

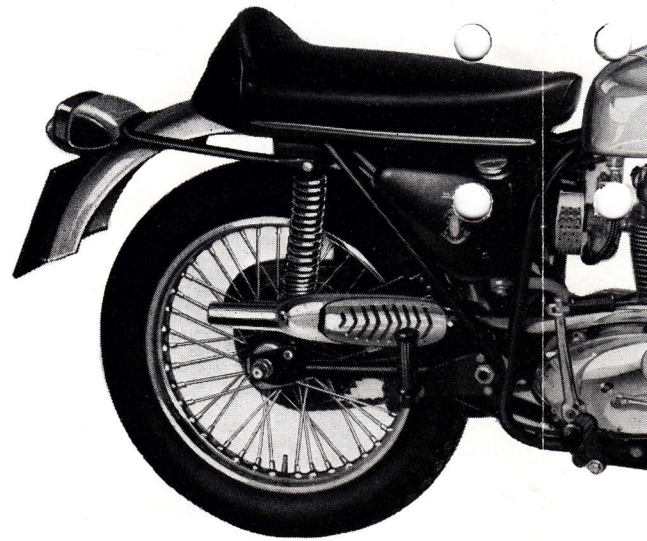
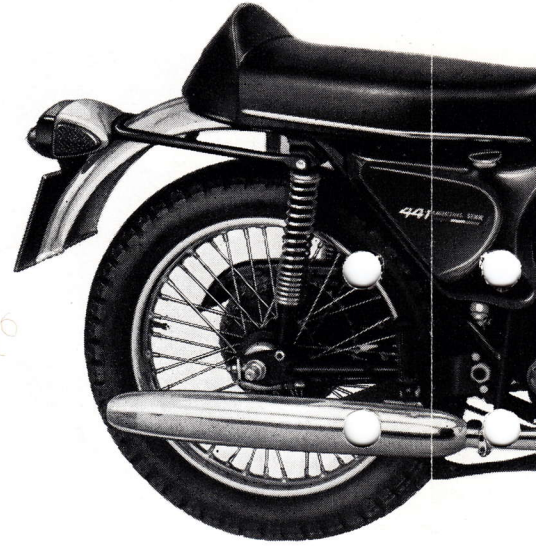


BSA'69

BSA

Undoubtedly, participation in motorcycle sport, results in greater reliability and top value for the everyday rider. In recent years BSA's success in the World Moto-Cross championship has led to the development of a superb range of single cylinder models.

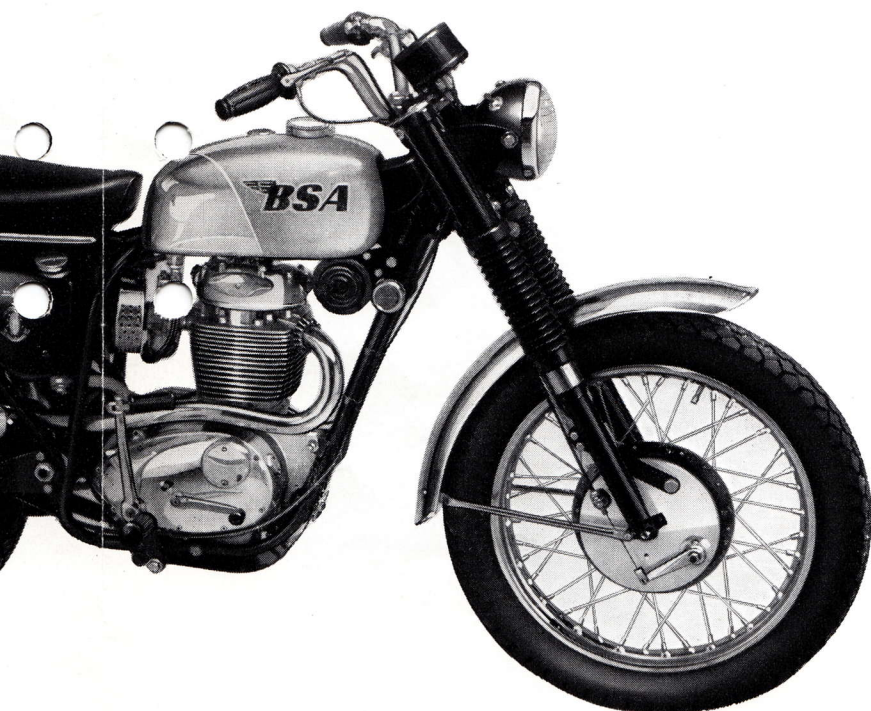
Competing in world-class competition, riders like Jeff Smith and John Banks have proved beyond doubt the excellence of BSA designs. Valuable lessons learned in the preparation of these competition mounts have been incorporated in standard production models.





