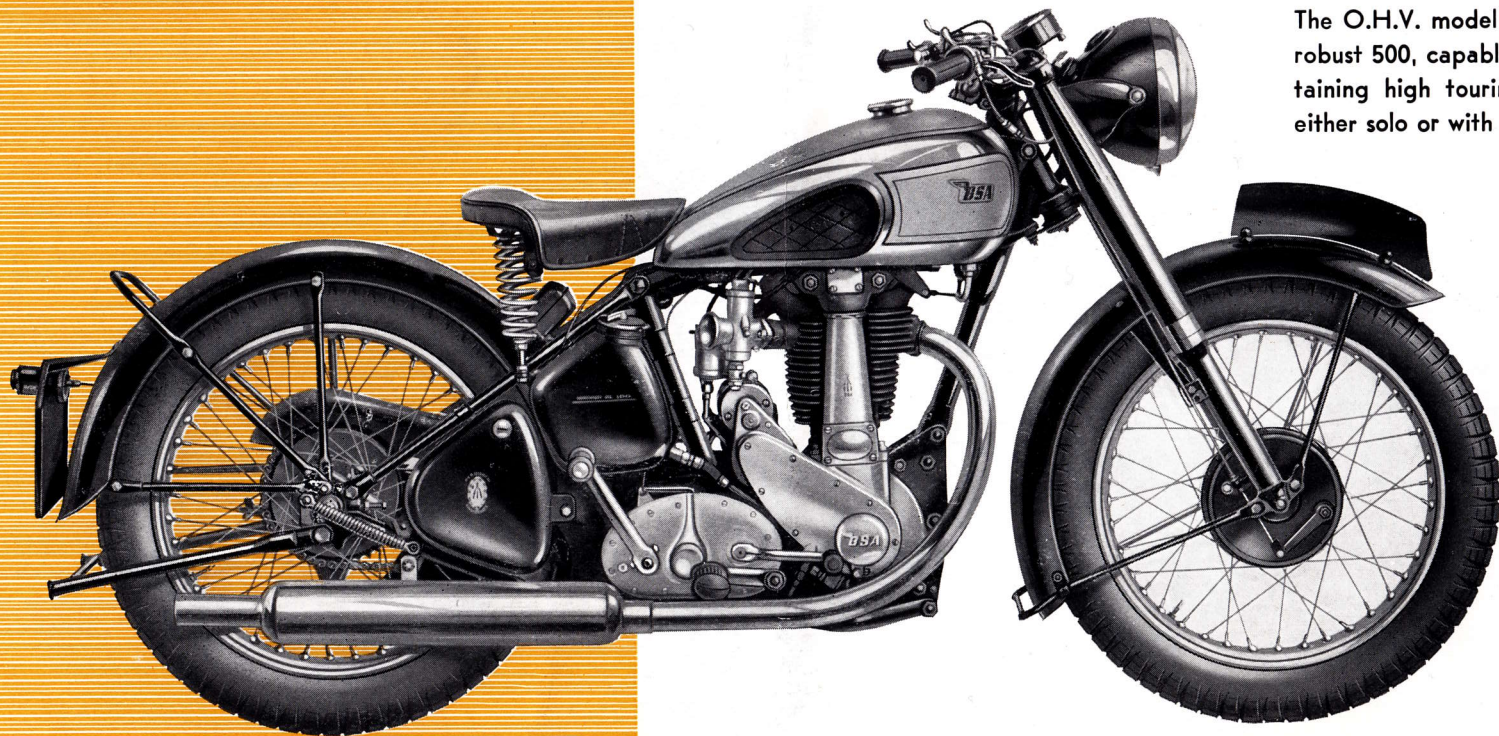


**B.S.A. 500 S.V.
Model M 20**

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

The two side valve models — 500 and 600 c.c. respectively — are completely modernised versions of the famous W.D. M 20 which gave such fine service during the war years. They are equally reliable as solo or heavy-duty sidecar machines.

