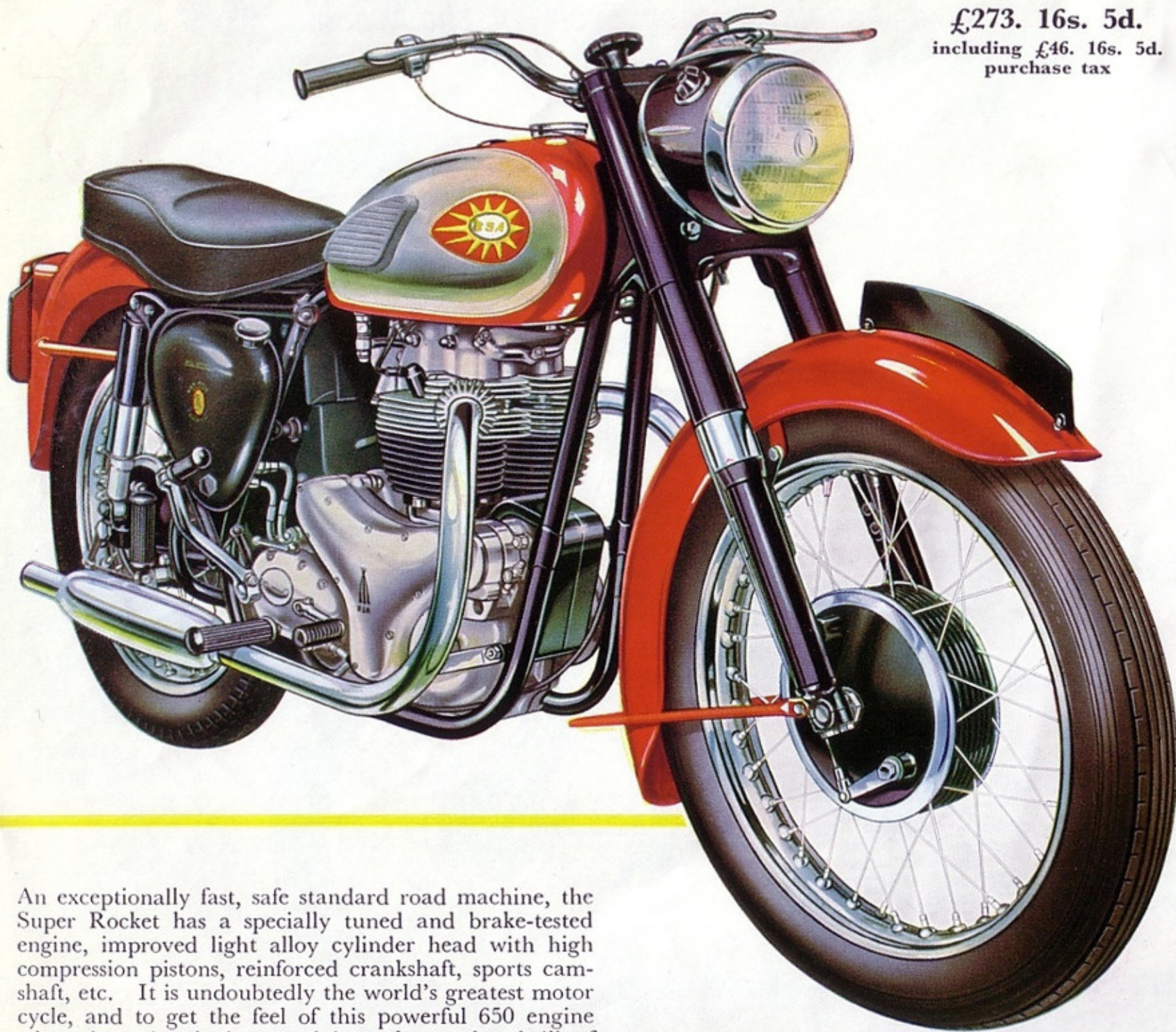


the most popular motor cycle in the world

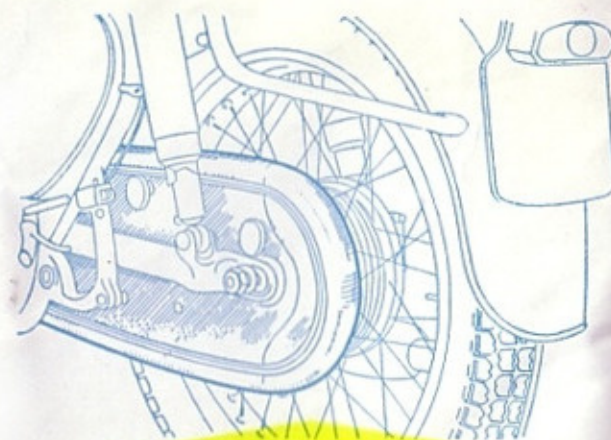
BSA



BSA 650 OHV TWIN model A10 SUPER ROCKET



£273. 16s. 5d.
including £46. 16s. 5d.
purchase tax

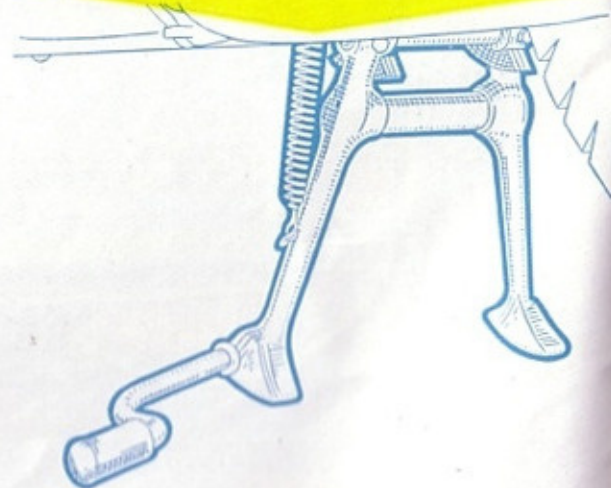