441cc SHOOTING STAR

The Shooting Star, bigger brother of the Starfire, offers even more power, and adds a bonus in flexibility at lower r.p.m. Power right from tick-over to put you ahead of the pack from the word 'go'. With performance, you need dependability, and the Shooting Star gives it. Specification includes built-up crankshaft assembly, forged steel flywheels, roller bearing big end and forged steel H-section connecting rod. Finish is peony red, black and chrome.



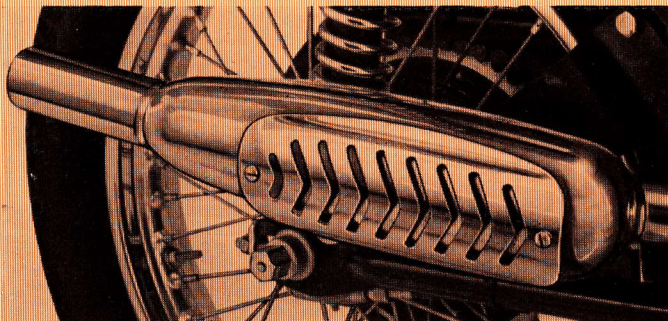
441cc VICTOR SPECIAL

The machine that took Jeff Smith to victory in the World Moto-Cross championships two years in a row. A highly competitive machine free of fuss and temperament designed to keep you ahead from start to finish. A "beefy" bike with a competition tank, square finned alloy cylinder barrel, competition tested forks and upswept exhaust system, to mention a few of the special features of this eminently successful machine. Finished in yellow polished alloy and chrome.

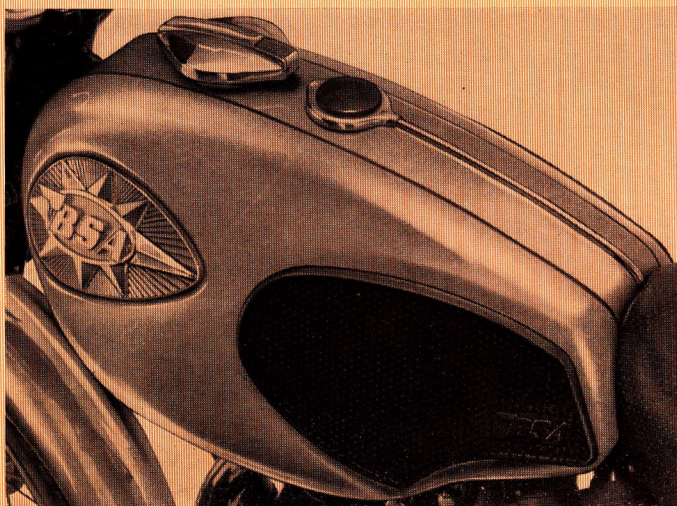
BSA

Over one hundred years experience of precision engineering coupled with constant research and development have made BSA unbeatable in the motorcycle field. For 1969 BSA present a range unequalled for design, performance and reliability.

Whatever the need, be it for work, pleasure or competition the BSA range has the model for you. From the sparkling 250 c.c. Starfire and 441 c.c. Shooting Star—developed from the world championship winning Victor Scrambler, to the swift and powerful 500 and 650 c.c. twin cylinder models. All are further improved for 1969 and restyled to incorporate the very latest in technological design.