The O.H.V. model is a lively robust 500, capable of maintaining high touring speeds either solo or with sidecar.



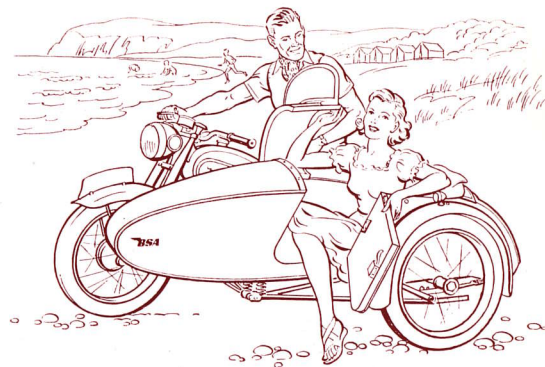
BSA

de Luxe Tourer Sidecar Model 22/47

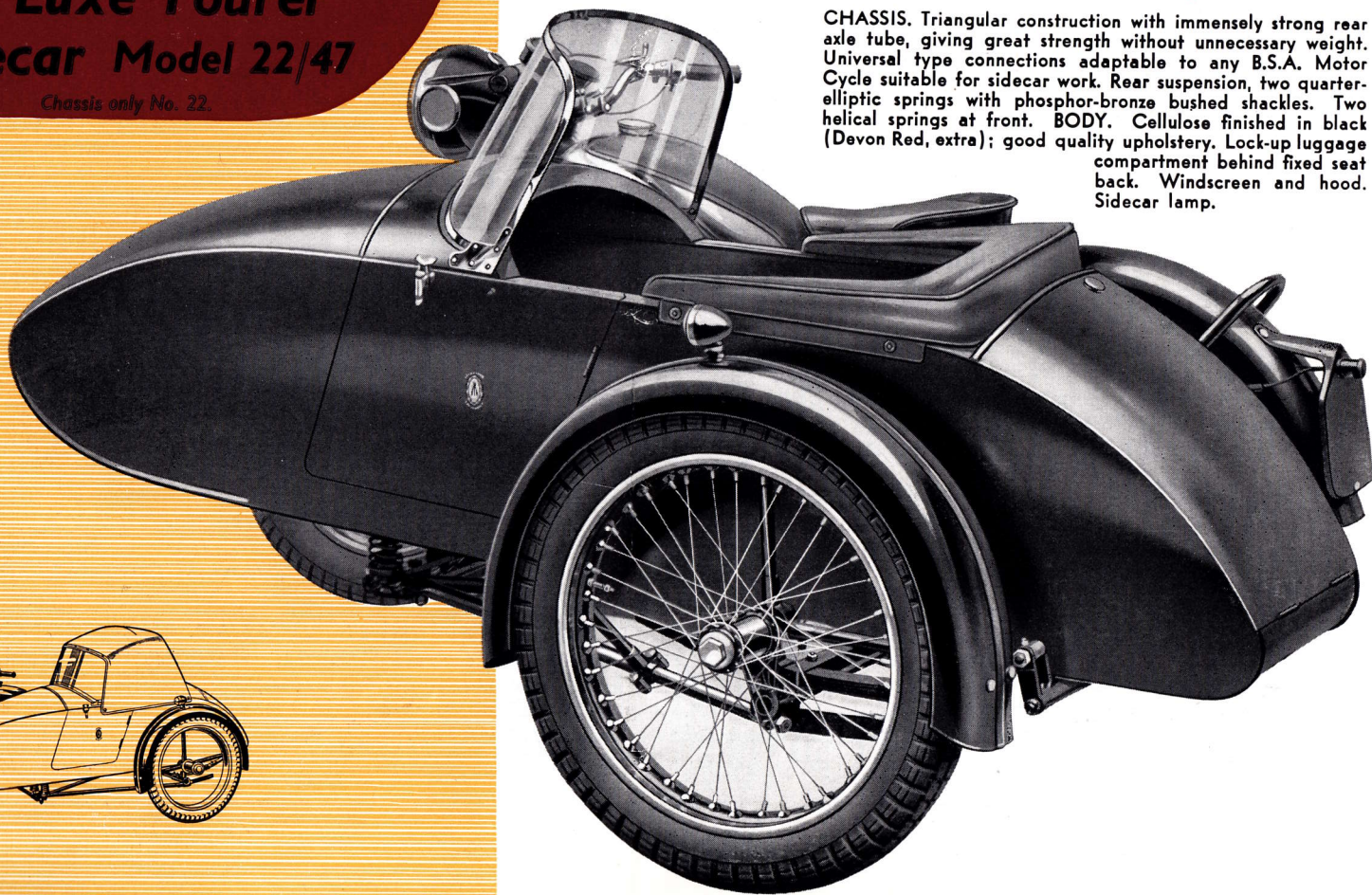
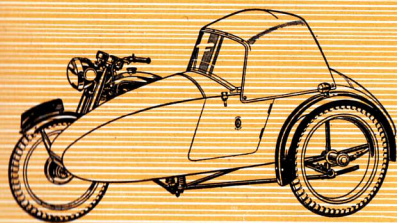
Chassis only No. 22.

