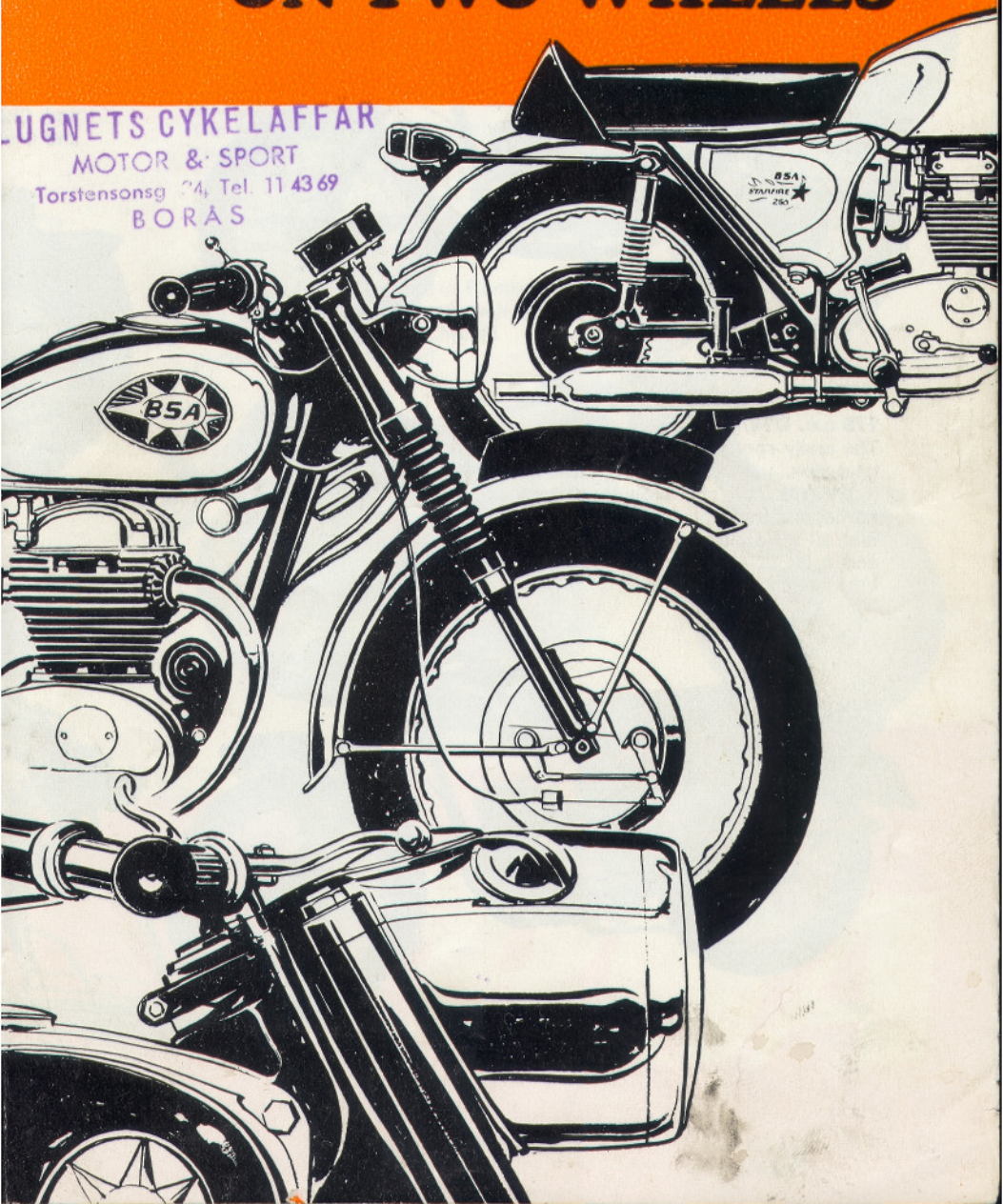


# **BSA**

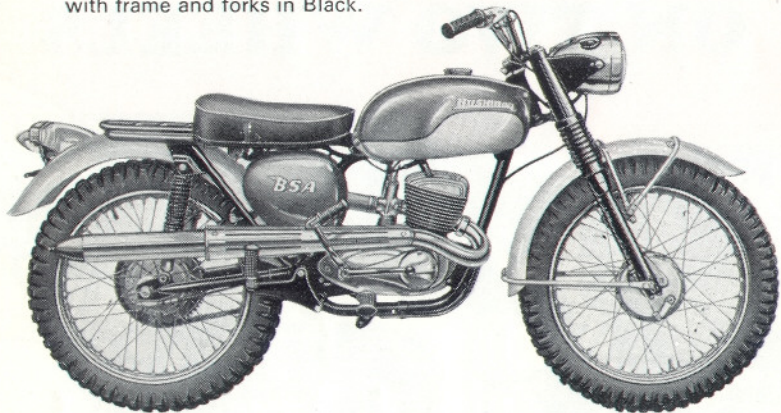
## **FOR THE BEST ON TWO WHEELS**

**LUGNETS CYKELAFFÄR**  
MOTOR & SPORT  
Torstensong 24, Tel. 11 43 69  
BORÅS



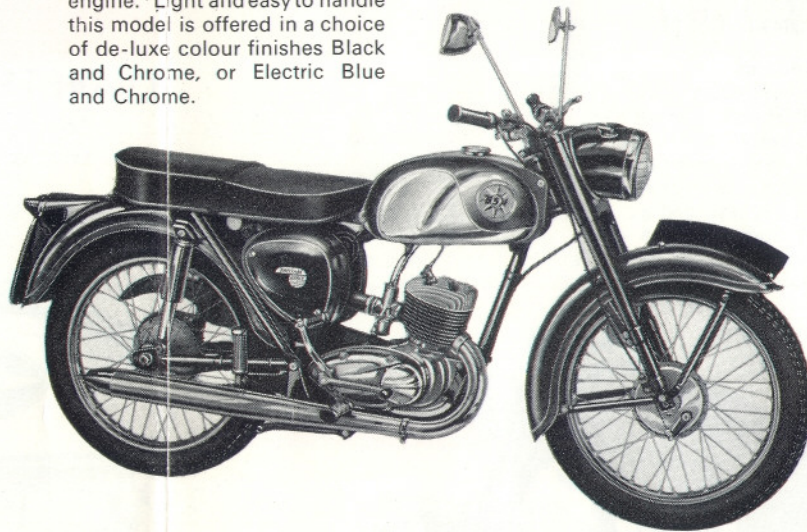
### 175 c.c. Bushman D14/4B

A motorcycle for any type of country. Originally built for the Australian market for use in the unkind conditions of the outback. The Bushman will take a lot of punishment and still give you safety, speed and economy. Competition tested front forks and trials tyres as standard. Finish is Bushfire Orange and White with frame and forks in Black.



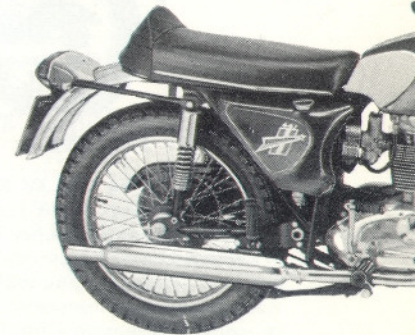
### 175 c.c. D14/4

The best value in the motorcycle world, low in price, economical to run. The D14/4 offers over 100 m.p.g. from its new 13 horse power engine. Light and easy to handle this model is offered in a choice of de-luxe colour finishes Black and Chrome, or Electric Blue and Chrome.