A



B

A. New style silencer and heat shield fitted to the Victor Special.

B. New, Starfire, steel petrol tank fitted with knee grips and quick-action snap filler.

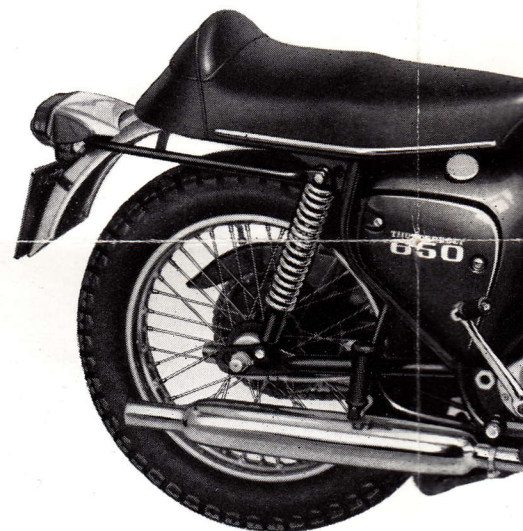
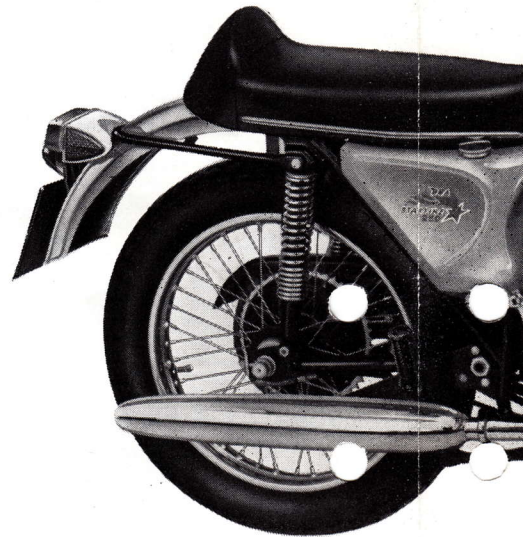
C. For '69 the Lightning is fitted with twin high-note horns, these are mounted on either side of the front down tube.

D. Balanced exhaust system, fitted to Thunderbolt and Lightning models.

E. All models except Victor Scrambler now feature a new pattern twin leading shoe front brake. 7" diameter on single cylinder models and 8" diameter on all twins.