Longer life, greater efficiency and silent operation are three of the advantages resulting from total enclosure of the rear chain.

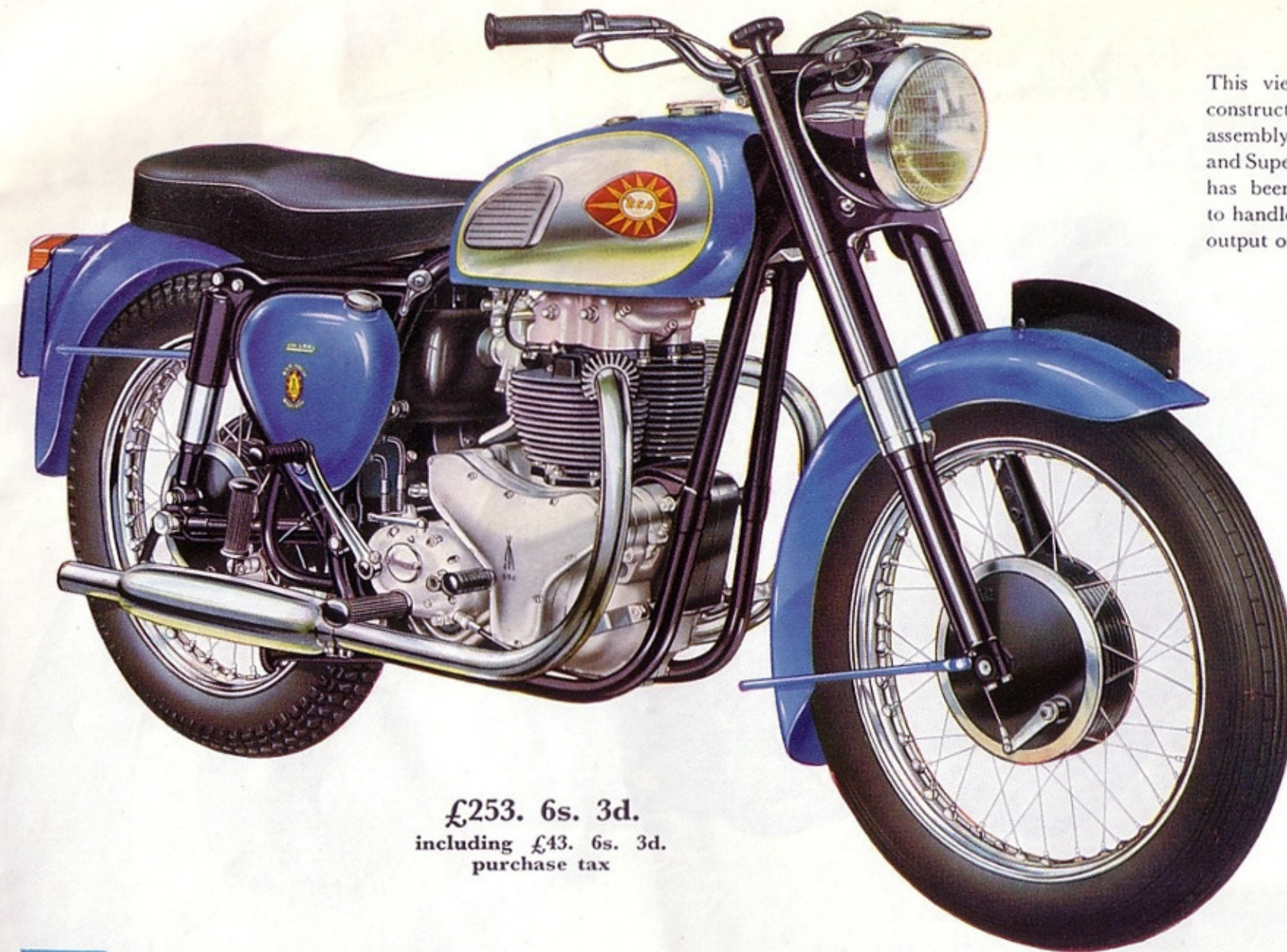
Chaincase £3. 1s. 10d. extra, including purchase tax, on 650 twin and 500 twin and single models.