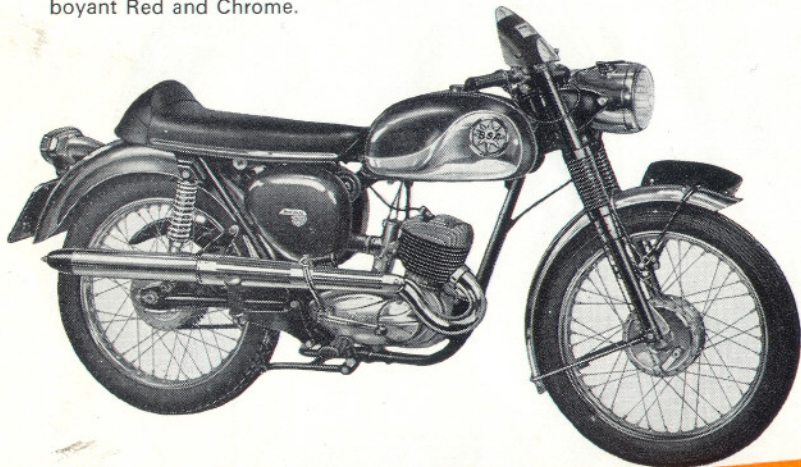
### 441 c.c. Shooting Star B44

The Shooting Star, the bigger brother of the Starfire, offers even more power, and riding comfort. The square finned power unit is almost identical to the famous Victor G. P. Specifications include built-up crankshaft assembly, forged steel flywheels, roller bearing big end and forged steel H-section connecting rod. Finish is Cherokee Red and Chrome.



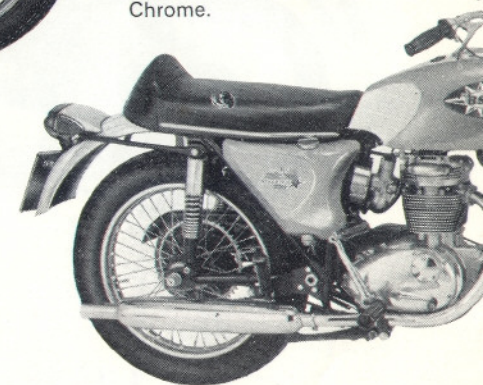
### 175 c.c. D14/4S

The really sporty 175 c.c.! With four speed gear box, upswept exhaust pipe with heat guard, separate chromium headlamp, brand new sports front forks with rubber gaiters—in fact, all the extras that make it an eye-opener and a lot of motorcycle. Finished in Flamboyant Red and Chrome.



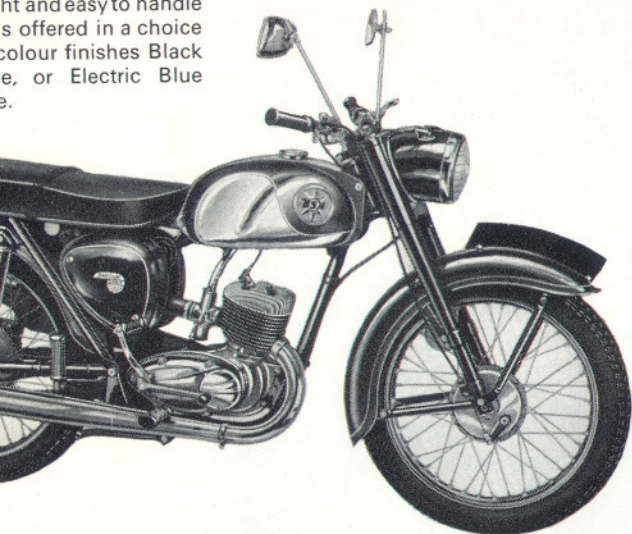
### 250 c.c. Starfire B25

This is the fastest production 250 ever B.S.A. Built round a competition type with glass fibre petrol tank and side panels incorporating a high performance engine developed from the famous Grand Prix. The overall feel of this machine is of immediate response to your control—completely reliable and very fast. Finish in Sapphire Blue, Ivory and Chrome.



