



From Bantam to Golden Flash





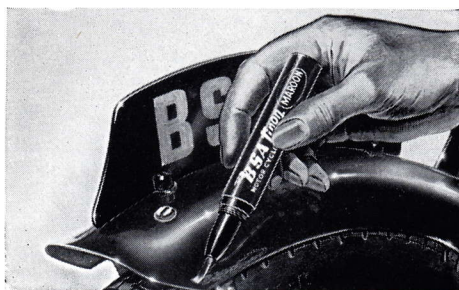
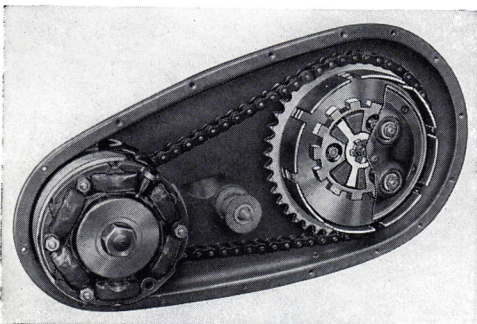
from the Bantam to the Motor Cycle



Petrol Tank in attractive chrome and colour finish, 100% rubber mounted, single-bolt fixing for easy engine accessibility.

Duplex Cradle Frame for maximum stability and rock-steady steering. On swinging arm models.

A.C. Generator for easy starting and **Rubber Cush Drive** which ensures silky running. On 250 c.c. models.



B.S.A. Tipon enamel tube with "pencil" nylon brush for touching-up.

Sidecar Lugs integral with frame on models designed for sidecars.



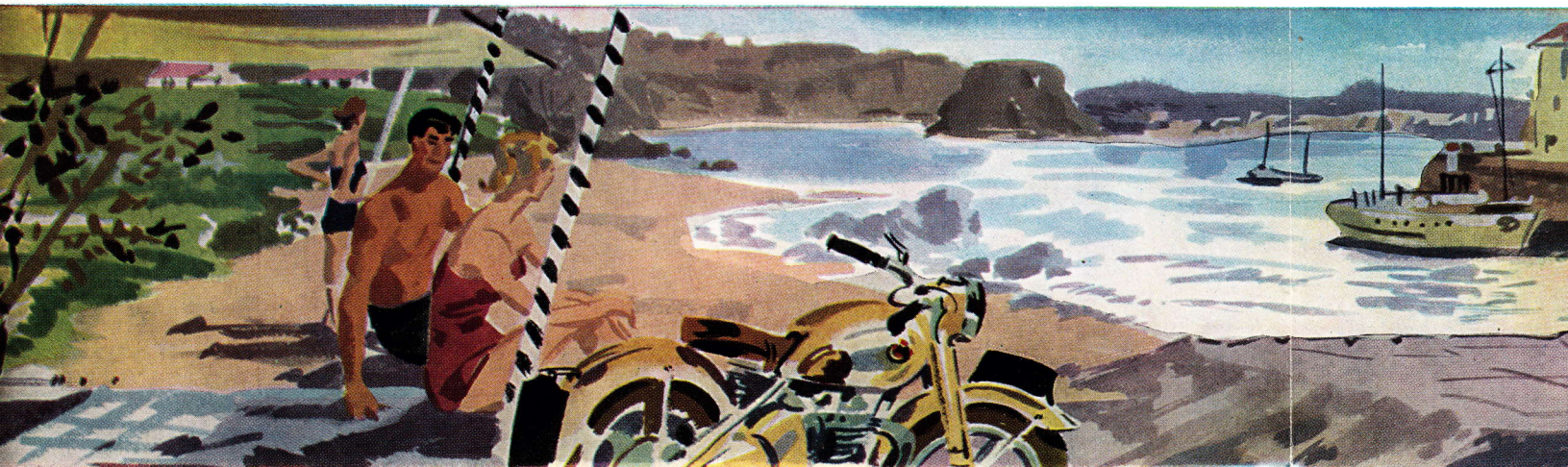
Silencers—on the Bantam models a highly efficient design easily dismantled for cleaning. Absorption type developed in collaboration with the National Physical Laboratory on B and A models.

BSA

FEATURES
which mean—
greater
value
for **YOU**

ADDITIONAL EQUIPMENT

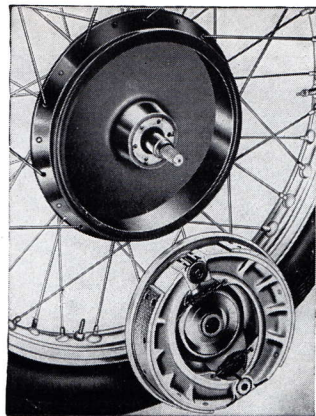
- Electric Horn, D models with direct lighting.
- Safety Bars, A, B, D and M models.
- Safety Bars, model C1/G.
- Legshields, C and D models.
- Legshields, A, B and M models.
- Carrier, all models except D1, D3 and C10L.
- B.S.A. Dual Seat and Pillion Footrests, all models when not standard.
- Prop Stand, except D1, D3 and C10L.



Bantam to the Golden Flash

Motor Cycle Value at its best

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FEATURES
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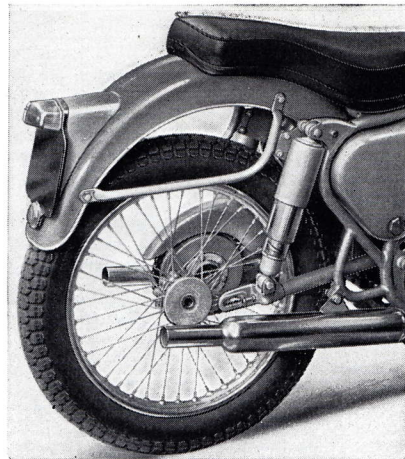


Front Brake. Powerful 8 in. front brake on model B.33 and A models, as illustrated. New front wheel with 7 in. brake on 250 O.H.V. model.

Thief-proof Locking Device fitted to models from 250 O.H.V. upwards. Operates at an acute steering angle, so that the machine cannot be wheeled.

Quickly-detachable Rear Wheel, with straight spokes for strength, fitted to B, M spring frame and A models.