The easy-action roll-on central stand makes parking a simple matter. The extension lever takes up an unobtrusive yet accessible position when the stand is rolled back.

Fitted to 650 twin and 500 twin and single models.

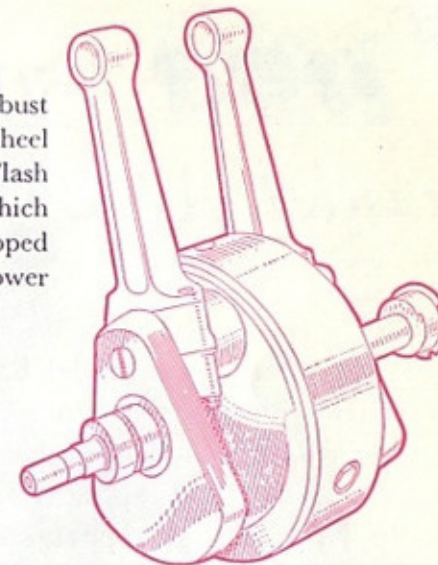


An exceptionally fast, safe standard road machine, the Super Rocket has a specially tuned and brake-tested engine, improved light alloy cylinder head with high compression pistons, reinforced crankshaft, sports camshaft, etc. It is undoubtedly the world's greatest motor cycle, and to get the feel of this powerful 650 engine when the twistgrip is turned is to know the thrill of road supremacy at its best.



£253. 6s. 3d.
including £43. 6s. 3d.
purchase tax

This view shows the robust construction of the flywheel assembly on the Golden Flash and Super Rocket models which has been specially developed to handle the enormous power output of these engines.

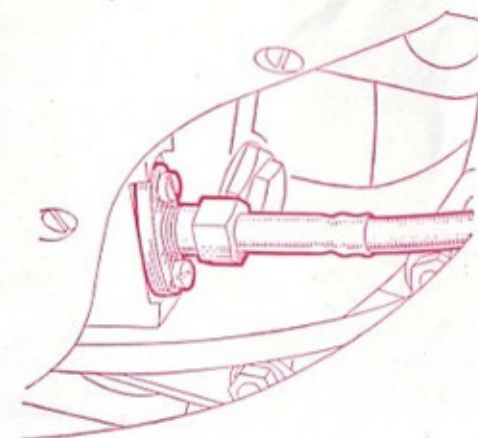


In a recent article giving road impressions of the Golden Flash, the Editor of "The Motor Cycle" states "It is difficult to imagine a more suitable mount for long-distance trips. The overall top-gear ratio of 4.53 to 1 means rather less than 4,500 r.p.m. at 75 m.p.h. and there is 20 m.p.h. in hand at a twist of the grip. At speeds in the seventies the engine purrs like a contented cat, and the noise level is so low and the road holding and steering so good that high averages without conscious effort become commonplace".