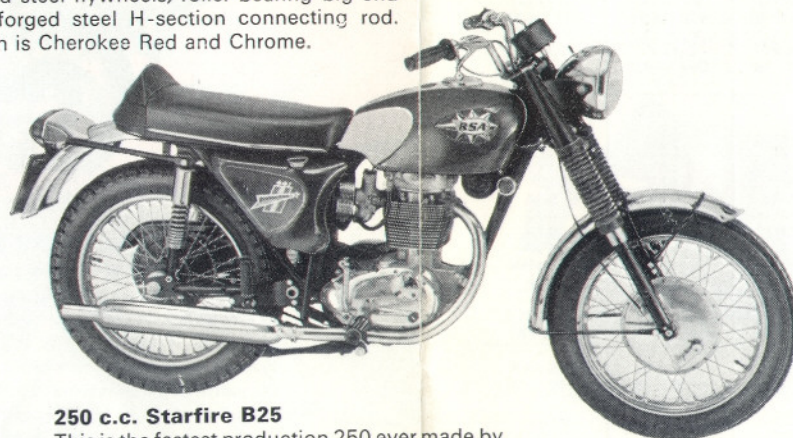
44/4

ue in the motorcycle world, low in  
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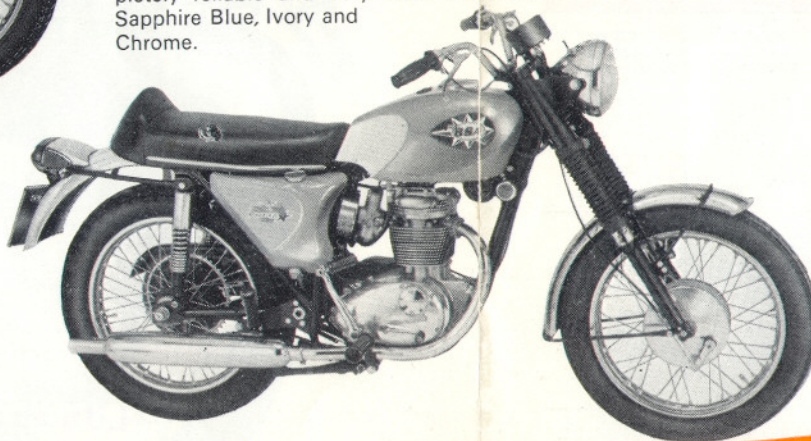
**441 c.c. Shooting Star B44**

The Shooting Star, the bigger brother of the Starfire, offers even more power, and riding comfort. The square finned power unit is almost identical to the famous Victor G. P. Specifications include built-up crankshaft assembly, forged steel flywheels, roller bearing big end and forged steel H-section connecting rod. Finish is Cherokee Red and Chrome.



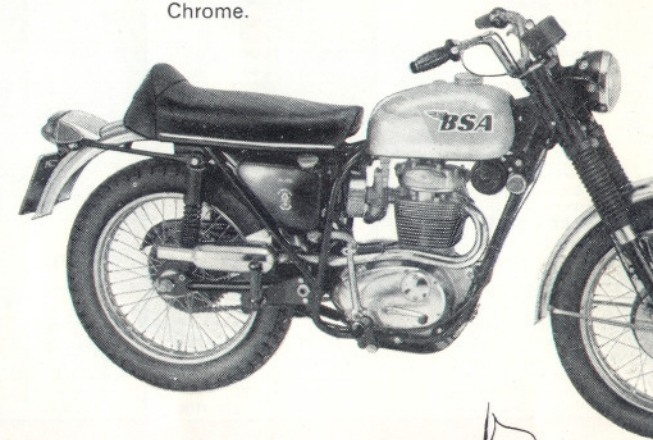
**250 c.c. Starfire B25**

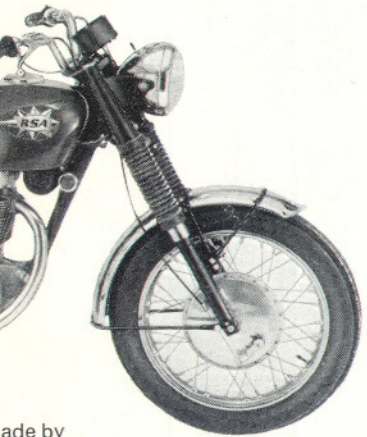
This is the fastest production 250 ever made by B.S.A. Built round a competition type frame with glass fibre petrol tank and side panels and incorporating a high performance sports engine developed from the famous Victor Grand Prix. The overall feel of this machine is of immediate response to your control. Completely reliable and very fast. Finished in Sapphire Blue, Ivory and Chrome.