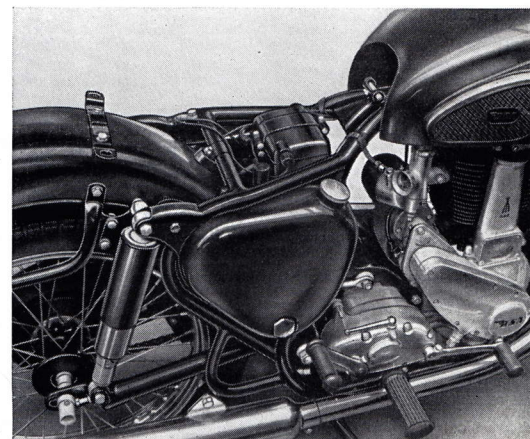
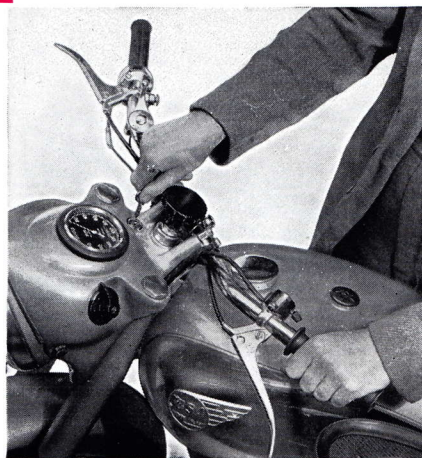
Mudguards—neat, fully valanced one-piece guards for durability and strength on 250 O.H.V. and swinging arm models.



Dual Seat and rubber-covered **Pillion Footrests.** Battery securely but accessibly mounted under dual seat. On swinging arm models.

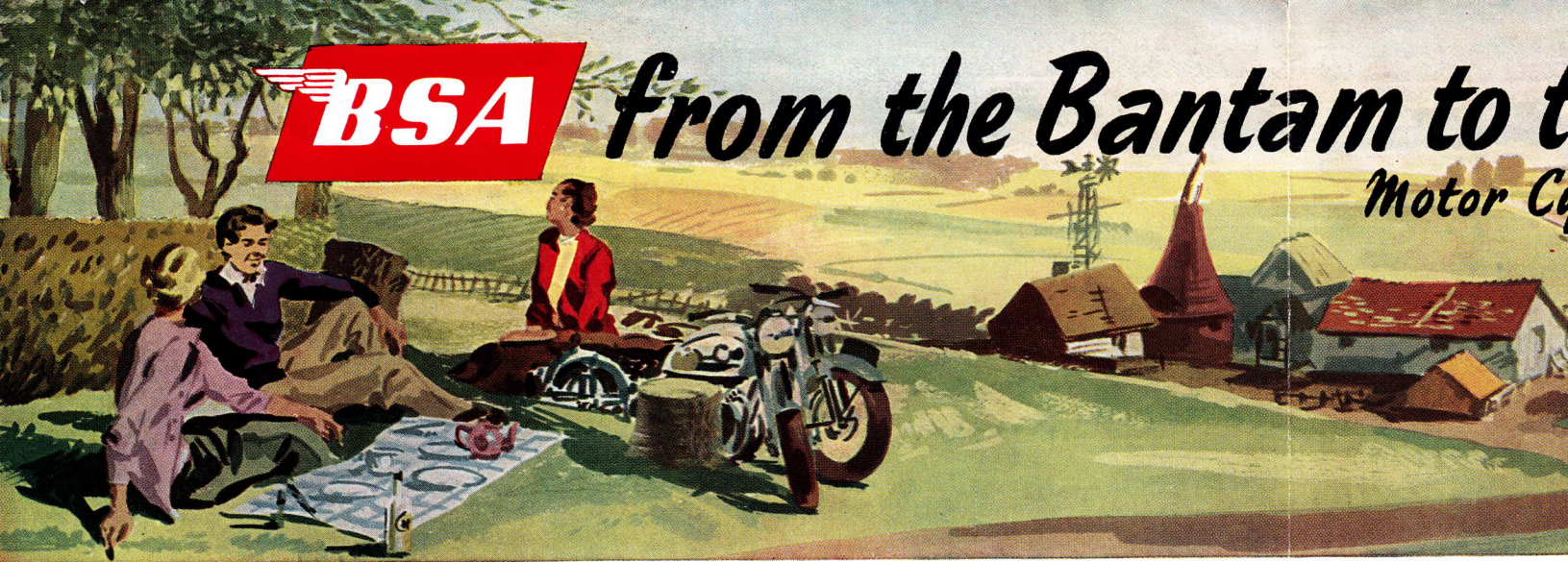
ADDITIONAL EQUIPMENT

Electric Horn, D models with direct lighting.
Safety Bars, A, B, D and M models.
Safety Bars, model C11G.
Legshields, C and D models.
Legshields, A, B and M models.
Carrier, all models except DI, D3 and C10L.
B.S.A. Dual Seat and Pillion Footrests, all models when not standard.
Prop Stand, except DI, D3 and C10L.





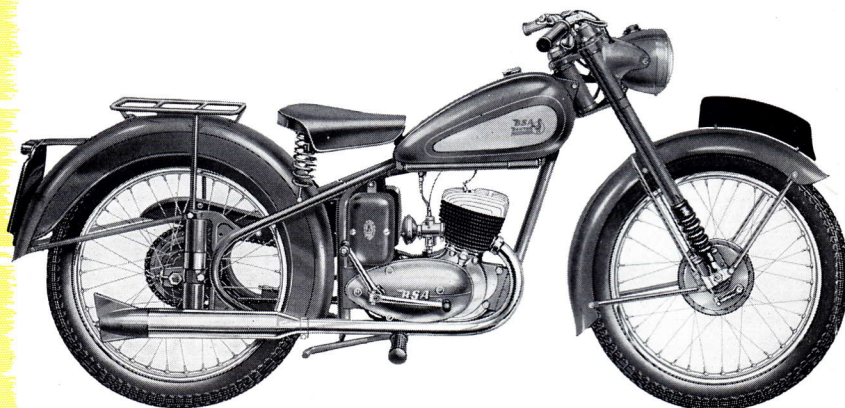
from the Bantam to the Motor Cycle



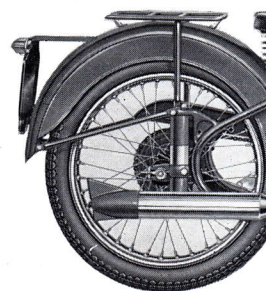
Bantam

125 and 150 c.c.

The Bantam makes motorcycling so easy for everyone. In price, economy of running, ease of handling and maintenance, and robust reliability it has no equal. The Bantam goes everywhere, but with its larger capacity engine the Bantam Major does it just a little more easily.



MODEL DI BANTAM 125 c.c.