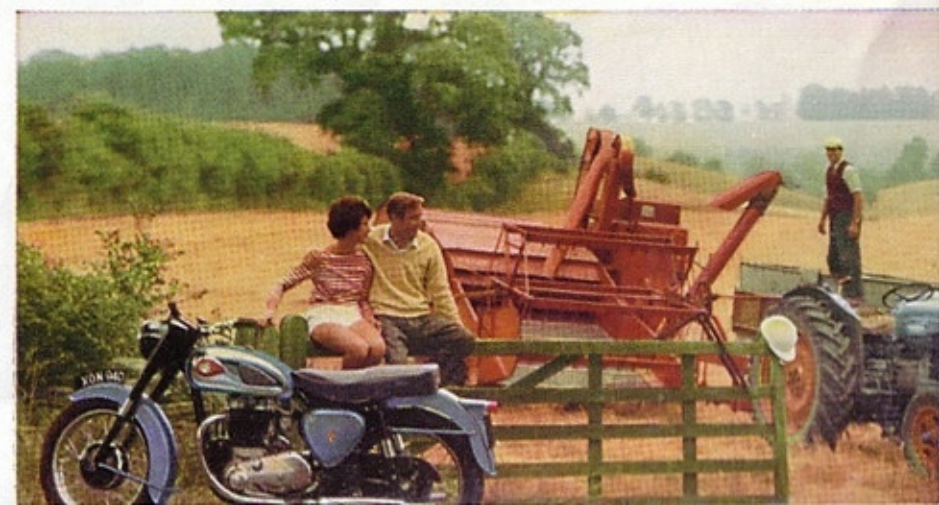
BSA 650 OHV TWIN model A10 GOLDEN FLASH

A re-designed drive is now provided for the rev-counter which is available on the Super Rocket. Neater, more compact and less vulnerable than the previous design, the new drive is taken from the front of the timing case and is directly coupled through a dog drive to the oil pump spindle which has been modified for this purpose.

All Super Rocket engines are fitted with the modified pump in readiness to receive the rev-counter drive.



A combine harvester at work in the fields in Gloucestershire.



BSA 500 OHV TWIN model A7 SHOOTING STAR

This super-sports model has "punch and charm, high performance combined with docility, quietness and economy"—so, very aptly, does "The Motor Cycle" sum up its road test report on the Shooting Star. The basic specification is similar to model A7, but also includes aluminium alloy cylinder head, high compression pistons, manual ignition control and larger diameter front brake.

Illustrated on the opposite page is the standard 500 twin, smooth, silent, flexible and economical, a machine capable of high-speed touring with superb comfort, and therefore making a wide appeal to knowledgeable riders.



£256. 18s. 8d.
including £43. 18s. 8d.
purchase tax

By the river Thames near Lechlade,
Gloucestershire.



CRADLE FRAME

All B.S.A. models have a cradle frame which is self-contained and does not rely on the crankcase to hold it together. The engine is therefore relieved of all frame stresses and thus operates at a higher standard of mechanical efficiency.