**441 c.c. Victor Special**

The machine that took Jeff Smith to victory, in the World Moto-Cross championships two years in a row. A 'beefy' bike with a competition tank, square finned alloy cylinder barrel, competition tested forks and upswept exhaust, to mention a few of the special features of this eminently successful machine. Finished in B.S.A. racing Yellow, polished alloy and Chrome.





#### 441 c.c. Victor Special

The machine that took Jeff Smith to victory, in the World Moto-Cross championships two years in a row. A 'beefy' bike with a competition tank, square finned alloy cylinder barrel, competition tested forks and upswept exhaust, to mention a few of the special features of this eminently successful machine. Finished in B.S.A. racing Yellow, polished alloy and Chrome.



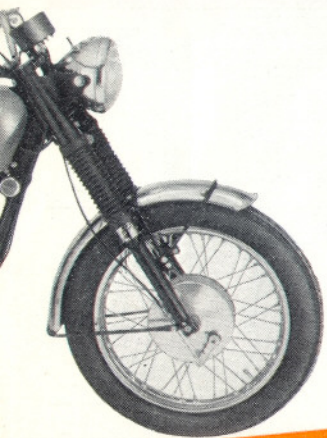
#### 500 c.c. Royal Star and 650 c.c. Thunderbolt

The Royal Star, with its big brother, the 650 Thunderbolt, epitomise power and reliability. Two of the finest touring models ever made by B.S.A. combine surging power and vivid acceleration with steering and suspension that are both light and responsive to the rider and conditions.

The Royal Star is finished in Flamboyant Red and Chrome and the Thunderbolt in Black and Chrome with Chrome plated guards as standard.



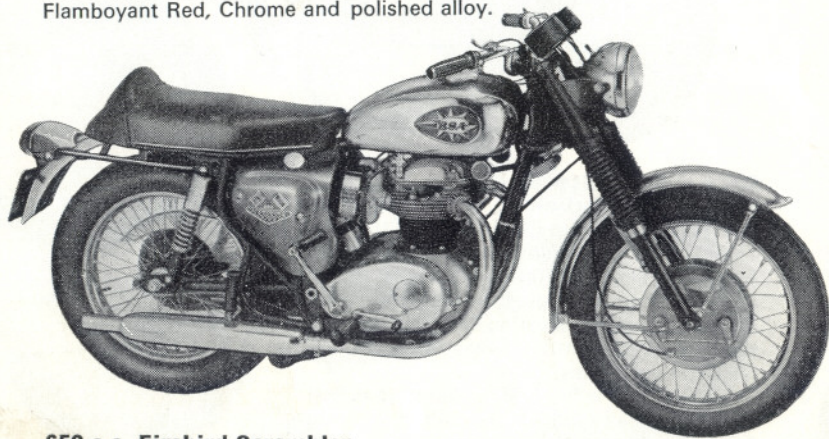
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# BSA