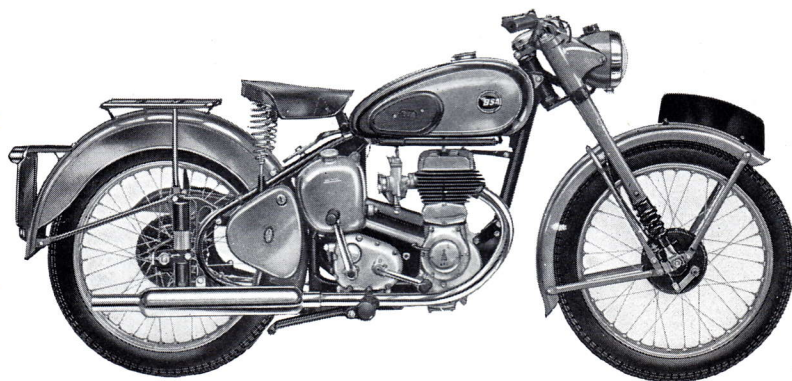


MODEL DI

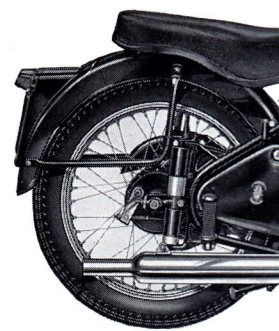


250 c.c.

These lively lightweight models combine economy and easy handling with a most satisfying performance. Features include A.C. generator for easy starting, and rubber cush drive for smooth transmission of power. The O.H.V. model now has a powerful 7 in. front brake, and the new thief-proof steering lock.



MODEL CI0L 250 c.c. S.V.



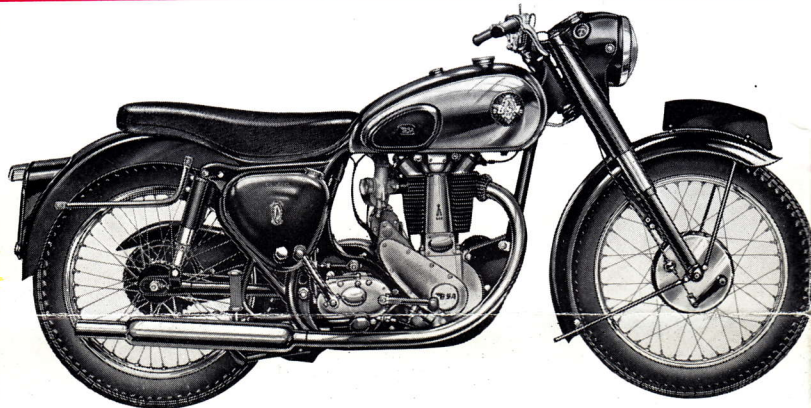
MODEL



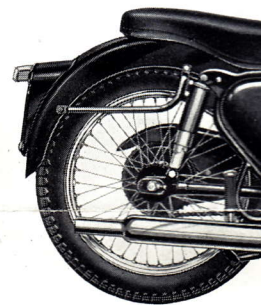
350 O.H.V.

500 O.H.V.

Described by "The Motor Cycle" as "a flexible, fast-cruising touring mount with superlative steering and good suspension." both the 350 and 500 machines are highly popular all over the world. They have the traditional B.S.A. reputation for complete reliability. The new thief-proof steering lock is fitted.



MODEL B31 350 c.c. O.H.V.

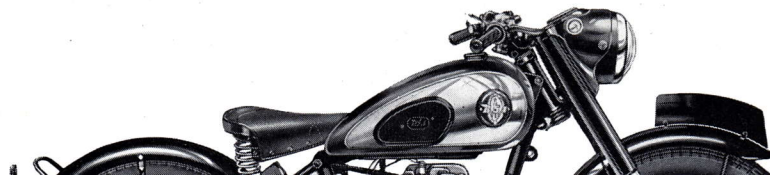


MODEL



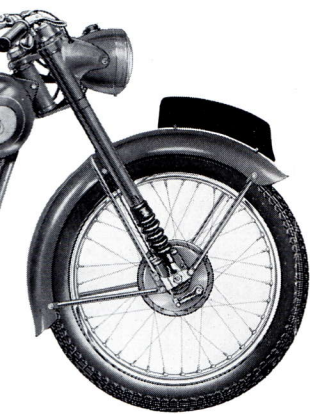
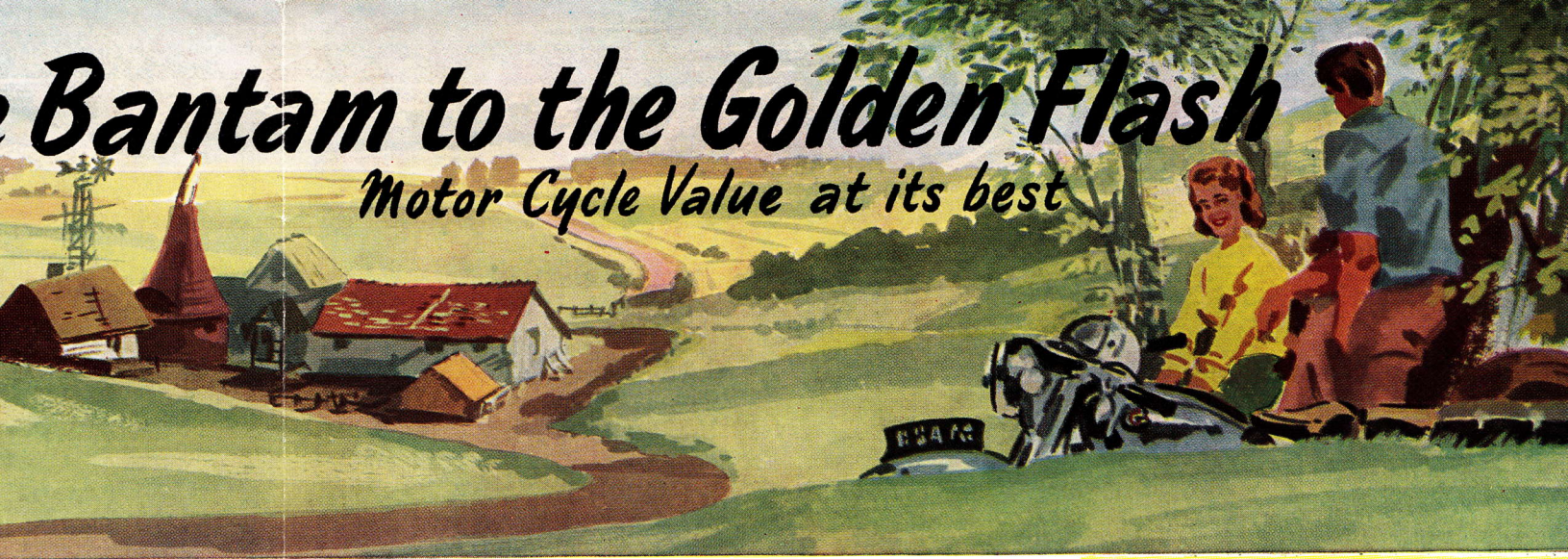
500 & 600 S.V.