Specifications

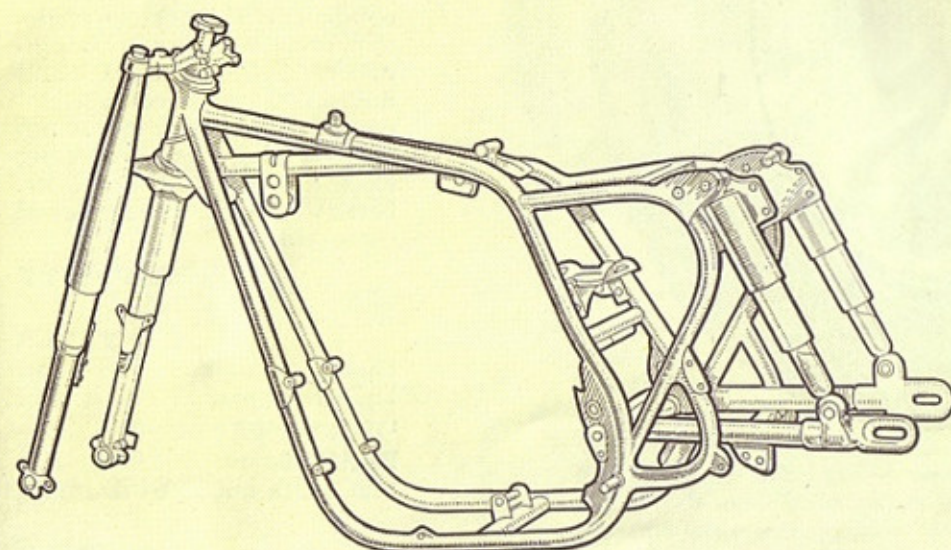
BSA 500 OHV TWINS and 650 OHV TWINS

Engine. A7—497 cc (66 × 72.6 mm.), A10—646 cc (70 × 84 mm.) OHV four-stroke with fully enclosed valve gear and high performance camshaft; aluminium alloy cylinder head with h.c. pistons on Shooting Star and Super Rocket; crankshaft drive-side supported by roller bearing, timing side by lead-bronze bush; crankshaft of immense strength on A10 models; light alloy connecting rods with lead-bronze big-end liners on A7 and micro-babbit on A10; single camshaft at rear, with gear drive to magneto; dry sump lubrication with double-gear type oil pump; oil tank 5½ pints; twin absorption silencers.

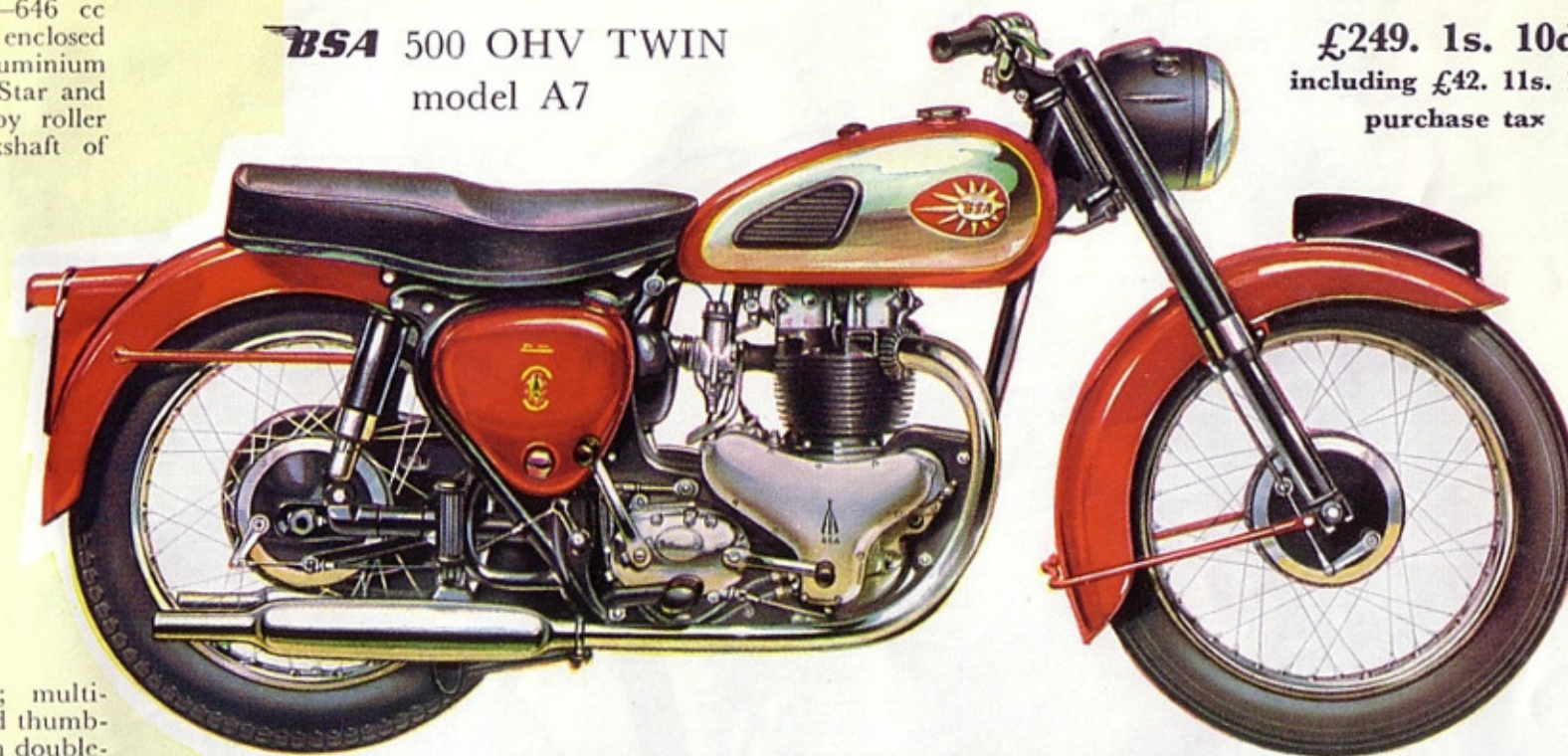
Carburettor. Amal Monobloc type of increased bore on A10 models (Amal T.T. on Super Rocket extra); large capacity air cleaner (extra on Shooting Star and Super Rocket, not with Amal T.T.); twist grip throttle; air slide operated by lever on offside under dual seat.