A roomy, comfortable, well-sprung sidecar with ample luggage accommodation. A close-fitting hood gives the passenger complete weather protection.

Suitable for B.S.A. models M20, M21, M33, A7 and A10.



CHASSIS. Triangular construction with immensely strong rear axle tube, giving great strength without unnecessary weight. Universal type connections adaptable to any B.S.A. Motor Cycle suitable for sidecar work. Rear suspension, two quarter-elliptic springs with phosphor-bronze bushed shackles. Two helical springs at front. **BODY.** Cellulose finished in black (Devon Red, extra); good quality upholstery. Lock-up luggage compartment behind fixed seat back. Windscreen and hood. Sidecar lamp.



General Specification

ENGINE. Air cooled with cast iron cylinder barrel and head (aluminium alloy for Gold Star models and aluminium alloy head on D 1 and C 10); high tensile steel connecting rod. Big-end—roller bearing except on A models, which have indium-lead-bronze plain bearings. Main bearings—plain timing side on A 7 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 gear; tappets on A models operated by a single camshaft at rear of engine. Stellite-tipped valves standard on A 7 Star Twin, A 10 and Gold Star models. Amal carburetter (with built-in air cleaner on models A 7 and A 10); twin carburetters with gauze intake traps on A 7 Star Twin. Air cleaners on all other models except Gold Stars.

LUBRICATION. (Except D 1). Dry sump system with separate oil tank under saddle and double gear pump. Model D 1, 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 D 1 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; all with positive stop foot gear change; oil bath primary chain drive.

FRAME. Sidecar lugs on M and A models; 8 in. front brake on Gold Star and A 10 models; Rear suspension with quickly detachable rear wheel on Gold Star models and A 7 Star Twin, extra on other B and A models; quickly detachable rear wheel on A 7 and A 10; spring-up stand (rear on M models, central on other models).

EQUIPMENT. Lucas 6-volt 60 watt lighting (except D 1: see ignition) with separate dynamo on C and A models, magdyno on others; compensated voltage control; sealed beam headlamp; electric horn (extra on model D 1); toolkit; tyre inflator; licence holder.

FINISH. Pastel green and chromium on D 1; Black and chromium on BD 1; Matt silver and chromium tank on C 10 and C 11; tank and wheels blue and chromium on C 11 de luxe; Green and chromium on B 31 and B 32 Competition; Red and chromium on B 33, B 34 Competition and A 7 (alternative black and chromium on A 7); Silver and chromium on M 33, Gold Star and Star Twin models. Silver tank and black wheels on M 20 and M 21. Black and chromium on A 10 with beige and chromium as an optional extra. Chromium guards on Competition and Gold Star models.