500 O.H.V.

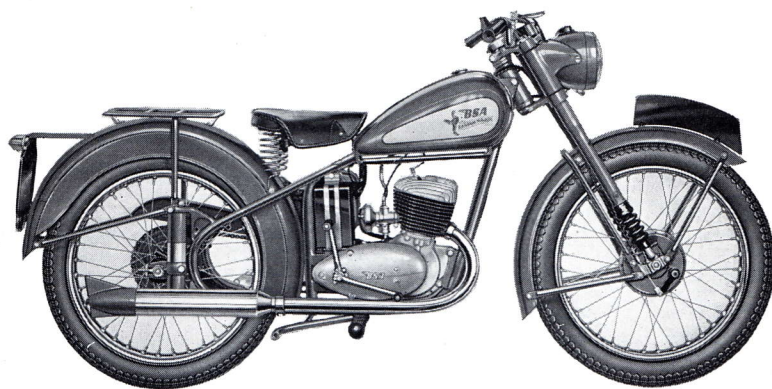


Bantam to the Golden Flash

Motor Cycle Value at its best



125 c.c.



MODEL D3 BANTAM MAJOR 150 c.c.

Bantam 125 c.c. Model D1

Rigid frame. Direct lighting.

Spring frame. Direct lighting.

Spring frame. Battery lighting.

Bantam Major 150 c.c. Model D3

Spring frame. Direct lighting.

Spring frame. Battery lighting.



250 c.c. S.V.



MODEL CIIG 250 c.c. O.H.V.

250 c.c. Side Valve. Model C10L

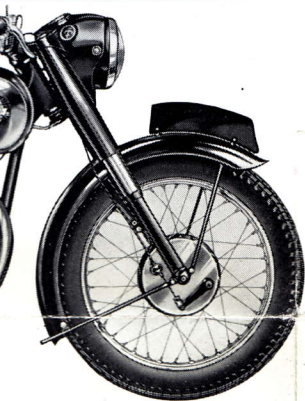
Spring frame.

250 c.c. O.H.V. Model CIIG

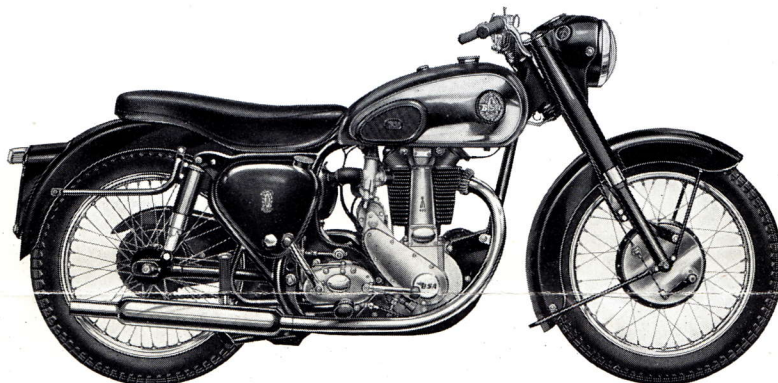
Spring frame. 3-speed.

Spring frame. 4-speed.

Dual seat extra.



350 c.c. O.H.V.



MODEL B33 500 c.c. O.H.V.

350 c.c. O.H.V. Model B31

Spring frame.

Swinging arm frame.

500 c.c. O.H.V. Model B33

Spring frame.

Swinging arm frame.

See separate folder for GOLD STAR models.



500 c.c. S.V.



500 c.c. Side Valve. Model M20

Rigid frame.

Spring frame.

600 c.c. Side Valve. Model M21

line economy and easy handling in a most satisfying performance. Features include A.C. generator for easy starting, and rubber cush drive for smooth transmission of power. The O.H.V. model now has a powerful 7 in. front brake, and the new thief-proof steering lock.



MODEL C10L 250 c.c. S.V.

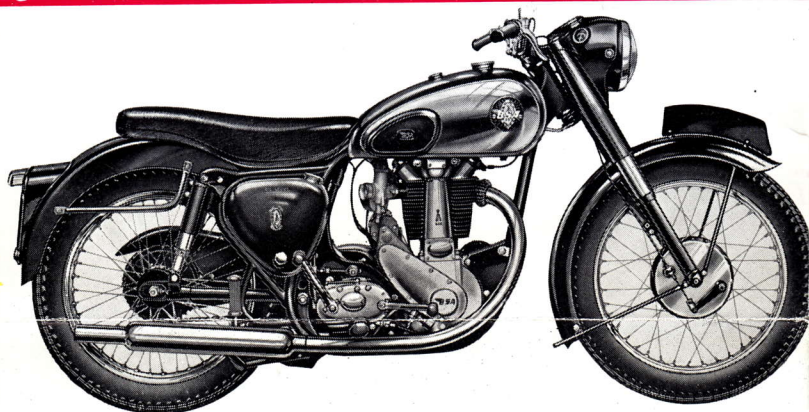
MO

BSA

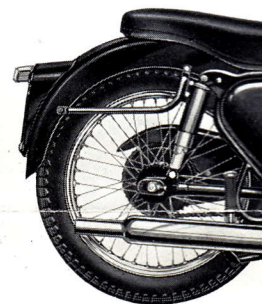
350 O.H.V.

500 O.H.V.

Described by "The Motor Cycle" as "a flexible, fast-cruising touring mount with superlative steering and good suspension." both the 350 and 500 machines are highly popular all over the world. They have the traditional B.S.A. reputation for complete reliability. The new thief-proof steering lock is fitted.



MODEL B31 350 c.c. O.H.V.



