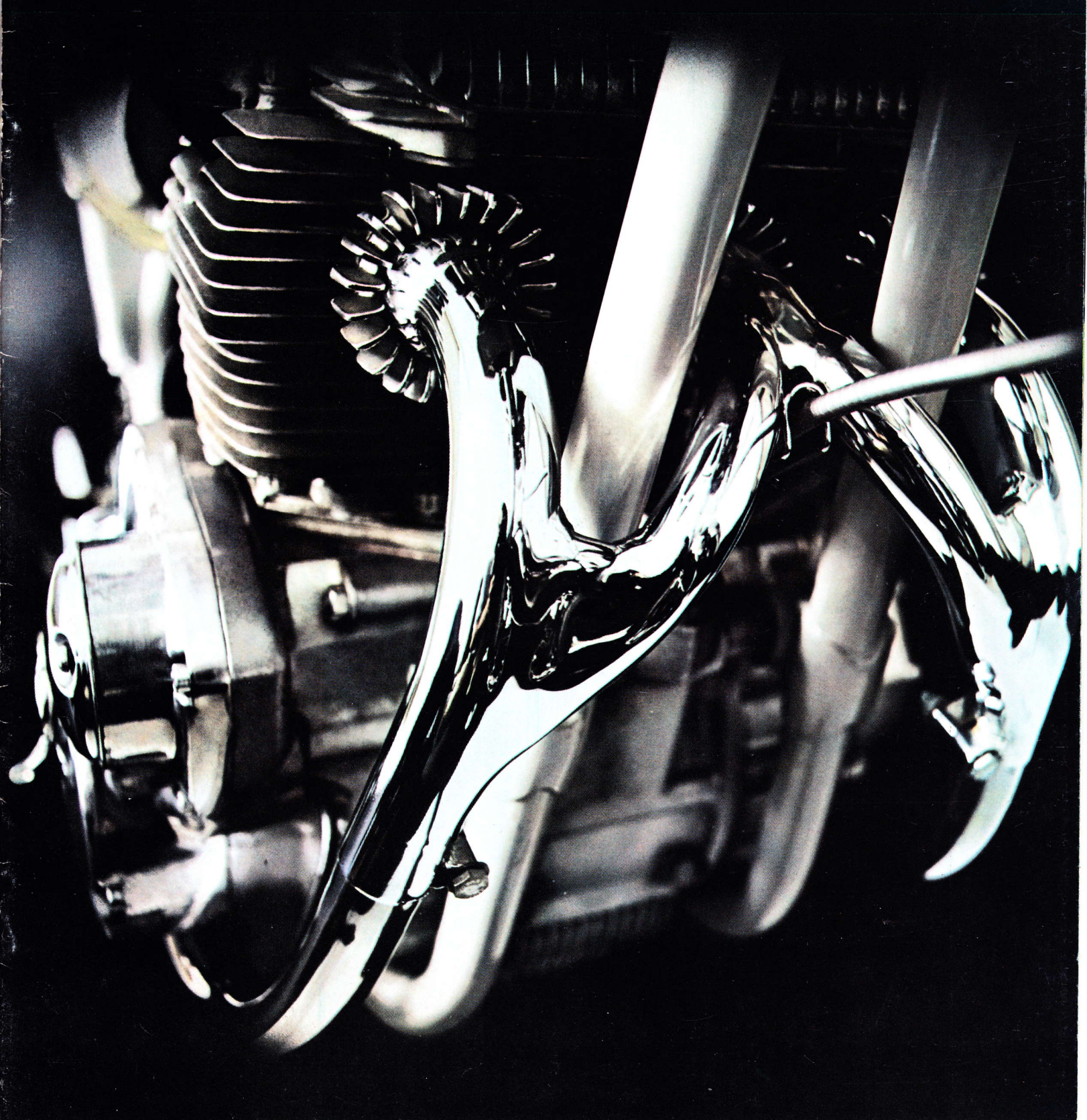


# THE POWER



# AND THE



# THE GLORY.

You know that the British led the way in engineering big, powerful, dependable bikes. But you should also know that for 1971, BSA gives you more power per pound than ever—more *usable* power for less weight than ever. To top it off, BSA has added born-in-the-U.S.A. styling. The result of this British-American teamwork—the best-looking and best-performing bikes in BSA history.

*The Power of British Engineering.  
The Glory of American Styling.*



# TWO 250s THAT WERE

From the pipe that's tucked inside the frame, to the muffler that's baffled away up in back, from the racing frame that carries the oil, to the single-cylinder, four-stroke, overhead valve power plant, the features of these bikes were proven the hard way—bouncing and slamming up hill and down dale.

**BSA VICTOR TRAIL 250.**  
(B25T)



ENGINE TYPE: OHV 4-stroke  
CYLINDERS: 1  
MAX. HP: 22.5 bhp @ 8250 rpm  
MAX. TORQUE: 15.8 ft. lb. @ 7000 rpm  
BORE/STROKE: 67 x 70 mm  
COMP. RATIO: 10:1  
TRANSMISSION: 4-Speed gearbox  
CARBURETOR: Amal 28mm concentric  
FRONT TIRE: Dunlop 3.00 x 20" Trials  
REAR TIRE: Dunlop 4.00 x 18" Trials  
FRONT BRAKE: 6" SLS  
REAR BRAKE: 7" SLS  
WHEEL BASE: 54"  
GROUND CLEAR.: 7½"  
DRY WEIGHT: 287 lbs.  
FUEL TANK: 2½ gals. (aluminum tank)  
OIL: 4¾ pts.