EXTRAS

SPRING FRAME on Models D 1, A 7, A 10, B 31, B 33; also B 32 and B 34 with downswept pipes only. **LUCAS A.C. GENERATOR SET** with electric horn on Model D 1. **BATTERY OPERATED ELECTRIC HORN** on Wico-Pacy equipped Model D 1. **SPEEDOMETER** on Model D 1. **LEGSHIELDS** on Models D 1, C 10 and C 11. **PILLION SEAT OR CARRIER** on all Models except D 1. **FOLDING PILLION FOOTRESTS** on all Models except D 1. **PROP STAND** on all Models except D 1. **ALLOY ENGINE** on models B 32 and B 34. **COLOUR FINISH:** Beige and Chromium finish on Model A 10. Matt Silver and Chromium finish on Models M 20 and M 21.

Technical Data

Model (Standard Specification)	DI	DI Comp	C10	C11	B31	B32	B32 Gold Star	B33	B34	B34 Gold Star	M20	M21	M33	A7	A7 S.T.	A10 Golden Flash
Valve Arrangement - - -	2-stroke	2-stroke	S.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.	S.V.	S.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
No. of Cylinders - - -	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bore (mm.) - - - - -	52	52	63	63	71	71	71	85	85	85	82	82	85	62	62	70
Stroke (mm.) - - - -	58	58	80	80	88	88	88	88	88	88	94	112	88	82	82	84
Capacity (c.c.) - - -	123	123	249	249	348	348	348	499	499	499	496	591	499	495	495	646
Compression Ratio - -	—	—	5-1	6.5-1	6.5-1	6.5-1	†	6.8-1	6.8-1	†	4.9-1	5-1	6.8-1	6.6-1	7.0-1	6.5-1
Gear Ratios (Solo)—																
Top - - - - -	—	—	—	—	5.6	7.1	‡	5.0	5.6	‡	5.3	4.8	4.8	5.1	5.1	4.4
Third - - - - -	7.0	8.65	6.6	6.6	7.4	9.3		6.6	7.4		7.0	6.3	6.3	6.2	6.2	5.4
Second - - - - -	11.7	14.5	9.8	9.8	11.5	14.5		10.3	11.6		10.9	9.8	9.8	9.0	9.0	7.8
First - - - - -	22.0	27.1	14.5	14.5	16.7	21.1		14.9	16.8		15.8	14.2	14.2	13.2	13.2	11.4
Gear Ratios (Sidecar)—																
Top - - - - -	—	—	—	—	—	—		—	—		5.9	5.9	5.6	5.4	5.4	5.2
Third - - - - -	—	—	—	—	—	—		—	—		7.8	7.8	7.4	6.6	6.6	6.3
Second - - - - -	—	—	—	—	—	—		—	—		12.2	12.2	11.5	9.5	9.5	9.1
First - - - - -	—	—	—	—	—	—		—	—		17.7	17.7	16.7	14.0	14.0	13.3
Front Tyre - - - - -	2.75-19	2.75-19	3.00-19	3.00-20	3.25-19	2.75-21	2.75-21	3.25-19	2.75-21	2.75-21	3.25-19	3.25-19	3.25-19	3.25-19	3.25-19	3.25-19