F. Compact instrument assembly incorporates oil pressure warning light mounted in headlamp shell.

G. Special short balance pipe, heatshield and high level exhaust system now fitted to Firebird Scrambler.





B

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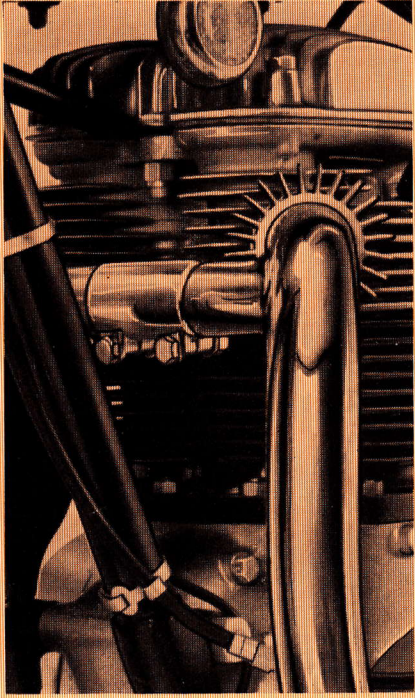
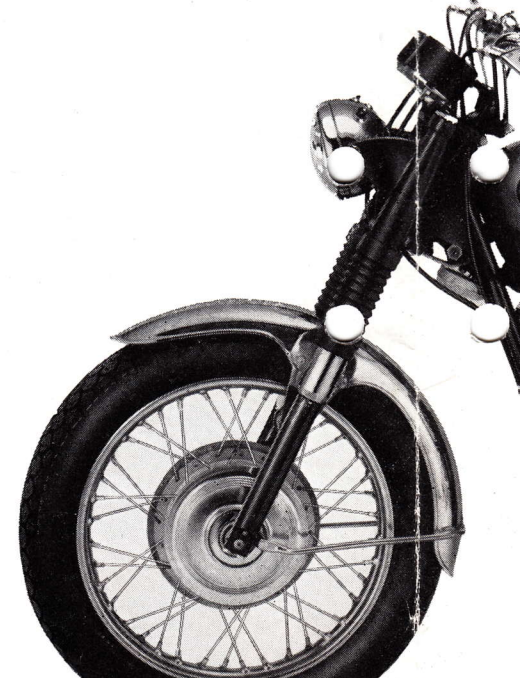
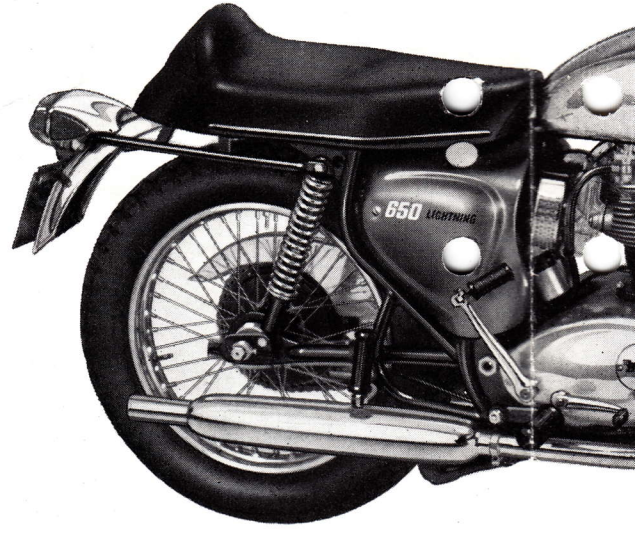
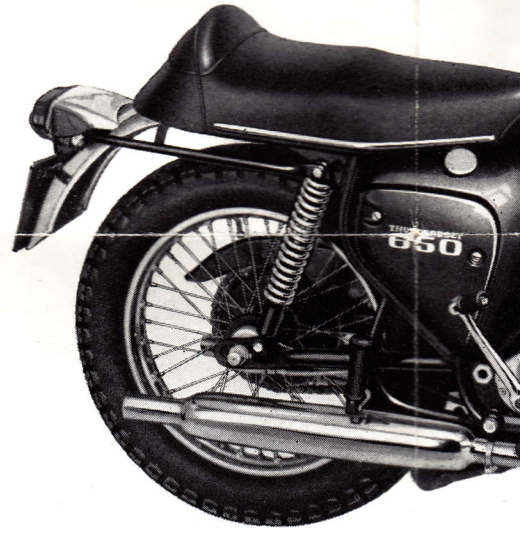
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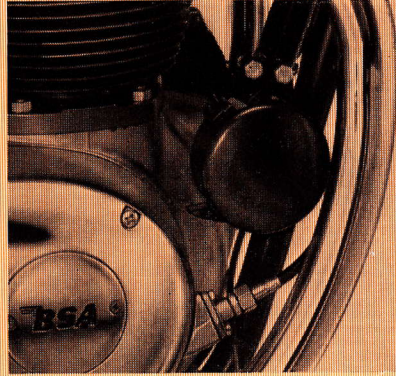
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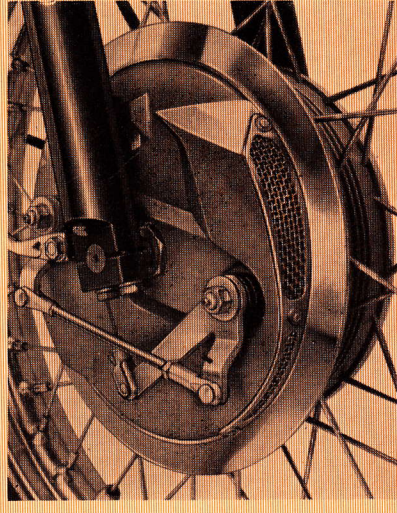
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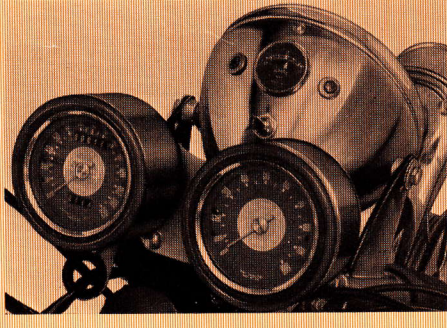
D