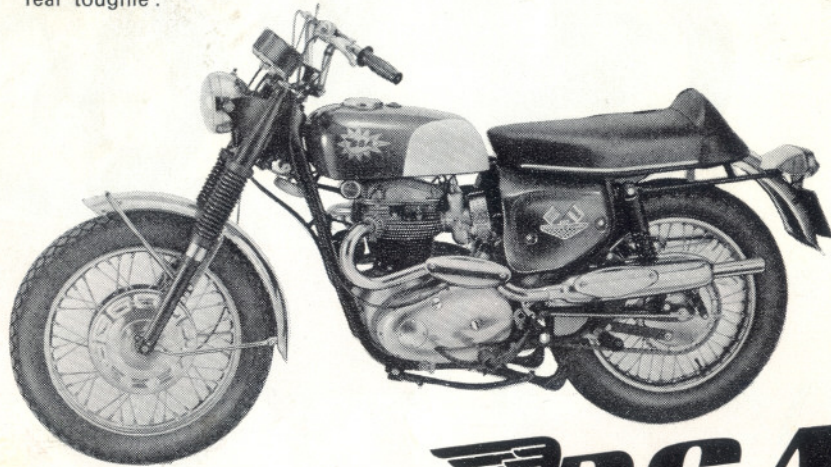
### 650 c.c. Lightning

A sports model with a pedigree feel and appeal. Speed equipped. Matched rubber mounted speedo and tachometer, twin leading shoe front brake and special two way front fork damping. All this and a lot more make this a machine in a million—the envy of other road users—very fast but easy to handle and ultra reliable under all conditions. Finished in Flamboyant Red, Chrome and polished alloy.



### 650 c.c. Firebird Scrambler

A winner time and again in the toughest American competitions, the Firebird is essentially a competition machine. Fitted with a brand new twin leading shoe front brake, provision for capacitor ignition, racing saddle and footrests front and rear. One of the fastest accelerating motorcycles ever tested. It's a real 'toughie'.