# PROVED ON THE TRAIL.

And among other tested improvements, both these bikes also have lightweight front forks, new, lightweight brakes, a 4-speed gearbox, and instant-off electrics that detach with a single plug. Your only problem—do you want this in the off-road Victor, or in the on-and-off road Gold Star. (A real pleasant problem!)

## BSA GOLD STAR 250-SS. (B25SS)



ENGINE TYPE: OHV 4-stroke  
CYLINDERS: 1  
MAX. HP: 22.5 bhp @ 8250 rpm  
MAX. TORQUE: 15.8 ft. lb. @ 7000 rpm  
BORE/STROKE: 67 x 70 mm  
COMP. RATIO: 10:1  
TRANSMISSION: 4-Speed gearbox  
CARBURETOR: Amal 28mm concentric  
FRONT TIRE: Dunlop 3.25 x 18" K70  
REAR TIRE: Dunlop 3.50 x 18" K70  
FRONT BRAKE: 6" SLS  
REAR BRAKE: 7" SLS  
WHEEL BASE: 54"  
GROUND CLEAR.: 7"  
DRY WEIGHT: 290 lbs.  
FUEL TANK: 2½ gals.  
OIL: 4¾ pts.

# 350ccs. A NEW SIZE OF ENGINE;

First, of course, there are the twin cylinders, packed with 350 ccs, but don't overlook what happens after that: Linked to those ccs through DOHCs is an "oversquare" bore-stroke ratio that provides a flat power curve with a high mid-range torque. Combined with the 5-speed gearbox, the Fury gives you the most flexible, all 'round performance you could want. Note the new frame—it's twin loop,

full-cradle, race-developed, race-tested. Another competition-born feature—the new, lightweight, slimline front forks. And there are luxuries, too, including: The paired speedometer-tachometer, mounted in vibration-damping rubber; warning lights for oil pressure, for headlight high beam, for directional signals. An unbeatable bike in every way, especially value.

Electrical starter optional.



**BSA FURY 350.**  
(E35R)

ENGINE TYPE: DOHC 4-stroke  
CYLINDERS: 2  
MAX. HP: 34 bhp @ 9000 rpm  
MAX. TORQUE: 21 ft. lb. @ 7000 rpm  
BORE/STROKE: 63 x 56 mm  
COMP. RATIO: 9.5:1  
TRANSMISSION: 5-Speed gearbox  
CARBURETOR: 2-Amal 26mm concentric  
FRONT TIRE: Dunlop 3.25 x 18" K70  
REAR TIRE: Dunlop 3.50 x 18" K70  
FRONT BRAKE: 8" DLS  
REAR BRAKE: 7" SLS  
WHEEL BASE: 58<sup>5</sup>/<sub>8</sub>"  
GROUND CLEAR.: 6<sup>7</sup>/<sub>8</sub>"  
DRY WEIGHT: 345 lbs.  
FUEL TANK: 2<sup>1</sup>/<sub>2</sub> gals.  
OIL: 4<sup>3</sup>/<sub>4</sub> pts.

# A NEW KIND OF POWER.

It's not just the 350ccs; it's a lot more. For instance: The advanced, double-overhead cams, the new high-volume oil pump so important to an OHC, the twin cylinders fed by twin carbs. And the carbs themselves: 26mm Amal concentric, breathing through a single induction silencer and

air filter. And so many other features: The 5-speed gearbox, the twin upswept exhaust silencers, the new lightweight brakes that give max heat dissipation. Let this Fury out on the high road or hold it down on the high hills, you'll know you're bossing a lot of bike.

Electrical starter optional.

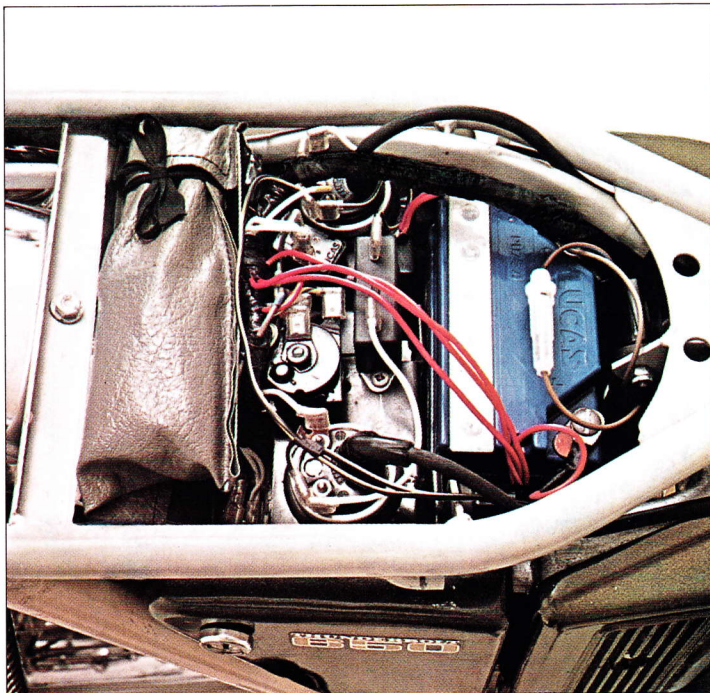
## BSA FURY 350-SS. (E35SS)