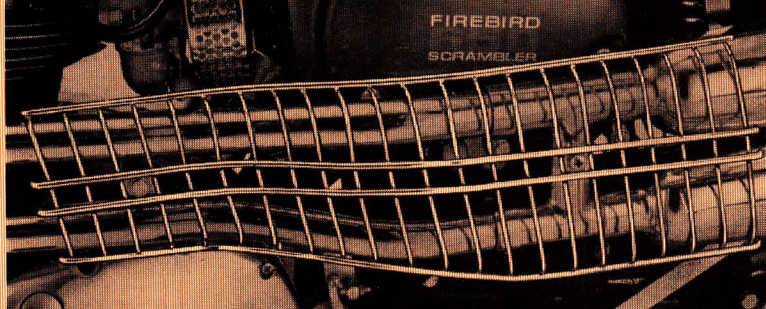
C



E



F



G



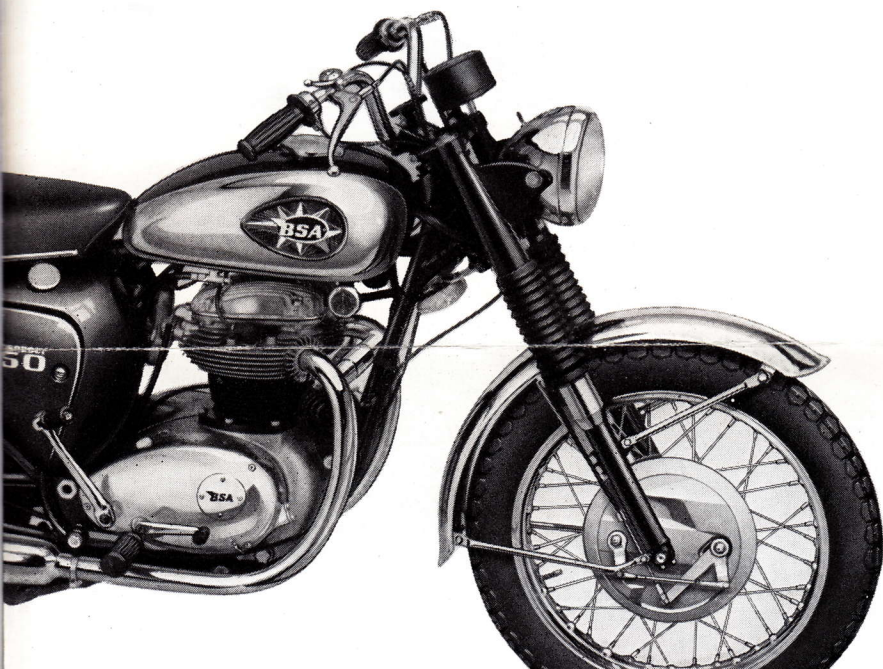
250cc STARFIRE

This is the fastest production 250 ever made by BSA. Built round a competition type frame and forks to give faultless handling with minimum weight and incorporating a high performance sports engine. Developed for the rider who demands big-bike urge in the smaller capacity range, from the famous Victor Grand Prix. Tested exhaustively for power and stamina. The overall feel of this machine is of immediate response to your control. Completely reliable and very fast. Finished in flamboyant aircraft blue and black.