# BSA

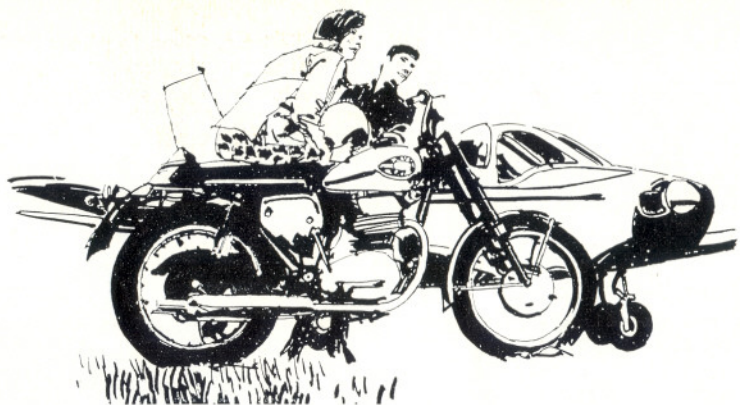
## For full-powered fun

# SPECIFICATION

MODEL	175 cc		175 cc	250 cc	441 cc	441 cc
	D14/4	D14/4S	Bushman D14/4B	B25 Starfire	B44SS Shooting Star	B44VS Victor Special
<b>ENGINE</b>						
Bore, mm. (ins.)	61.5 (2.42)		61.5 (2.42)	67 (2.64)	79 (3.11)	79 (3.11)
Stroke, mm. (ins.)	58 (2.28)		58 (2.28)	70 (2.75)	90 (3.54)	90 (3.54)
Capacity, cc. (cu. ins.)	173 (10.55)		173 (10.55)	249 (15.19)	441 (26.9)	441 (26.9)
Compression ratio	10 : 1		10 : 1	10 : 1	9 : 4 : 1	9 : 4 : 1
Valves	None		None	O.H.V.	O.H.V.	O.H.V.
Lubrication	Petrol		Petrol	Dry sump	Dry sump	Dry sump
Ignition	Coil		E.T. coil	Coil	Coil	Coil
<b>TRANSMISSION</b>						
<b>Sprockets:</b>						
Engine	17		17	23	28	28
Clutch	38		38	52	52	52
Gearbox	16		16	16	17	17
Rear wheel	47		58	49	47	49
Top gear	6.58		8.1	6.92	5.14	5.36
Third gear	8.55		10.5	8.6	6.42	6.70
Second gear	12.04		14.8	11.4	8.97	8.84
First gear	18.68		23.0	18.3	13.6	14.20
Chain (front)	$\frac{3}{8}$ x 250		$\frac{3}{8}$ x 250	$\frac{3}{8}$ Duplex	$\frac{3}{8}$ Duplex	$\frac{3}{8}$ Duplex
Chain (rear)	$\frac{1}{2}$ x 205		$\frac{1}{2}$ x 205	$\frac{3}{8}$ x $\frac{1}{4}$	$\frac{3}{8}$ x $\frac{1}{4}$	$\frac{3}{8}$ x $\frac{1}{4}$
<b>BRAKES</b>						
Diam., front, ins. (cms.)	5 $\frac{1}{2}$ (13.97)		5 $\frac{1}{2}$ (13.97)	7 (17.78)	8 (20.32)	8 (20.32)
Diam., rear, ins. (cms.)	5 $\frac{1}{2}$ (13.97)		5 $\frac{1}{2}$ (13.97)	7 (17.78)	7 (17.78)	7 (17.78)
<b>DUNLOP TYRES</b>						
Size, front	3.00 x 18		3.00 x 19	3.25 x 18	3.25 x 18	3.25 x 19
Size, rear	3.00 x 18		3.00 x 19	3.50 x 18	3.50 x 18	4.00 x 18
<b>ELECTRICAL</b>						
Battery	10 a.h.		E.T.	10 a.h.	10 a.h.	10 a.h.
Headlamp dia., ins. (cms.)	5" (12.7)		5" (12.7)	6 $\frac{1}{2}$ (17)	6 $\frac{1}{2}$ (17)	6 $\frac{1}{2}$ (17)
Voltage	6		E.T.	12	12	12
<b>MISCELLANEOUS</b>						
Fuel, galls. (litres)	2 (9)		2 (9)	1 $\frac{3}{4}$ (8)	1 $\frac{3}{4}$ (8)	1 $\frac{3}{4}$ (8)
Oil, pints (litres)				4 (2 $\frac{1}{2}$ )	4 (2 $\frac{1}{2}$ )	5 (3)
Seat height, ins. (cms.)	31 (79)	30 $\frac{1}{2}$ (77)	30 $\frac{1}{2}$ (77.5)	31 (79)	31 (79)	32 (81.3)
Width, ins. (cms.)	27 $\frac{1}{2}$ (73)	23 (58.4)	27 $\frac{1}{2}$ (73)	28 (71)	28 (71)	32 (81.3)
Length, ins. (cms.)	77 $\frac{1}{2}$ (196)		78 (198)	82 (208)	82 (208)	82 (208)
Clearance, unladen	6 $\frac{1}{2}$ (17)		10 (25)	7 $\frac{1}{2}$ (19)	7 $\frac{1}{2}$ (19)	8 $\frac{1}{2}$ (21.4)
Weight, lbs. (kilos)	215 (97)	221 (100)	222 (100)	306 (139)	329 (149)	306 (139)