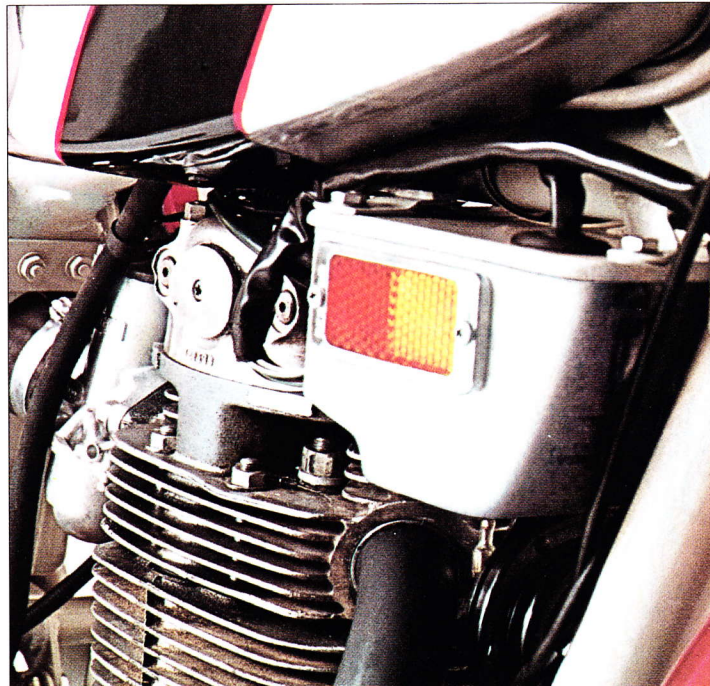
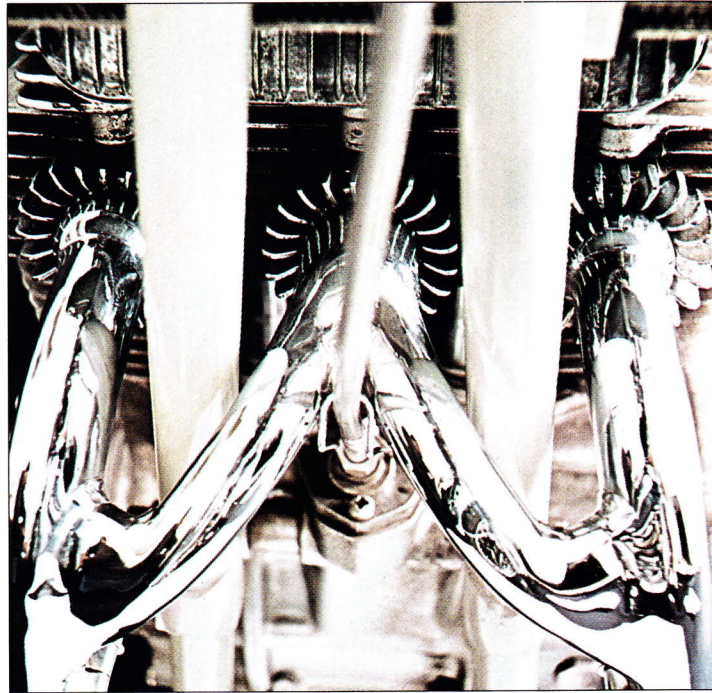
ENGINE TYPE: DOHC 4-stroke  
CYLINDERS: 2  
MAX. HP: 34 bhp @ 9000 rpm  
MAX. TORQUE: 21 ft. lb. @ 7000 rpm  
BORE/STROKE: 63 x 56 mm  
COMP. RATIO: 9.5:1  
TRANSMISSION: 5-Speed gearbox  
CARBURETOR: 2-Amal 26mm concentric  
FRONT TIRE: Dunlop 3.25 x 18" K70  
REAR TIRE: Dunlop 3.50 x 18" K70  
FRONT BRAKE: 8" DLS  
REAR BRAKE: 7" SLS  
WHEEL BASE: 58 $\frac{3}{8}$ "  
GROUND CLEAR.: 6 $\frac{7}{8}$ "  
DRY WEIGHT: 345 lbs.  
FUEL TANK: 2 $\frac{1}{2}$  gals.  
OIL: 4 $\frac{3}{4}$  pts.

# SOME FEATURES OF THE NEW 1971 BSA.

Under-seat oil filling. Lift-up seat also gives easy access to battery and tool kit.



Triple cylinders, triple carbs that develop 60 bhp at 7250 rpm and up to 130 mph.



