

BSA

250 c.c. MODELS



B.S.A. 250 c.c. O.H.V. Model C 11

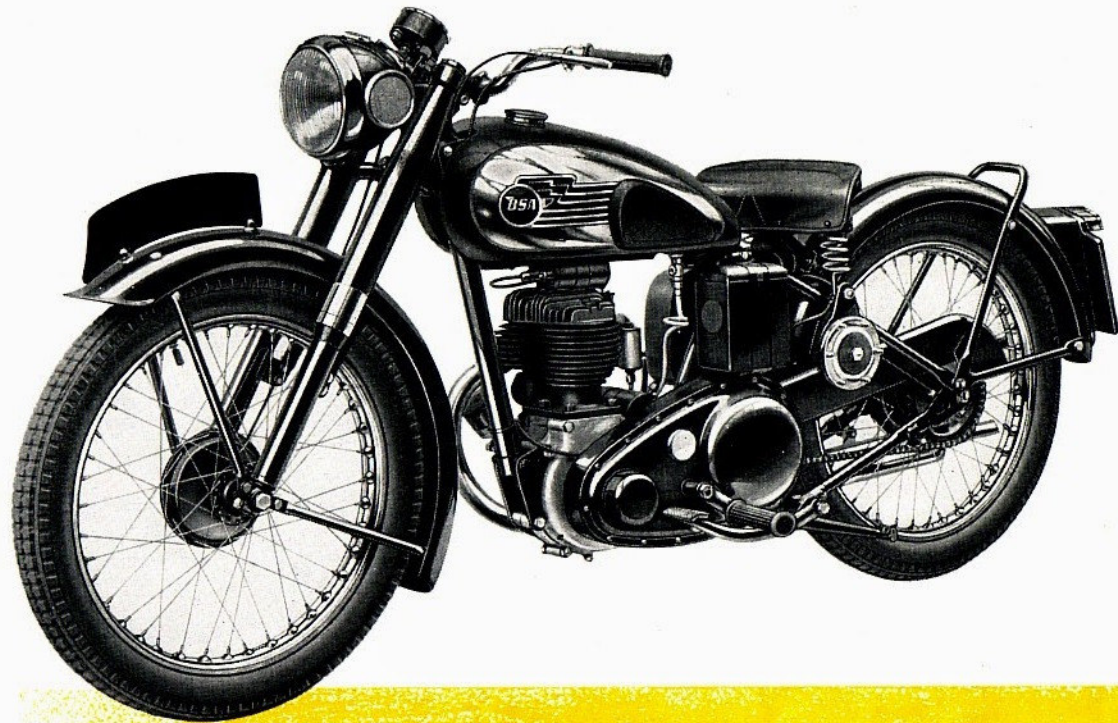
A lively lightweight which combines economy and easy handling with a most satisfying performance. It is just the machine for those who want a motor cycle as an inexpensive means of daily transport and for week-end and holiday travel. Spring frame and 4-speed gearbox as shown is extra.

Rigid Frame, 3-speed, **£103.** Tax £28. 12. 3. Total **£131. 12. 3.**

Spring Frame, 3-speed, **£110.** Tax £30. 11. 2. Total **£140. 11. 2.**

Spring Frame, 4-speed, **£114.** Tax £31. 13. 4. Total **£145. 13. 4.**





B.S.A. 250 c.c. S.V. Model C 10

With the same general specification as the O.H.V. model, this is yet another B.S.A. lightweight which will appeal to those to whom economy in running and maintenance costs are of prime importance. It is available with spring frame, 4-speed gearbox and B.S.A. Twin-seat as optional extras. In their new dark maroon finish with chrome panelled tanks these B.S.A. 250 models are really smart and attractive machines.

Rigid Frame, 3-speed, **£100.** Tax £27. 15. 7. Total **£127. 15. 7.**

Spring Frame, 3-speed, **£107.** Tax £29. 14. 6. Total **£136. 14. 6.**

Spring Frame, 4-speed, **£111.** Tax £30. 16. 8. Total **£141. 16. 8.**

EXTRAS — ALL MODELS

Legshields £4. 15. 10. Pillion Seat or Carrier £1. 6. 10. B.S.A. Dual Seat £3. 16. 8. Pillion Footrests 12/10. Prop Stand 19/2 (prices include tax).