Transmission. B.S.A. 4-speed gearbox with positive-stop foot control; gear ratios A7 and Shooting Star 5.28—6.38—9.28—13.62; Golden Flash and Super Rocket 4.53—5.48—7.96—11.68; multi-plate fabric clutch with cable adjustment by knurled thumbscrew on handlebar; primary chain ½ × .305" with double-cam push drive on engine shaft; chain running in an oil-bath case with inspection plug for rapid clutch spring adjustment; rear chain ⅝ × ⅜" with a guard over the top run. Optional internal gear ratios available.

Ignition and Lighting. Lucas magneto with automatic advance and retard (manual control on Shooting Star and Super Rocket) and separate chain driven 6-volt C.V.C. dynamo; 7½" diameter headlamp with pre-focus light unit and pilot light, illuminated speedometer and electric horn all mounted in nacelle; stop and tail lamp incorporating rear reflector; 12 amp. hr. battery



BSA 500 OHV TWIN model A7



£249. 1s. 10d.
including £42. 11s. 10d.
purchase tax

Fuel Capacity. 4 gallon petrol tank.

Tyres. Dunlop 3.50—19 ribbed front and 3.50—19 Universal rear. Whitewall tyres, see extra fittings.

Brakes. Full width hubs with high-grade cast-iron drums; straight spokes; brakes 7" diameter front and rear on A7, 8" front on Shooting Star and A10 models, 1½" wide; rear with improved operation for greater efficiency; finger adjustment, front by knurled thumbscrew on handlebar.

Suspension. B.S.A. hydraulically damped telescopic front forks; hydraulically damped swinging-arm rear suspension, adjustable for weight in three positions. Alternative strengths of suspension springs available.

Frame. All welded duplex tubular cradle with provision for sidecar attachments; easy-action roll-on central stand; front stand; key operated steering head lock; detachable rear wheel, new dome section mudguards without front stay. New B.S.A. dual seat, giving extra comfort, with pillion footrests.

Finish. A7, Fuschia red; Shooting Star, Polychromatic green; Golden Flash, Sapphire blue or beige; Super Rocket, Royal red or Princess grey. Frames black; chrome panels on petrol tank; chrome wheel rims; polished primary chaincase, gearbox and timing covers; bright parts chromed. Alternative colour all models except Shooting Star, black. New tank badges and kneegrips.

General Dimensions. Wheelbase 56"; ground clearance 6"; overall length 85"; dry weight A7 420 lb.; Shooting Star 411 lb.; Golden Flash 425 lb.; Super Rocket 413 lb.

Extra Fittings.

(Prices include purchase tax).