MODEL	500 cc	650 cc	650 cc	650 cc	650 cc
	A50 Royal Star	A65-T Thunderbolt	A65-L Lightning	A65-F-S Firebird Scrambler	A65-SS Spitfire Mk. IV
<b>ENGINE</b>					
Bore, mm. (ins.)	65.5 (2.58)	75 (2.95)	75 (2.95)	75 (2.95)	75 (2.95)
Stroke, mm. (ins.)	74 (2.91)	74 (2.91)	74 (2.91)	74 (2.91)	74 (2.91)
Capacity, cc. (cu. ins.)	499 (30.45)	654 (39.91)	654 (39.91)	654 (39.91)	654 (39.91)
Compression ratio	9 : 1	9 : 1	9 : 1	10 : 1	9 : 1
Valves	O.H.V.	O.H.V.	O.H.V.	O.H.V.	O.H.V.
Lubrication	Dry sump	Dry sump	Dry sump	Dry sump	Dry sump
Ignition	Twin coil	Twin coil	Twin coil	Twin coil	Twin coil
<b>TRANSMISSION</b>					
<b>Sprockets:</b>					
Engine	28	28	28	28	28
Clutch	58	58	58	58	58
Gearbox	18	20	20	20	20
Rear wheel	47	47	47	47	47
Top gear	5.41	4.87	4.87	4.87	4.87
Third gear	6.2	5.58	5.58	5.58	5.58
Second gear	8.67	7.8	7.8	7.8	7.8
First gear	13.6	12.27	12.27	12.27	12.27
Chain (front)	$\frac{3}{8}$ Triple	$\frac{3}{8}$ Triple	$\frac{3}{8}$ Triple	$\frac{3}{8}$ Triple	$\frac{3}{8}$ Triple
Chain (rear)	$\frac{3}{8}$ x $\frac{3}{8}$	$\frac{3}{8}$ x $\frac{3}{8}$	$\frac{3}{8}$ x $\frac{3}{8}$	$\frac{3}{8}$ x $\frac{3}{8}$	$\frac{3}{8}$ x $\frac{3}{8}$
<b>BRAKES</b>					
Diam., front, ins. (cms.)	8 (20.32)	8 (20.32)	8 (20.32) T.L.S.	8 (20.32) T.L.S.	8 (20.32) T.L.S.
Diam., rear, ins. (cms.)	7 (17.78)	7 (17.78)	7 (17.78)	7 (17.78)	7 (17.78)
<b>DUNLOP TYRES</b>					
Size, front	3.25 x 19	3.25 x 19	3.25 x 19	3.25 x 19	3.25 x 19
Size, rear	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18
<b>ELECTRICAL</b>					
Battery	10 a.h.	10 a.h.	10 a.h.	10 a.h.	10 a.h.
Headlamp dia., ins. (cms.)	6 $\frac{1}{2}$ (17)	6 $\frac{1}{2}$ (17)	6 $\frac{1}{2}$ (17)	5 $\frac{1}{2}$ (14)	6 $\frac{1}{2}$ (17)
Voltage	12	12	12	12	12
<b>MISCELLANEOUS</b>					
Fuel, galls. (litres)	2 $\frac{1}{2}$ (10)	4 (18)	4 (18)	1 $\frac{3}{4}$ (8 $\frac{1}{2}$ )	5 (22 $\frac{1}{2}$ )
Oil, pints (litres)	5 (3)	5 (3)	5 (3)	5 (3)	5 (3)
Seat height, ins. (cms.)	32 (81.3)	32 (81.3)	32 (81.3)	32 (81.3)	32 (81.3)
Width, ins. (cms.)	28 (70)	28 (70)	28 (70)	28 (70)	28 (70)
Length, ins. (cms.)	85 $\frac{1}{2}$ (216)	85 $\frac{1}{2}$ (216)	85 $\frac{1}{2}$ (216)	85 $\frac{1}{2}$ (216)	85 $\frac{1}{2}$ (216)
Clearance, unladen	8 (20.2)	8 (20.2)	8 (20.2)	7 $\frac{1}{2}$ (19)	8 (20.2)
Weight, lbs. (kilos)	408 (185)	404 (183)	412 (186)	411 (186)	408 (185)

Specifications are subject to alteration without notice and details of high performance equipment for certain models published separately.



### 650 c.c. Spitfire Mk. IV Special

The really big one—like its airborne namesake, this machine has real punch! Things classed as extras on other motorcycles are standard on this one. Tuned engine with racing pistons. Racing style glass fibre petrol tank. Twin Amal concentric carburettors, light alloy rims and a brand new twin leading shoe front brake are but a portion of this motorcycle's host of special features. Cherokee Red, Chrome and polished alloy finish give the machine the looks to match its brilliant performance.



LUGNETS CYKELAFFÄR  
MOTOR & SPORT  
Torstensong. 34, Tel. 11 43 69  
BORÅS

BSA MOTOR CYCLES LTD ARMOURY ROAD BIRMINGHAM 11 ENGLAND  
Telephone VICTORIA 2381

Telegrams: SELMOTO BIRMINGHAM

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