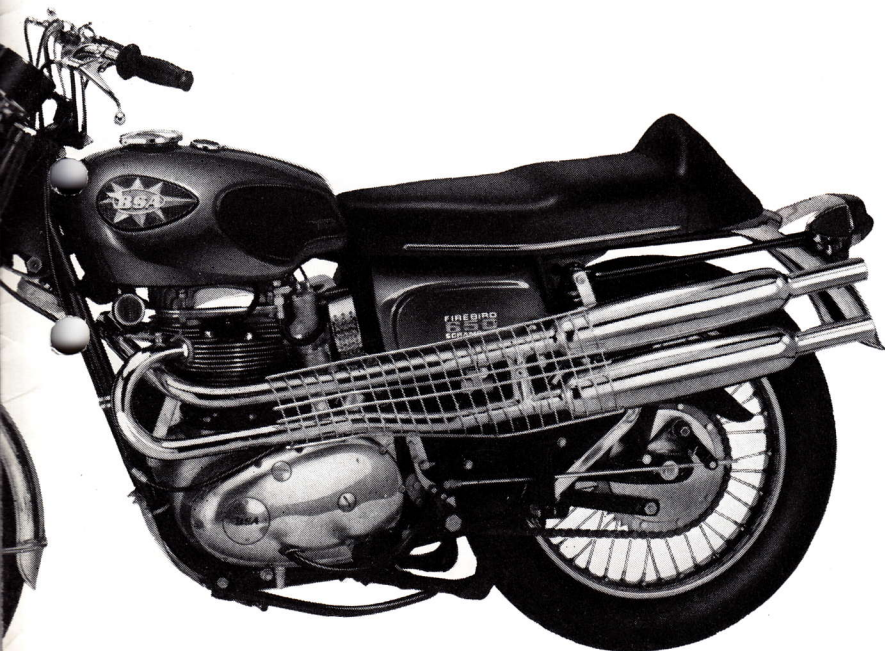
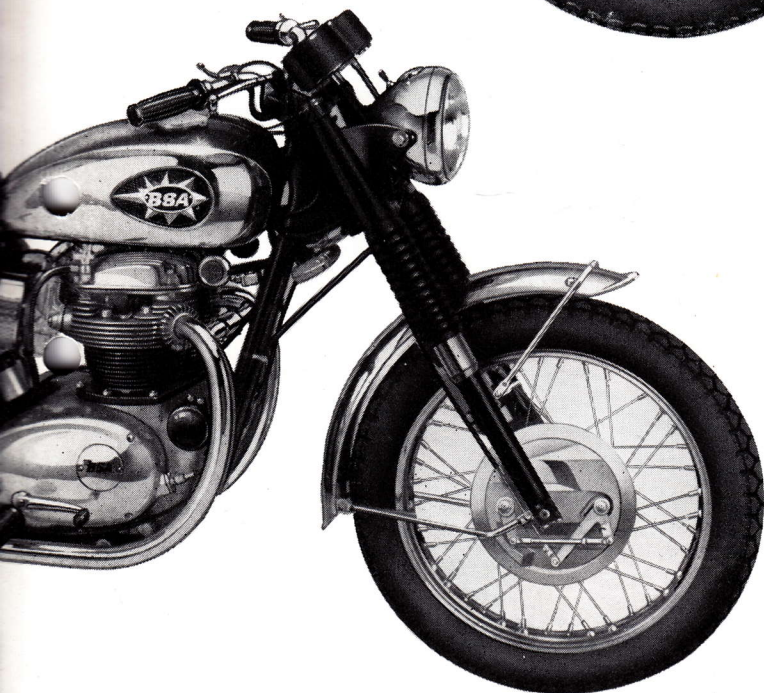
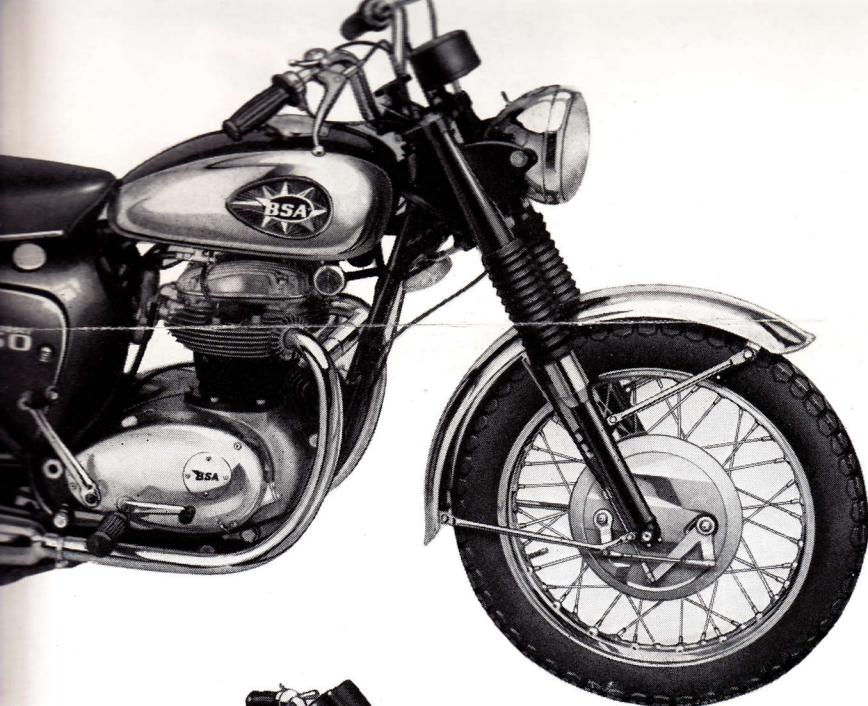
500cc ROYAL STAR