Legshields £3. 15s. 5d. Safety bars £4. 6s. 3d. Handrail £1. 7s. 2d. Prop stand 19s. 11d. Rear chaincase giving total enclosure £3. 1s. 10d. Whitewall tyres £1. 16s. Carrier, to special order. On A7 Shooting Star and Super Rocket, air cleaner £1. 1s. 2d. On Super Rocket, rev-counter with drive of new and improved design (headlamp nacelle not fitted) £7. 16s. 10d.; T.T. carburettor £6. 6s. 8d.



Reinforced glass fibre legshields available at £5. 19s. 6d.

BSA 250 OHV STAR model C15



£168
including £28. 14s. 7d.
purchase tax

This is the already famous B.S.A. 250 Star with many fine features—Unit construction of engine and gearbox; styled petrol tank; nacelled headlamp; two-tone dual seat; oil tank and toolbox unit enclosing battery and air cleaner; absorption silencer; dome section guards, the rear guard without stays; 17" wheels with full width hubs; folding kickstarter; low weight of 280 lb.—giving a most favourable power-weight ratio and outstanding performance.

ENGINE

249 cc (67 × 70 mm.); single cylinder four-stroke; die-cast light alloy head, fully enclosed valve gear with pressure oil feed to overhead rocker mechanism; ball race on drive-side mainshaft; copper-lead bearings on timing side mainshaft and connecting rod big-end; dry sump lubrication with double-gear type oil pump; oil tank capacity 4 pints.

CARBURETTOR

Amal Monobloc type with twist grip throttle control and enclosed air cleaner.

TRANSMISSION

B.S.A. 4-speed gearbox in unit construction with engine; positive-stop foot control; gear ratios 5.98 — 7.65 — 10.54 — 15.96; multi-plate clutch with bonded resilient facings and incorporating a synthetic rubber cush drive; cable adjustment by knurled thumb-screw on handlebar; $\frac{3}{4}$ " duplex primary chain; rear chain $\frac{1}{2}$ × .335" rollers; primary chain oil-bath, and guard over top run of rear chain. Optional internal gear ratios available.

IGNITION AND LIGHTING

Coil ignition incorporating A.C. generator with rectifier for D.C. battery lighting; automatic advance and retard unit mounted on crankcase; special switch position for emergency starting; folding kick-starter. Lucas electrical equipment; 6" diameter nacelle-mounted headlamp with ammeter, lighting switch, and built-in illuminated speedometer; stop and tail lamp incorporating rear reflector; electric horn; 12 amp. hr. battery housed in a special compartment.

FUEL CAPACITY

2½ gallon petrol tank.

TYRES

Dunlop 3.25—17 ribbed front, Universal rear. Whitewall tyres, see extra fittings.

BRAKES

Full width hubs; 6" diameter

brakes both with finger adjustment, front by knurled thumb-screw on handlebar; straight spokes.

SUSPENSION

B.S.A. hydraulically damped telescopic front forks. Hydraulically damped swinging-arm rear suspension.

FRAME

Cradle type, of brazed construction with duplex tubes for engine mounting. Rigid rear mudguard without stays. Spring-up central stand; B.S.A. dual seat and pillion footrests. Special lug on steering head for fitting padlock.

FINISH

Fuchsia red or Almond green, black frame and forks; styled petrol tank with chrome strips; chrome wheel rims; polished primary chain cover, timing cover and rims on brake cover plates. Bright parts chromed.

GENERAL DIMENSIONS

Wheelbase 51½"; ground clearance 5"; overall length 78"; dry weight 280 lb.

EXTRA FITTINGS

(Prices include P.T.)

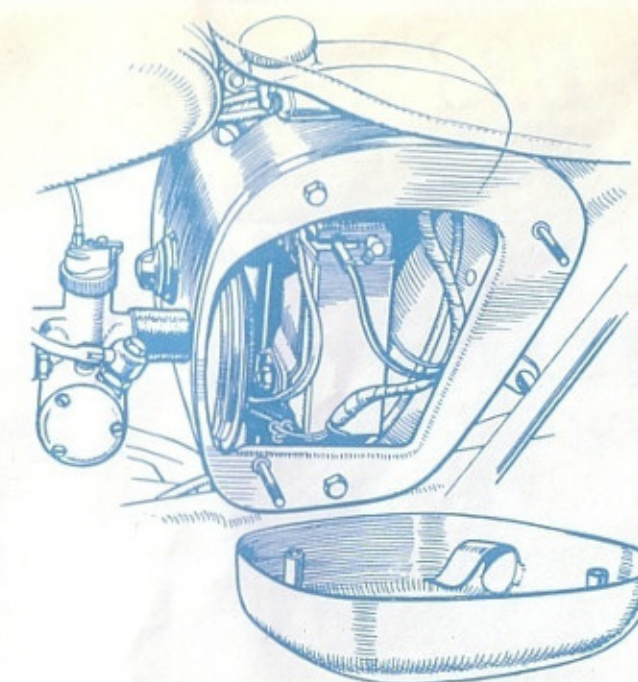
Legshields £3. 7s. 2d. Safety bars £3. 13s. 7d. Prop stand 19s. 11d. Whitewall tyres £1. 10s. 6d.