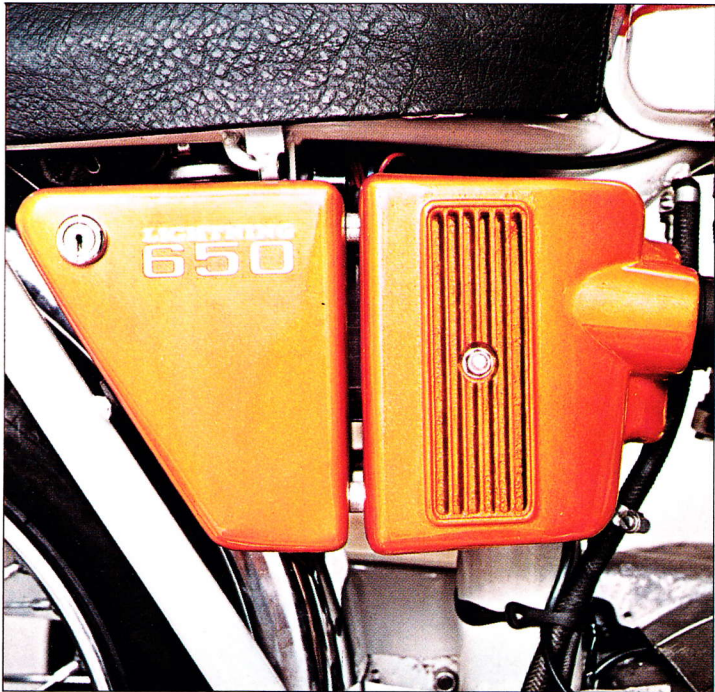
One single source-box for all electrics.  
Quickly detachable with one plug. Ideal for off-road.



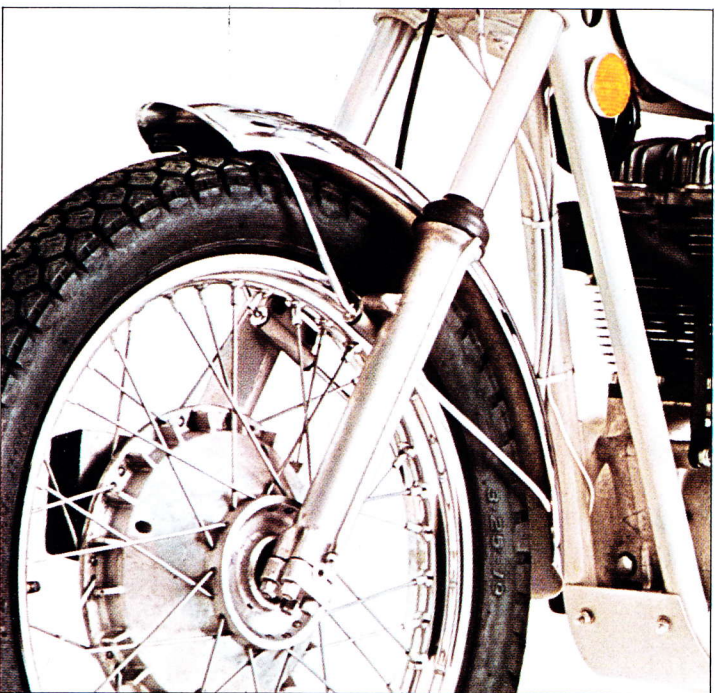
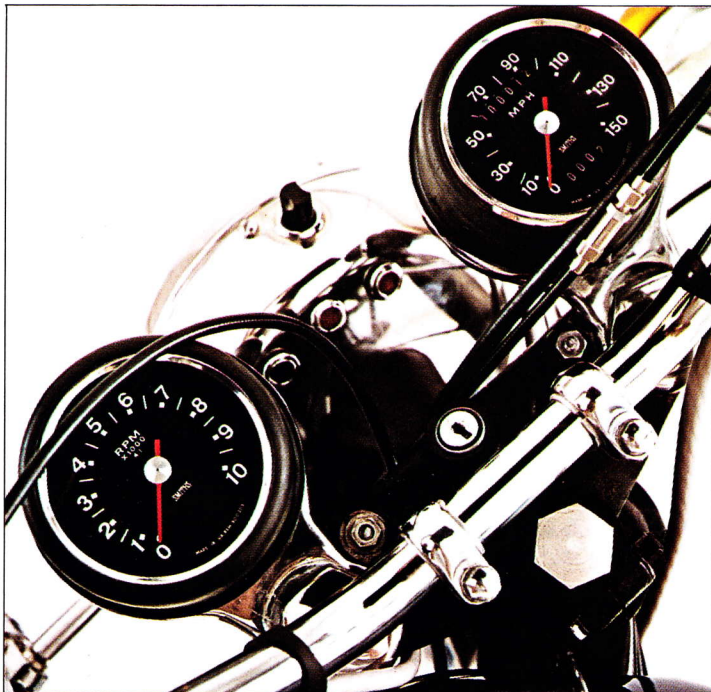
Aluminum gas tank subtracts weight.  
Attractive natural brushed finish.