One of the finest touring machines ever produced by BSA. A really powerful 500 c.c. twin with steering, suspension and braking that are all absolutely smooth and positive. Standard equipment includes 12 volt electrics with twin coil ignition, single 1" Amal concentric carburetter, new 8" dia. twin leading shoe front brake, 150 m.p.h. speedometer and separate sports headlamp. The Royal Star is finished in flamboyant aircraft blue and black.



650cc THUNDERBOLT

The 650 c.c. Thunderbolt, the epitome of power and reliability. Surging power, vivid acceleration and flexibility combine with steering and suspension that are both light and responsive to the rider and road conditions. Chrome blade-type mudguards, new 8" dia. two leading shoe front brake, rubber gaitered front forks, sports headlamp and racing styled dual seat are all standard equipment. Colour finish is black with chrome guards and tank panels.



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650cc LIGHTNING

A thoroughbred sports model; incorporates one of the most powerful 650 c.c. engine units around, controllable and fully equipped for city use, yet with performance that comes into its own on the the open road. Equipment includes matched rubber-mounted speedo and tachometer, twin leading shoe front brake and 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, black and chrome.

650cc FIREBIRD SCRAMBLER

The Firebird adds unique style to the motorcycling scene, plus the sheer power to meet every challenge. The proof? The Firebird has been a winner time and time again in the toughest American competitions, and is now firm favourite for the road. Fitted with the new twin leading shoe front brake, new style petrol tank and chrome guards as standard. One of the fastest accelerating motorcycles ever tested. It's a real "toughie". Finished in Firebird red and black.