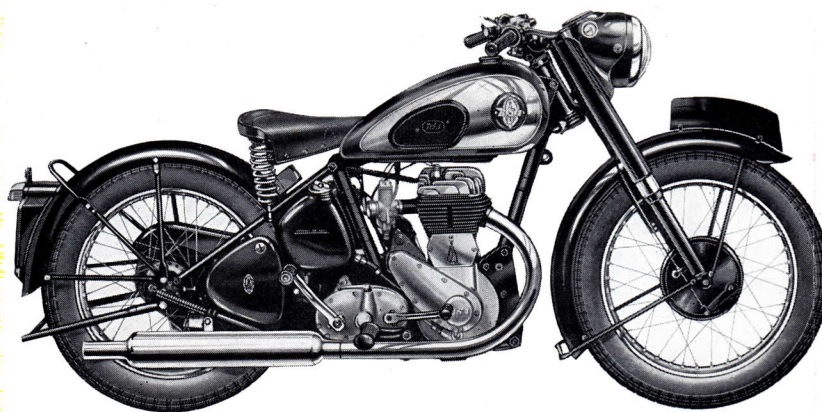
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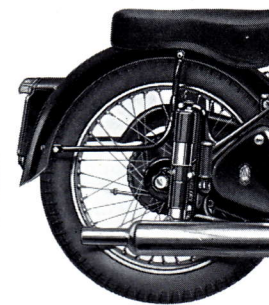
500 & 600 S.V.

500 O.H.V.

These sturdy machines have proved their worth in Army, Police, and other public service work wherever motor cycles are used. They are designed for solo or sidecar use, and are fitted with the new thief-proof steering lock.



MODEL M20-M21 500 & 600 c.c. S.V.



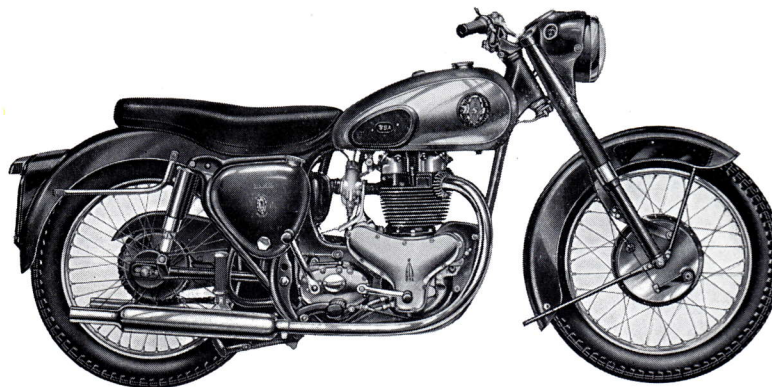
MO

BSA

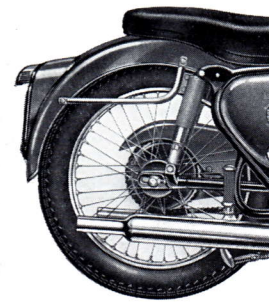
500 O.H.V. Twin

Silky performance, dependability and handsome appearance are the outstanding characteristics of this luxury twin with the exclusive B.S.A. duplex cradle frame which gives hair-line steering.

The Shooting Star has an alloy head and other special features giving greater power output. The machine is attractively finished in duo-green and chrome. Both models have the new thief-proof steering lock.



MODEL A7 500 c.c. O.H.V. TWIN

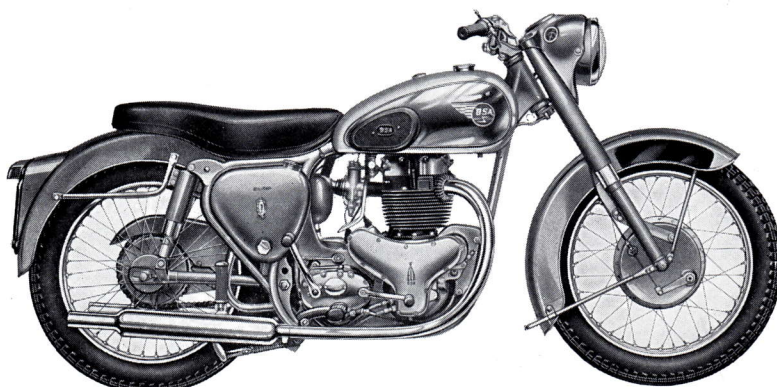


MODEL A7 SHO

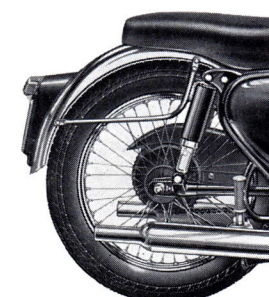
BSA

Golden Flash
and Road Rocket
650 O.H.V. Twin

Exhilarating acceleration, flexibility, perfect road-holding, silence and luxurious comfort make the famous Golden Flash so popular as a powerful solo or side-car mount. The Road Rocket with specially tuned engine, alloy cylinder head, high compression pistons, etc., is undoubtedly the world's greatest motor cycle. The new thief-proof steering lock is part of the specification.



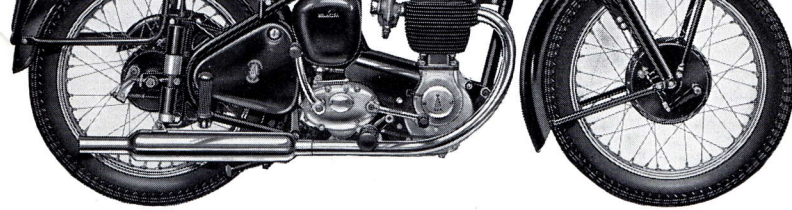
MODEL A10 GOLDEN FLASH 650 c.c. O.H.V. TWIN



MODEL A10 RO



c.c. S.V.



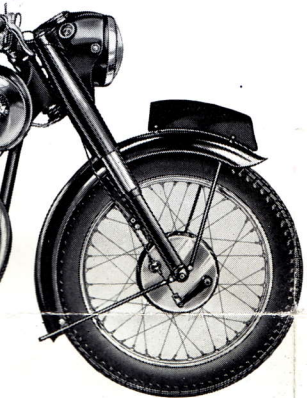
MODEL CIIG 250 c.c. O.H.V.

250 c.c. O.H.V. Model CIIG

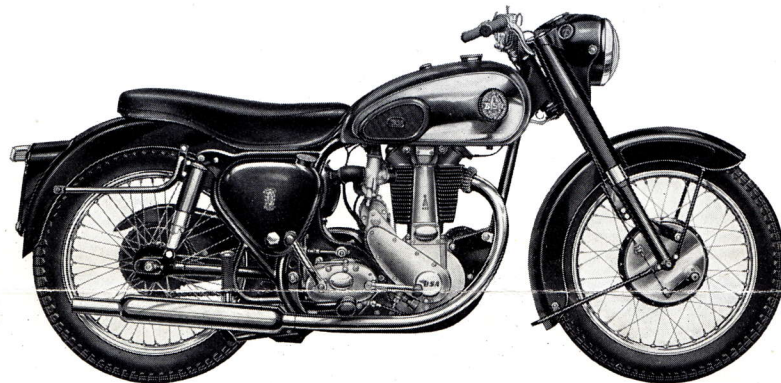
Spring frame. 3-speed.