Rear Tyre - - - - -	2.75-19	3.25-19	3.00-19	3.00-20	3.25-19	4.00-19	4.00-19	3.50-19	4.00-19	4.00-19	3.25-19	3.50-19	3.50-19	3.50-19	3.50-19	3.50-19
Front Chain (ins.) - -	$\frac{3}{8}$ Pitch	$\frac{3}{8}$ Pitch	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{3}{8}$ Duplex
Rear Chain (ins.) - -	$\frac{1}{2}$ Pitch	$\frac{1}{2}$ Pitch	$\frac{1}{2} \times .305$	$\frac{1}{2} \times .305$	$\frac{3}{8} \times \frac{1}{2}$	$\frac{3}{8} \times \frac{1}{2}$	$\frac{3}{8} \times \frac{1}{2}$	$\frac{3}{8} \times \frac{1}{2}$	$\frac{3}{8} \times \frac{1}{2}$	$\frac{3}{8} \times \frac{1}{2}$	$\frac{3}{8} \times \frac{1}{2}$	$\frac{3}{8} \times \frac{1}{2}$	$\frac{3}{8} \times \frac{1}{2}$	$\frac{3}{8} \times \frac{1}{2}$	$\frac{3}{8} \times \frac{1}{2}$	$\frac{3}{8}$ Duplex
Brake Diameters (ins.) -	5	5	5 $\frac{1}{2}$	5 $\frac{1}{2}$	7	7	F8 R7***	7	7	F8 R7***	7	7	7	7	7	F8 R7
§Saddle Height (ins.) -	27	29	28	28 $\frac{1}{2}$	30 $\frac{1}{2}$	31 $\frac{1}{2}$	31 $\frac{1}{2}$	30 $\frac{1}{2}$	31 $\frac{1}{2}$	31 $\frac{1}{2}$	30 $\frac{1}{2}$	30 $\frac{1}{2}$	30 $\frac{1}{2}$	30	30	30
§Overall Length (ins.) -	77	77	80 $\frac{1}{2}$	80 $\frac{1}{2}$	82	82	83 $\frac{1}{2}$	82	82	83 $\frac{1}{2}$	85	85	85	83	84	84
§Overall Height (ins.) -	38 $\frac{3}{4}$	38 $\frac{3}{4}$	39	39 $\frac{1}{2}$	40	41	41	40	41	41	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	40 $\frac{1}{2}$	40 $\frac{1}{2}$	40 $\frac{1}{2}$
§Overall Width (ins.) -	26 $\frac{1}{2}$	26 $\frac{1}{2}$	28	28	28	28	28	28	28	28	28	28	28	28	28	28
§Ground Clearance (ins.) -	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	5	5	6 $\frac{1}{2}$	6 $\frac{1}{2}$	5	6 $\frac{1}{2}$	6 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$
§Weight (lbs.) - - - -	**153	**166	270	284	343	*320	*325	354	*330	335	369	370	372	369	382	375
§Petrol Tank Capacity (galls.)	1 $\frac{1}{2}$	1 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	3	3	3	3	3	3	3	3	3	3	3 $\frac{1}{2}$	4 $\frac{1}{2}$
§Oil Tank Capacity (pints)	—	—	4	4	4	4	5	4	4	5	5	5	5	4	4	4