TECHNICAL DATA

250 c.c. Starfire B25	441 c.c. Shooting Star B44 SS	441 c.c. Victor Special B44 VS	MODEL	500 c.c. Royal Star A50	650 c.c. Thunderbolt A65-T	650 c.c. Firebird Scrambler A65-FS	650 c.c. Lightning A65-L
SINGLE CYLINDER MODELS			ENGINE Bore, mm. (in.) Stroke, mm. (in.) Capacity, c.c. (cu. in.) Compression ratio B.H.P. & R.P.M. Valves Lubrication Ignition	TWIN CYLINDER MODELS			
67 (2-64) 70 (2-75) 247 (15-19) 10 : 1 25 @ 8250 O.H.V. Dry sump Coil	79 (3-11) 90 (3-54) 441 (26-9) 9-4 : 1 31 @ 6500 O.H.V. Dry sump Coil	79 (3-11) 90 (3-54) 441 (26-9) 9-4 : 1 31 @ 6500 O.H.V. Dry sump Coil		65-5 (2-58) 74 (2-91) 499 (30-45) 9 : 1 35 @ 6250 O.H.V. Dry sump Twin coil	75 (2-95) 74 (2-91) 654 (39-91) 9 : 1 44 @ 7250 O.H.V. Dry sump Twin coil	75 (2-95) 74 (2-91) 654 (39-91) 9 : 1 55 @ 7500 O.H.V. Dry sump Twin coil	75 (2-95) 74 (2-91) 654 (39-91) 9 : 1 55 @ 7500 O.H.V. Dry sump Twin coil
23 52 16 49 6-92 8-6 11-4 18-3 $\frac{3}{8}$ " Duplex $\frac{5}{8}$ " x $\frac{1}{4}$ "	28 52 17 47 5-14 6-42 8-47 13-6 $\frac{3}{8}$ " Duplex $\frac{5}{8}$ " x $\frac{1}{4}$ "	28 52 17 49 5-36 6-70 8-84 14-20 $\frac{3}{8}$ " Duplex $\frac{5}{8}$ " x $\frac{1}{4}$ "	TRANSMISSION Sprockets Engine Clutch Gearbox Rear wheel Top gear Third gear Second gear First gear Chain (Front) Chain (Rear)	28 58 18 47 5-41 6-2 8-67 13-6 $\frac{3}{8}$ " Triple $\frac{5}{8}$ " x $\frac{3}{8}$ "	28 58 20 47 4-87 5-58 7-8 12-27 $\frac{3}{8}$ " Triple $\frac{5}{8}$ " x $\frac{3}{8}$ "	28 58 20 47 4-87 5-58 7-8 12-27 $\frac{3}{8}$ " Triple $\frac{5}{8}$ " x $\frac{3}{8}$ "	28 58 20 47 4-87 5-58 7-8 12-27 $\frac{3}{8}$ " Triple $\frac{5}{8}$ " x $\frac{3}{8}$ "
2 L.S., 7 (17-78) 7 (17-78)	2 L.S., 7 (17-78) 7 (17-78)	8 (20-32) 7 (17-78)	BRAKES Dia., front, in. (cm.) Dia., rear, in. (cm.)	2 L.S., 8 (20-32) 7 (17-78)	2 L.S., 8 (20-32) 7 (17-78)	2 L.S., 8 (20-32) 7 (17-78)	2 L.S., 8 (20-32) 7 (17-78)
3-25 x 18 3-50 x 18	3-25 x 18 3-50 x 18	3-25 x 19 4-00 x 18	DUNLOP TYRES Size, front Size, rear	3-25 x 19 4-00 x 18	3-25 x 19 4-00 x 18	3-50 x 19 4-00 x 18	3-25 x 19 4-00 x 18
10 a.h. 7 (17) 12	10 a.h. 7 (17) 12	10 a.h. $5\frac{3}{4}$ (14) 12	ELECTRICAL Battery Headlamp dia., in. (cm.) Voltage	10 a.h. 7 (17) 12	10 a.h. 7 (17) 12	10 a.h. $5\frac{3}{4}$ (14) 12	10 a.h. 7 (17) 12
$3\frac{1}{2}$ (14) 4 (2 $\frac{1}{2}$) 31 (79) 28 (71) 83 (211) 7 (19) 302 (137)	$3\frac{1}{2}$ (14) 4 (2 $\frac{1}{2}$) 31 (79) 28 (71) 83 (211) 7 (19) 320 (145)	$1\frac{3}{4}$ (8) 5 (3) 32 (81-3) 32 (81-3) 82 (208) 8 (21-4) 306 (139)	MISCELLANEOUS Fuel, Galls. (Litres) Oil, Pints (Litres) Seat height, in. (cm.) Width, in. (cm.) Length, in. (cm.) Clearance, unladen Weight, lb. (Kilos)	4 (18) 5 (3) 32 (81-3) 28 (70) 85 $\frac{1}{4}$ (216) 7 $\frac{1}{2}$ (19) 383 (179)	4 (18) 5 (3) 32 (81-3) 28 (70) 85 $\frac{1}{4}$ (216) 7 $\frac{1}{2}$ (19) 413 (187)	2 $\frac{1}{2}$ (11 $\frac{1}{2}$) 5 (3) 32 (81-3) 28 (70) 85 $\frac{1}{4}$ (216) 7 $\frac{1}{2}$ (19) 421 (191)	4 (18) 5 (3) 32 (81-3) 28 (70) 85 $\frac{1}{4}$ (216) 7 $\frac{1}{2}$ (19) 420 (191)

Specifications are subject to alteration without notice and details of high performance models published separately



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