Spring frame. 4-speed.

Dual seat extra.



O.H.V.



MODEL B33 500 c.c. O.H.V.

350 c.c. O.H.V. Model B31

Spring frame.

Swinging arm frame.

500 c.c. O.H.V. Model B33

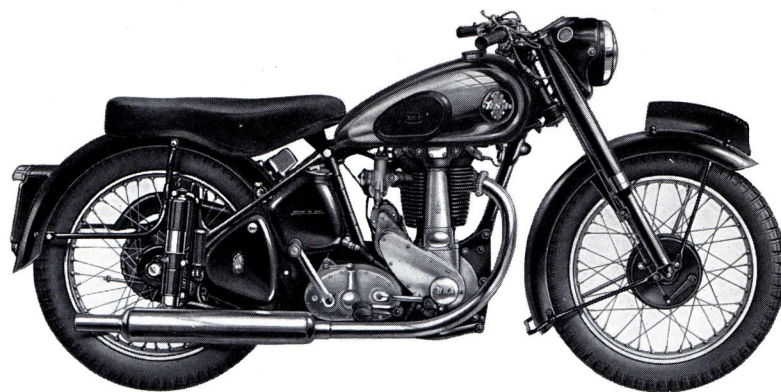
Spring frame.

Swinging arm frame.

See separate folder for GOLD STAR models.



00 c.c. S.V.



MODEL M33 500 c.c. O.H.V.

500 c.c. Side Valve. Model M20

Rigid frame.

Spring frame.

600 c.c. Side Valve. Model M21

Rigid frame.

Spring frame.

500 c.c. O.H.V. Model M33

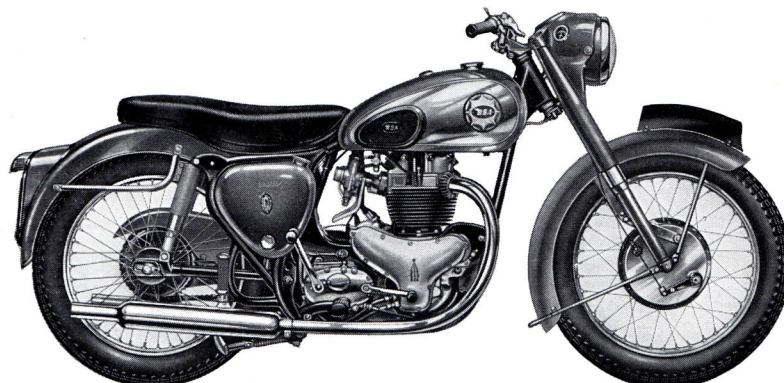
Rigid frame.

Spring frame.

Dual seat extra.



V. TWIN



MODEL A7 SHOOTING STAR 500 c.c. O.H.V. TWIN

500 c.c. O.H.V. Twin. Model A7

Swinging arm frame.

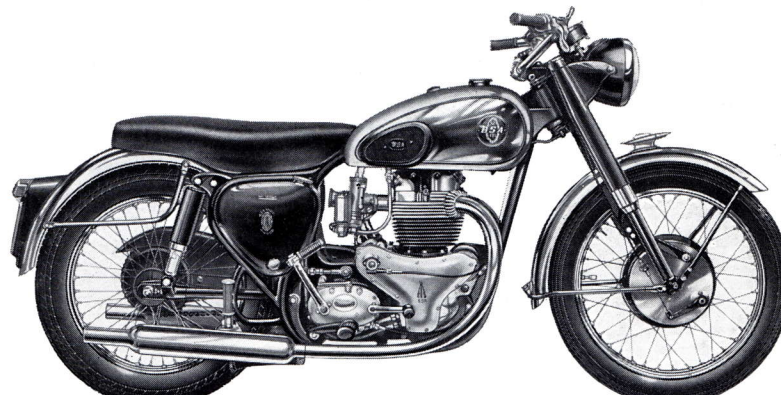
Shooting Star. Model A7

500 c.c. O.H.V. Twin.

Swinging arm frame.



c.c. O.H.V. TWIN



MODEL A10 ROAD ROCKET 650 c.c. O.H.V. TWIN

Golden Flash. Model A10

650 c.c. O.H.V. Twin.

Spring frame.

Swinging arm frame.

Both models available in Beige finish or Black to order.

Road Rocket. Model A10

650 c.c. O.H.V. Twin.

Swinging arm frame.

COMPLETE SPECIFICATION OF THE B.S.A. RANGE

B.S.A. BANTAM models. D Group

ENGINE: D1—123 c.c. (52 x 58 mm.), D3—148 c.c. (57 x 58 mm.), single cylinder two-stroke; roller bearing big end; timing side supported by ball bearing, drive-side by two ball bearings; petrol lubrication; silencer with detachable baffle unit.
CARBURETTOR: Amal with twist grip throttle control and air filter.
TRANSMISSION: B.S.A. three-speed gearbox with positive-stop foot control, built in unit construction with engine; gear ratios, 7.0, 11.7, 22.1; multi-plate cork lined clutch; primary chain .375 x .250" in oil-bath case, rear chain $\frac{1}{2}$ x .335" with guard over top run.
IGNITION AND LIGHTING: Wico Paco flywheel generator with direct lighting; 6" diameter headlamp; bulb horn; rear reflector; battery lighting set with stop and tail lamp; electric horn and 9 amp./hr. Varley battery extra.
FUEL CAPACITY: $\frac{1}{2}$ gallons.
TYRES: Dunlop reinforced lightweight 2.75 x 19" front and rear.
BRAKES: 5" diameter with finger operated adjusters.
FRAME: Welded tubular construction; spring-up central stand.
SUSPENSION: B.S.A. telescopic forks with flexible gaiters; cowl headlamp mounting; plunger rear suspension extra on D1; standard on D3.
FINISH: Pastel green (pastel grey on D3); alternative colours both models maroon or black to order; cream panels on petrol tank; chrome wheel rims; all other bright parts chromed.
EXTRA FITTINGS: B.S.A. dual seat; chrome hand rail; pillion footrests; legshields; safety bars; battery operated electric horn on direct lighting model.
GENERAL DIMENSIONS: Wheelbase 50"; ground clearance 4 $\frac{1}{2}$ "; overall length 77"; rigid dry weight 167 lb.; springer 183 lb.