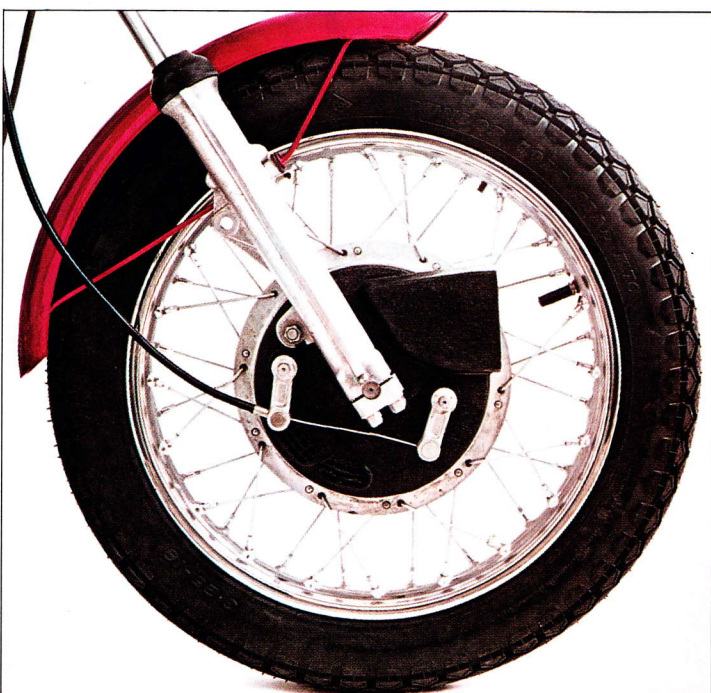
Air filter in cast aluminum box. Improved intake silencing; improved air filtration.



Speedometer-tachometer pair, mounted on vibration-absorbing rubber and angled for easy reading.



Race-tested, telescopic, lightweight forks. Proven on the road and off by John Banks, champion British motocross rider.



New, 8-inch, double leading shoe brake with external adjustment for each shoe. Built-in air scoop. Aluminum alloy hubs run cooler.

# THE POWER OF THE WORLD'

Want to ride the freeways, and then take off for the freedom of the no-road byway? Those 500ccs are teamed to a forged steel con-rod in a roller bearing flywheel assembly. The 4-stroke, single-cylinder OHV puts out 34 bhp at 6200 rpm. The new, bigger, lightweight, front brake is 8 inches in diameter. It has two leading shoes

and each shoe is independently adjustable. Rear chain is easily adjustable by cam. The pipe is tucked inside the frame to protect it. The electrics come off in a moment, because they unplug from a single source. Rugged skid plate protects the bottom. And much, much more. All designed to make you the boss of *any* geography.



**BSA GOLD STAR 500-SS.**  
(B50SS)

ENGINE TYPE: OHV 4-stroke  
CYLINDERS: 1  
MAX. HP: 34 bhp @ 6200 rpm  
MAX. TORQUE: 28 ft. lb. @ 5000 rpm  
BORE/STROKE: 84 x 90 mm  
COMP. RATIO: 10:1  
TRANSMISSION: 4-Speed gearbox  
CARBURETOR: Amal 30mm concentric  
FRONT TIRE: Dunlop 3.25 x 18" K70  
REAR TIRE: Dunlop 3.50 x 18" K70  
FRONT BRAKE: 8" DLS  
REAR BRAKE: 7" SLS  
WHEEL BASE: 54"  
GROUND CLEAR.: 7"  
DRY WEIGHT: 310 lbs.  
FUEL TANK: 2½ gals.  
OIL: 4¾ pts.

# S FIRST 500cc TRAIL BIKES.

If you've ever bucked a bike over a trail (or where there wasn't a sign of one), then you can imagine what a ball you'll have when you wrap your fist around these 500ccs.

And on top of all that zam, the Victor Trail is loaded with lots of weight-reducers and special features. Tapered roller bearings inside the steering head. Trail-tested, telescopic front forks, 3-way, adjustable

Girling shocks, the racing frame that holds and cools the oil, the 6-inch front brake that is lighter and runs cooler than previous ones.

And the Victor Trail has other great practical ideas, like a rear chain-guide that keeps the chain in place, despite twigs and branches.

Not to mention the quickly detachable rear wheel. Be the first to take off on the first off-road 500s.

## **BSA VICTOR 500-TRAIL.** (B50T)



ENGINE TYPE: OHV 4-stroke  
CYLINDERS: 1  
MAX. HP: 34 bhp @ 6200 rpm  
MAX. TORQUE: 28 ft. lb. @ 5000 rpm  
BORE/STROKE: 84 x 90 mm  
COMP. RATIO: 10:1  
TRANSMISSION: 4-Speed gearbox  
CARBURETOR: Amal 30mm concentric  
FRONT TIRE: Dunlop 3.00 x 20" Trials  
REAR TIRE: Dunlop 4.00 x 18" Trials  
FRONT BRAKE: 6" SLS  
REAR BRAKE: 7" SLS  
WHEEL BASE: 54"  
GROUND CLEAR.: 7½"  
DRY WEIGHT: 298 lbs.  
FUEL TANK: 2½ gals. (aluminum tank)  
OIL: 4¾ pts.