250 c.c. O.H.V. Model C 11 and 250 c.c. S.V. Model C 10

ENGINE. Single cylinder 63 mm. bore x 80 mm. stroke; 249 c.c. (Side Valve on C 10, O.H.V. on C 11) low expansion silicon-alloy piston; alloy steel connecting rod with roller big-end; ball bearing drive-side mainshaft, plain bearing timing side. Enclosed side valves on C 10. Overhead valves with push rods operating in a special tunnel cast in the cylinder and head, and actuated by cam levers on C 11. Amal carburettor. Efficient silencer.

LUBRICATION. 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-end; remainder of engine by splash. Capacity of oil tank, four Imperial pints (2.27 litres).

IGNITION. Lucas coil ignition with car type contact breaker, incorporating automatic advance, and driven by skew gears from the camshaft.

TRANSMISSION. Primary drive from engine by $\frac{1}{2}$ x .305 in. roller chain, running in steel oil-bath chaincase. Engine shaft cush drive. Rear chain $\frac{1}{2}$ x .305 in. with top-run guard and lubricated by breather pipe from oil tank. Two-plate clutch.

GEARBOX. B.S.A. three-speed constant mesh box with built-in positive-stop foot change. Four-speed gearbox extra. Gear ratios: 3-speed, 6.6, 9.8, 14.5. 4-speed, 6.6, 8.1, 11.7, 17.2.

FRAME. Triangulated frame of tubular construction. B.S.A. telescopic front forks with automatic progressive hydraulic damping. Wheels fitted with

5½ in. dia. brakes and 3.00—19 Dunlop Universal tyres. Petrol tank capacity, 2½ Imperial gallons (11.5 litres). Adjustable handlebars; generous mudguards; spring-up central stand; adjustable footrests. Plunger type rear suspension extra.

CONTROLS. On left handlebar: clutch lever and headlamp dip-switch; on right handlebar: twist grip throttle, front brake and horn button. Rear brake operated by left toe pedal with adjustable stop; kick starter and gear change pedals on right. Finger adjustment for brake and clutch controls. Ignition switch on headlamp.

EQUIPMENT. Spring-seat saddle; Lucas 6-volt c.v.c. lighting set with sealed-beam headlamp and high frequency electric horn; metal toolbox with complete toolkit; tyre pump; rubber kneegrips. Re-styled rear number plate incorporating new combined stop and tail lights. B.S.A. dual-seat extra.

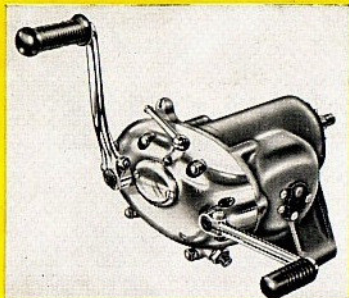
FINISH. All bright parts, including exhaust system and wheel rims, heavily chromium plated. Frame, forks, mudguards, etc., in dark maroon. Tank dark maroon with chromium panels and new B.S.A. motif.

DIMENSIONS. Saddle height 28 in. Overall length 80½ in. Overall height 39 in. Overall width 28 in. Ground clearance 4½ in. Weight (3-speed rigid frame) C 10, 270 lb.; C 11, 285 lb. Spring frame adds 20 lb. extra and 4-speed gearbox 4 lb. extra.

B.S.A. Cycles Limited, Birmingham, England, reserve the right to alter designs or any constructional details of their manufactures at any time without giving notice.

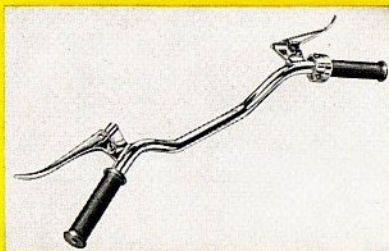
MC 383—20-25

Printed in England. January 1953

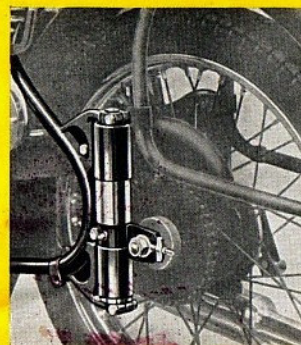


To make the best use of the engine power the extra cost of the four-speed gearbox is a sound investment.

A notable feature of models C 10 and C 11 is the car-type contact-breaker with automatic ignition advance.



The clean handlebars with welded lugs for the controls for safety and efficiency.



For lightweight luxury the B.S.A. rear suspension is an invaluable addition to the specification.