B.S.A. 250 c.c. models. C Group

ENGINE: 249 c.c. (63 x 80 mm.) single cylinder four-stroke with fully enclosed valve gear, operating S.V. on CI0L and O.H.V. on CI1G; ball bearing support on drive-side and plain bearing on timing side; single row roller big end; dry sump lubrication with double gear type oil pump; oil tank capacity $\frac{1}{2}$ pints.
CARBURETTOR: New Amal 'Monobloc' type with twist grip throttle control; large capacity air cleaner.
TRANSMISSION: B.S.A. three-speed gearbox with positive-stop foot control; gear ratios on CI0L—6.6, 9.8, 14.5; CI1G—6.25, 9.25, 14.1. B.S.A. four-speed gearbox available as extra on CI1G, gear ratios 6.25, 7.6, 10.1, 16.15; multi-plate cork lined clutch incorporating a rubber cush drive; primary and rear chain $\frac{1}{2}$ x .305", rear chain $\frac{1}{2}$ x .335" on CI0L; primary chain running in an oil bath and a guard over the top run of the rear chain.
IGNITION AND LIGHTING: Coil ignition incorporating A.C. generator with rectifier for D.C. battery lighting; contact breaker and automatic advance and retard unit on timing side; special switch position for emergency starting. CI0L Wico-Paco equipment with 6" diameter headlamp; 9 amp./hr. Varley battery. CI1G Lucas equipment with 7 $\frac{1}{2}$ " diameter headlamp; 12 amp./hr. battery. Stop and tail lamp; rear reflector; electric horn.
FUEL CAPACITY: $\frac{2}{3}$ gallons.
TYRES: Dunlop reinforced lightweight 2.75 x 19" on CI0L. Dunlop Universal 3.00 x 19" on CI1G.
BRAKES: 5 $\frac{1}{2}$ " diameter front and 5" rear on CI0L; 7" front and 5 $\frac{1}{2}$ " rear on CI1G; finger operated adjusters.
FRAME: All welded tubular construction CI0L; brazed and welded CI1G; spring-up central stand; key operated steering lock on CI1G.
SUSPENSION: B.S.A. telescopic front forks with flexible gaiters on CI0L; hydraulically damped telescopic front forks on CI1G; cowl headlamp mounting; plunger rear suspension.
FINISH: CI0L, two tone green with gold lined petrol tank. CI1G, maroon with chrome panels on petrol tank; chrome strips on petrol tank; chrome wheel rims; polished gearbox (4-speed only), and contact breaker cover; all other bright parts chromed.
EXTRA FITTINGS: B.S.A. dual seat; chrome hand rail; pillion footrests; legshields; safety bars on CI1G.
GENERAL DIMENSIONS: CI0L—Wheelbase 52 $\frac{1}{2}$ "; ground clearance 5"; overall length 81"; dry weight 256 lb. CI1G—Wheelbase 53 $\frac{1}{2}$ "; ground clearance 4 $\frac{1}{2}$ "; overall length 82"; dry weight 304 lb.

B.S.A. 350 and 500 c.c. O.H.V. models. B Group

ENGINE: B31—348 c.c. (71 x 88 mm.), B33—499 c.c. (85 x 88 mm.), single cylinder four-stroke with fully enclosed valve gear; ball and roller bearings support drive-side mainshaft, ball bearing and plain outrigger bearing on timing side; double row roller big end bearing; gear driven magdyno; dry sump lubrication with double gear type oil pump; oil tank capacity $\frac{5}{8}$ pints swinging arm models, $\frac{1}{2}$ pints on other models; absorption silencer.
CARBURETTOR: New Amal 'Monobloc' type with twist grip throttle control on swinging arm models; air slide operated by handlebar lever; large capacity air cleaner.
TRANSMISSION: B.S.A. four-speed gearbox with positive-stop foot control; gear ratios B31—5.6, 7.4, 11.5, 16.7; B33—5.0, 6.59, 10.3, 14.9; swinging arm models B31—5.6, 6.77, 9.86, 14.42; B33—5.0, 6.05, 8.79, 12.9; multi-plate fabric lined clutch plates with a cork lined chain-wheel on the B31 and fabric on the B33; primary chain $\frac{1}{2}$ x .305" running in oil-bath case; double-cam cush drive on engine shaft; rear chain $\frac{3}{8}$ x $\frac{1}{2}$ " with guard over top run.
IGNITION AND LIGHTING: Lucas 6-volt C.V.C. magdyno with manual ignition control (pull to retard) on handlebar; 7 $\frac{1}{2}$ " diameter headlamp with prefocus light unit and incorporating pilot light; stop and tail lamp; rear reflector; electric horn; 12 amp./hr. battery.
FUEL CAPACITY: 4 gallons (with alternative 2 gallon tank) on swinging arm models; other models 3 gallons.
TYRES: Dunlop Universal 3.25 x 19" front and rear on B31; 3.25 x 19" front and 3.50 x 19" rear, B33.
BRAKES: B31—7" diameter front and rear; B33—8" diameter front, 7" rear; finger operated adjusters.
FRAME: Swinging arm models all welded duplex tubular cradle; other models brazed triangulated tubular cradle; spring-up central stand; front stand; key operated steering head lock.
SUSPENSION: B.S.A. hydraulically damped telescopic front forks; with headlamp cowl; plunger rear suspension; also available swinging arm rear suspension employing coil springs and hydraulic damping; quickly detachable rear wheel.
FINISH: Maroon; petrol tank maroon with chrome panels; chrome wheel rims; polished primary chaincase on swinging arm models; polished gearbox and timing covers; all other bright parts chromed.
EXTRA FITTINGS: B.S.A. dual seat and pillion footrests (standard on swinging arm models); chrome hand rail; legshields; safety bars; carrier (available with saddle only); prop stand.
GENERAL DIMENSIONS: Swinging arm models—wheelbase 56"; ground clearance 7"; overall length 85 $\frac{1}{2}$ "; B31 dry weight 396 lb.; B33 dry weight 400 lb.; other models—wheelbase 54"; ground clearance 5"; overall length 82"; dry weight B31, plunger spring frame 388 lb.; B33 plunger spring frame 392 lb.