# WORLD'S FINEST 500cc MOTOCROSS.

Take a single-cylinder OHV, 4 stroke, cram it with 500ccs, engineer it to produce high torque at every speed, and then mount it on a motocross bike that has proved itself feature-by-feature when ridden by John Banks on the flat, or on the toughest terrain Britain has to offer. Some examples: The racing frame saves weight, but is extra-rigid.

The frame holds the oil, eliminates oil tank, saves weight. Aluminum gas tank saves weight. Two-way, hydraulic-damped forks. High-level, front mudguard, rubber-mounted. New, air-intake system gives improved filtration. Energy-transfer ignition. And more improvements than there's room to mention.

**BSA VICTOR 500-MX.**  
(B50MX)



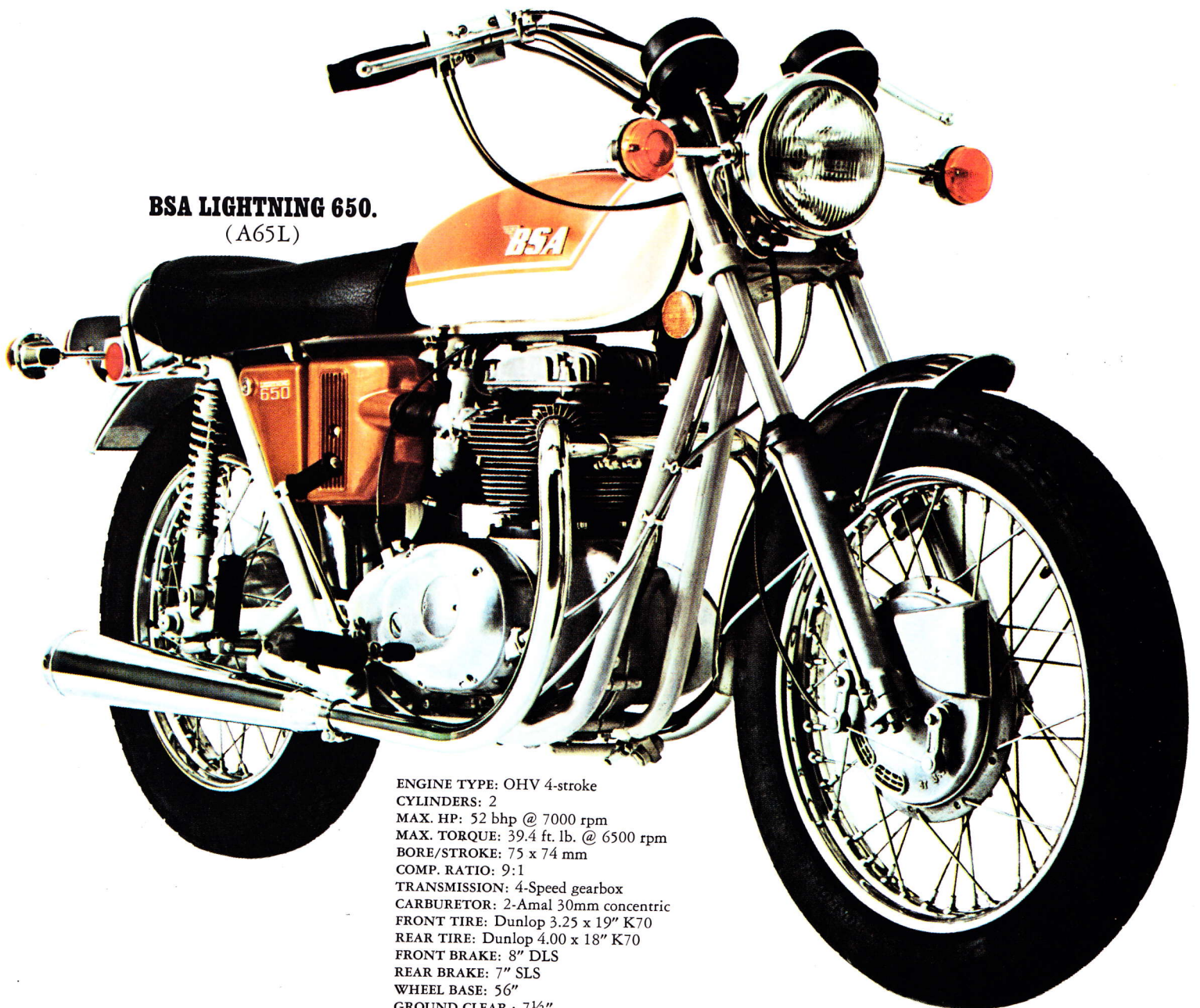
ENGINE TYPE: OHV 4-stroke  
CYLINDERS: 1  
MAX. HP: 38 bhp @ 6200 rpm  
MAX. TORQUE: 35 ft. lb. @ 5000 rpm  
BORE/STROKE: 84 x 90 mm  
COMP. RATIO: 10:1  
TRANSMISSION: 4-Speed gearbox  
CARBURETOR: Amal 32mm concentric  
FRONT TIRE: Dunlop 3.00 x 20" Sports  
REAR TIRE: Dunlop 4.00 x 18" Sports  
FRONT BRAKE: 6" SLS  
REAR BRAKE: 7" SLS  
WHEEL BASE: 54"  
GROUND CLEAR.: 7½"  
DRY WEIGHT: 240 lbs.  
FUEL TANK: 1¼ gal. (aluminum tank)  
OIL: 4¾ pts.