† Optional Compression Ratios for B32 Gold Star:—6.5, 7.5, 8.8, 12.5 to 1.
B34 Gold Star:—6.8, 7.5, 8.5, 11.1 to 1.

* Weights stripped for trials, etc.

‡ Gear Ratios:—

	B32 Gold Star				B34 Gold Star			
	Top	Third	Second	First	Top	Third	Second	First
Touring - - - - -	5.6	7.4	11.5	16.7	5.0	6.6	10.3	14.9
Trials - - - - -	7.06	9.3	14.5	21.1	5.64	7.44	11.6	16.8
Scrambles - - - - -	7.06	9.3	12.15	17.44	6.63	8.74	11.4	16.4
Road Racing - - - - -	5.3	5.8	6.9	9.9	4.75	5.2	6.2	8.9

A choice of engine and gearbox sprockets is available giving a wide range of overall ratios to suit requirements.

** Lucas equipment 10 lbs. extra.

*** 7-in. front brake fitted for Trials and Scrambles.

§ Figures for these are approximate.

Copy of B.S.A. Motor Cycle and Sidecar Guarantee

which is given by B.S.A. Cycles Ltd. to Dealers in B.S.A. Motor Cycles and Sidecars

Every motor cycle and/or sidecar which is sold by us carries the following express agreements, which take the place of and exclude all conditions, warranties, and liabilities whatsoever which exist either by Common Law, statute or otherwise. Any statement, description, condition, or representation contained in any catalogue, advertisement, leaflet, or other publication, shall not be construed as enlarging, varying or overriding these.

1. We give no guarantee as to performance, quality, or fitness for any particular purpose. Should any defect be alleged in material or workmanship within six calendar months after purchase of a motor-cycle or sidecar from us or our accredited Dealers we undertake, on the immediate return of the part which is alleged to be defective to our Works, carriage paid, within such period to examine the same, and should any fault be found by us on examination to be solely due to defective material or workmanship, we will repair the defective part or supply a new part in the place thereof free of charge. We do not undertake to bear the cost of any work involved in reinstating a repaired or inserting a new part.

2. This guarantee as to material or workmanship does not extend to (1) a second-hand motor cycle and/or sidecar, or (2) to a motor cycle and/or sidecar which has been used for "hiring-out" purposes, or any motor cycle and/or sidecar used for any dirt track, cinder track, or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) or (3) a motor cycle and/or sidecar from which our trade marks or manufacturing numbers have been removed, or (4) to a motor cycle to which has been attached a sidecar by any form of attachment not provided, supplied or approved by us, or (5) to a motor cycle to which has been attached a sidecar in such a manner as to cause damage or render the cycle unsafe when ridden or (6) to a motor cycle or combination which has carried more persons or a greater weight than they are designed to bear. And this guarantee does not extend to defects caused by racing, wear and tear, dirt, neglect, misuse, or accident.

3. Our responsibility is limited to the terms of this guarantee, and we will not be answerable for any contingent or resulting liability or loss arising through any defect or from any claim for labour, material, or other expenditure incurred in remedying any defect.

4. When claiming under this guarantee the claimant must furnish us with the number of the machine and engine (which will be found stamped on the seat lug and crankcase respectively), the name of the Dealer from whom he purchased, and the date of the purchase.

5. This guarantee shall apply to parts repaired or replaced under Clause 1, and such guarantee shall run concurrently with, and shall terminate on the same date as, the guarantee given under Clause 1, all the aforesaid implied conditions, liabilities, and warranties being excluded.

6. When returning machine for repairs all accessories should be removed. This guarantee shall not apply to any parts of a motor cycle or sidecar which are not manufactured by us and all conditions, warranties, and liabilities whatsoever implied either by Common Law, statute or otherwise relating to such parts are hereby excluded, but we will assist the purchaser by any guarantee given to him by the manufacturer of such parts as shall not have been made by us.

PROPRIETARY INSTRUMENTS, FITTINGS AND ACCESSORIES. — No expense is spared to secure as standard equipment the most suitable and highest quality instruments and accessories. Nevertheless, the Company's guarantee does not cover such parts, and in the event of trouble being experienced the parts in question should be returned to and claims made direct on the actual manufacturers, who will deal with them on the terms of their respective guarantees, as follows:—Tyres: Dunlop Rubber Co. Ltd., Fort Dunlop, Birmingham. Saddles: Herbert Terry & Sons, Ltd., Redditch. Electrical Equipment: Joseph Lucas Ltd., Birmingham. Electric Horns: Joseph Lucas Ltd., Birmingham. Speedometers: Smith's Motor Accessories Ltd., Cricklewood, London. Carburettors and Twist Grips: Amal Ltd., Perry Barr, Birmingham. Grease Guns: Tecalemit Ltd., Great West Road, Brentford, Middlesex.



The World-Famous
B.S.A. Trademarks

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

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SPECIAL NOTE — Prompt attention to all claims under guarantee will be ensured if your covering letter gives — (1) Make, year and model of motor cycle; (2) Date of purchase and name of Dealer from whom obtained.