B.S.A. 500 and 600 c.c. models. M group

ENGINE: M20—496 c.c. (82 x 94 mm.), M21—591 c.c. (82 x 112 mm.), four-stroke single cylinder side valve; ball and roller bearings support drive-side mainshaft, ball and roller bearings and a plain outrigger bearing support on timing side mainshaft; double row roller big end bearing; gear driven magdyno; dry sump lubrication with double gear type oil pump; oil tank capacity 5 pints. M23 engine is identical to model B33.
CARBURETTOR: New Amal 'Monobloc' type with twist grip throttle control; air slide operated by handlebar lever, large capacity air cleaner.
TRANSMISSION: B.S.A. four-speed gearbox with positive-stop foot control; solo gear ratios on M20 5.28, 6.95, 10.87, 15.76; M21 and M33 4.75, 6.25, 9.77, 14.15; sidecar ratios M20, M21, 5.94, 7.82, 12.2, 17.7; M33 sidecar 5.59, 7.31, 11.5, 16.72; primary chain $\frac{1}{2}$ x .305" running in oil-bath case; double cam cush drive on engine shaft; rear chain $\frac{3}{8}$ x $\frac{1}{2}$ " with guard over top run; multi-plate fabric lined clutch with fabric lined chain-wheel.
IGNITION AND LIGHTING: Lucas 6-volt C.V.C. magdyno with manual ignition control (pull to retard) on handlebar; 7 $\frac{1}{2}$ " diameter headlamp with prefocus light unit and incorporating pilot light; stop and tail lamp; rear reflector; electric horn; 12 amp./hr. battery.
FUEL CAPACITY: 3 gallons.
TYRES: Dunlop Universal 3.25 x 19" front and rear on M20; 3.25 x 19" front and 3.50 x 19" rear on M21 and M33.
BRAKES: 7" diameter with finger operated adjusters.
FRAME: Brazed triangular tubular cradle with integral sidecar lugs; spring-up central stand on spring frame models; front stand; key operated steering head lock.
SUSPENSION: B.S.A. hydraulically damped telescopic front forks; headlamp cowl; plunger rear suspension; extra, quickly detachable rear wheel on spring frame only.
FINISH: Black; petrol tank maroon with chrome panels; chrome wheel rims; polished gearbox and timing cover; all other bright parts chromed.
EXTRA FITTINGS: B.S.A. dual seat; pillion footrests; legshields; safety bars; prop stand; carrier.
GENERAL DIMENSIONS: Wheelbase 54"; ground clearance 5 $\frac{1}{2}$ "; overall length 85"; dry weight rigid frame M20 374 lb.; M21 376 lb.; M33 386 lb.; spring frame M20 394 lb.; M21 396 lb.; M33 406 lb.

B.S.A. 500 and 650 c.c. Twin models. A group

ENGINE: A7—497 c.c. (66 x 72.6 mm.), A10—646 c.c. (70 x 84 mm.), O.H.V. four-stroke with fully enclosed valve gear; A10 Road Rocket specially tuned and brake tested; aluminium cylinder head on A7 Shooting Star and A10 Road Rocket; crankshaft drive-side supported by roller bearing, timing-side by white metal bush; indium flashed lead bronze big end bearings with gear drive to magneto; dry sump lubrication with double gear type oil pump; oil tank capacity $\frac{5}{8}$ pints on swinging arm models; $\frac{1}{2}$ pints on A10 Golden Flash plunger model; twin absorption silencers.
CARBURETTOR: New Amal 'Monobloc' type with twist grip throttle control on swinging arm models; Road Rocket with I.O.T.T.9 racing carburettor; air slide operated by handlebar lever; large capacity air cleaner on swinging arm models except Shooting Star and Road Rocket; dry felt type on Golden Flash plunger model.
TRANSMISSION: B.S.A. four-speed gearbox with positive-stop foot control; gear ratios A7 and A7 Shooting Star, 5.28, 6.38, 9.28, 13.62; A10 Golden Flash swinging arm model and A10 Road Rocket, 4.52, 5.47, 7.95, 11.67; Golden Flash plunger model solo 4.42, 5.36, 7.77, 11.41; sidecar 5.16, 6.26, 9.06, 13.3; multi-plate fabric lined clutch and a fabric lined chain-wheel on swinging arm models; primary chain $\frac{1}{2}$ x .305" with double-cam cush drive on engine shaft; $\frac{3}{8}$ " duplex on Golden Flash plunger model; chain running in an oil-bath case; rear chain $\frac{3}{8}$ x $\frac{1}{2}$ " with a guard over the top run.
IGNITION AND LIGHTING: Lucas 6-volt C.V.C. magneto with automatic advance and retard (manual control on Shooting Star and Road Rocket) and separate chain driven dynamo; 7 $\frac{1}{2}$ " diameter headlamp with prefocus light unit and incorporating pilot light; stop and tail lamp; rear reflector; electric horn; 12 amp./hr. battery.
FUEL CAPACITY: 4 gallons with alternative 2 gallon tank; Golden Flash plunger model $\frac{1}{2}$ gallons.
TYRES: Dunlop Universal 3.25 x 19" front, and 3.50 x 19" rear.
BRAKES: Front 8" diameter and rear 7" diameter.
SUSPENSION: B.S.A. hydraulically controlled telescopic forks; headlamp cowl; swinging arm rear suspension employing coil springs and hydraulic damping; plunger rear suspension available on A10 only; quickly detachable rear-wheel.
FRAME: Swinging arm models all welded duplex tubular cradle; Golden Flash plunger model brazed duplex tubular cradle; spring-up central stand; front stand; key operated steering head lock.
EXTRA FITTINGS: B.S.A. dual seat and pillion footrests (standard on swinging arm models); chrome hand rail; legshields; safety bars; carrier (available with saddle only); prop stand; rev. counter for Road Rocket.
FINISH: A7 maroon; petrol tank maroon with chrome panels; A7 Shooting Star duo-green; petrol tank green with chrome panels; A10 Golden Flash beige; petrol tank beige with chrome panels (alternative colour finish black); A10 Road Rocket black frame; chrome mudguards; petrol tank silver with chrome panels; all models chrome wheel rims; polished primary chaincase, gearbox and timing covers; other bright parts chromed.
GENERAL DIMENSIONS: Wheelbase 56"; ground clearance 6"; overall length 85 $\frac{1}{2}$ "; dry weight A7 417 lb.; A7 Shooting Star 408 lb.; A10 Road Rocket 410 lb.; A10 Golden Flash plunger model wheelbase 54 $\frac{1}{2}$ "; ground clearance 4 $\frac{1}{2}$ "; overall length 84"; dry weight 414 lb.

All models are equipped with a toolkit and tyre inflator.

Note.—Alternative spring rates are available for swinging arm models.

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