# NEW GLORY FOR THE 650s.

From the new tank to the new megaphone mufflers, the styling says 1971. And so do the look-at-me color-combines. But most important—the hot, new engineering ideas. New, weight-saving features boost the power-to-weight ratio, give the 650s greater usable power *and* more flexible power than ever. And on the Lightning, there are twin carbs for those twin cylinders. Plus, a 30% increase in oil flow to increase lubrication.

What's more, the oil also runs cooler, because it's now circulated the length of the tube that forms the backbone of the new race-tested frame. Under the seat, a new, high-efficiency air cleaner and induction silencer that also helps hypo performance. New, bigger, 8-inch brake made with lightweight alloys have double shoes for faster, surer stops. More than ever, the Lightning performs like its name.

**BSA LIGHTNING 650.**  
(A65L)



ENGINE TYPE: OHV 4-stroke  
CYLINDERS: 2  
MAX. HP: 52 bhp @ 7000 rpm  
MAX. TORQUE: 39.4 ft. lb. @ 6500 rpm  
BORE/STROKE: 75 x 74 mm  
COMP. RATIO: 9:1  
TRANSMISSION: 4-Speed gearbox  
CARBURETOR: 2-Amal 30mm concentric  
FRONT TIRE: Dunlop 3.25 x 19" K70  
REAR TIRE: Dunlop 4.00 x 18" K70  
FRONT BRAKE: 8" DLS  
REAR BRAKE: 7" SLS  
WHEEL BASE: 56"  
GROUND CLEAR.: 7½"  
DRY WEIGHT: 393 lbs.  
FUEL TANK: 3 gals.  
OIL: 6 pts.

# NEW GLORY

If you like touring, there are probably three other things you'd like, too—enough cc's to make the mileage a breeze, enough economy to pinch pennies on that mileage, and no-worry operation all the way. Which is a pretty good description of what you get from the Thunderbolt. The twin-cylinder 650s fill the top of the bill, the economy comes from a bike-full of improvements.

To name a few: New, lightweight double-loop frame. New, lightweight forks. New, lightweight brakes. New, lightweight air intake and filtration. And *all* the new features have been race-tested on tracks in Britain and the U.S. (Races that BSA machines have won time after time after time.) See what it feels like to hurl a Thunderbolt.



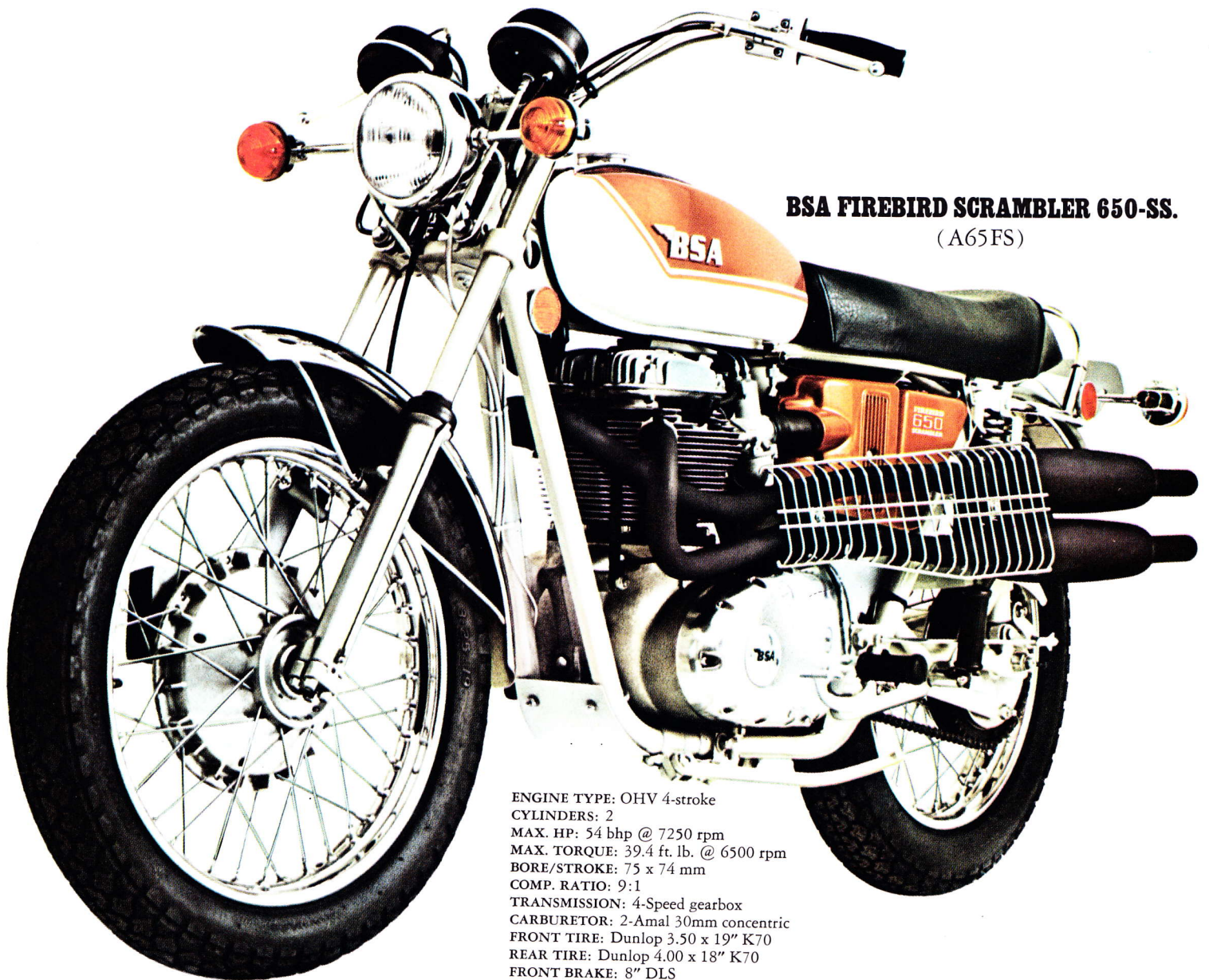
**BSA THUNDERBOLT 650.**  
(A65T)

ENGINE TYPE: OHV 4-stroke  
CYLINDERS: 2  
MAX. HP: 46 bhp @ 7000 rpm  
MAX. TORQUE: 36.5 ft. lb. @ 5750 rpm  
BORE/STROKE: 75 x 74 mm  
COMP. RATIO: 9:1  
TRANSMISSION: 4-Speed gearbox  
CARBURETOR: Amal 28mm concentric  
FRONT TIRE: Dunlop 3.25 x 19" K70  
REAR TIRE: Dunlop 4.00 x 18" K70  
FRONT BRAKE: 8" DLS  
REAR BRAKE: 7" SLS  
WHEEL BASE: 56"  
GROUND CLEAR.: 7½"  
DRY WEIGHT: 390 lbs.  
FUEL TANK: 3 gals.  
OIL: 6 pts.

# FOR THE 650s.

The winner on so many, many dirt tracks, twin carbs churn those twin cylinders to turn up 54 bhp at 7250 rpm. And for 1971, it's cut the weight to rev up performance even further. New racing forks give greater control. Skid-plate for off-road protection.

New, black, upswept pipes add keen contrast to startling, new color styling. New, conical aluminum hubs add to brake cooling and efficiency. All electrics quickly detachable for off-road adventuring. Get on the back of the big bird.



**BSA FIREBIRD SCRAMBLER 650-SS.**  
(A65FS)

ENGINE TYPE: OHV 4-stroke  
CYLINDERS: 2  
MAX. HP: 54 bhp @ 7250 rpm  
MAX. TORQUE: 39.4 ft. lb. @ 6500 rpm  
BORE/STROKE: 75 x 74 mm  
COMP. RATIO: 9:1  
TRANSMISSION: 4-Speed gearbox  
CARBURETOR: 2-Amal 30mm concentric  
FRONT TIRE: Dunlop 3.50 x 19" K70  
REAR TIRE: Dunlop 4.00 x 18" K70  
FRONT BRAKE: 8" DLS  
REAR BRAKE: 7" SLS  
WHEEL BASE: 56"  
GROUND CLEAR.: 7½"  
DRY WEIGHT: 395 lbs.  
FUEL TANK: 3 gals.  
OIL: 6 pts.

# THE MOST POWER, THE MOST GLORY.

This is *the most*. Triple cylinders, triple carbs. And yet the Rocket III is also *less*. Less weight than ever before. (455 lbs.) The combination gives you the most usable Rocket power ever. (60 bhp at 7250 rpm; 130 mph.) Part of the weight-saving comes from lighter but more effective brakes and lighter hubs front and rear,

lighter front forks. Improved oil cooler makes engine run cooler, increases efficiency and reliability. The new megaphone exhausts and directional signals are luxury touches. This is the bike that made a name for itself at Talladega. Now, ready to add glory to you. The most bike there is. And that's a lot.



**BSA ROCKET III 750.**  
(A75), (A75V)

ENGINE TYPE: OHV 4-stroke  
CYLINDERS: 3  
MAX. HP: 60 bhp @ 7250 rpm  
MAX. TORQUE: 45 ft. lb. @ 6900 rpm  
BORE/STROKE: 67 x 70 mm  
COMP. RATIO: 9:1  
TRANSMISSION: 4-Speed gearbox (A75)  
5-Speed gearbox (A75V)  
CARBURETOR: 3-Amal 26mm concentric  
FRONT TIRE: Dunlop 4.10 x 19" K81  
REAR TIRE: Dunlop 4.10 x 19" K81  
FRONT BRAKE: 8" DLS  
REAR BRAKE: 7" SLS  
WHEEL BASE: 56 $\frac{3}{4}$ "  
GROUND CLEAR.: 7"  
DRY WEIGHT: 455 lbs.  
FUEL TANK: 3 gals.  
OIL: 6 pts.