SCRAMBLES MODEL

H.C. piston (9.0), scrambles camshaft, large bore carburettor, plain upswept exhaust pipe, Dunlop Sports tyres front 3.00 — 20, rear 3.50 — 19, handlebar levers with ball ends, lighting set not supplied, gear ratios 7.92 — 10.13 — 13.93 — 21.13, clearance 6½", weight 265 lb.

TRIALS MODEL

L.C. piston (6.4), trials camshaft, upswept pipe with silencer, Dunlop Trials Universal tyres front 3.00—20, rear 4.00—18, lighting set extra, gear ratios 7.29—12.9—19.4—25.0, clearance 6½", weight 275 lb.

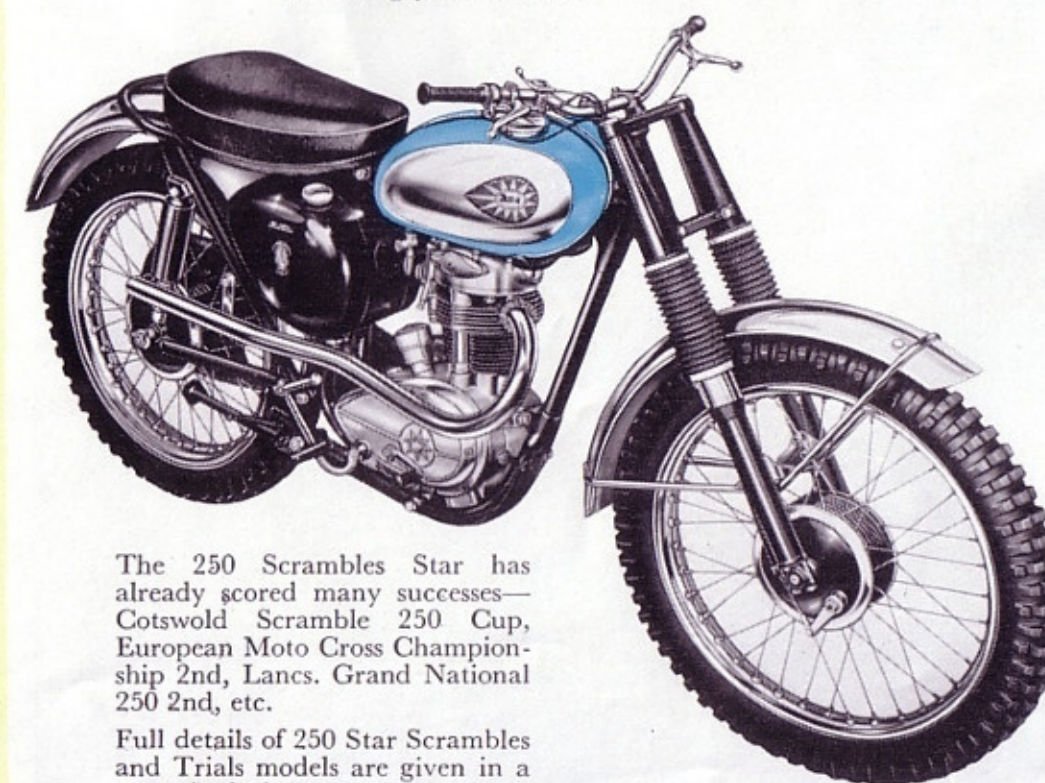


The battery and air cleaner are contained in a neat housing below the dual seat on the 250 Star. They are readily accessible when attention is required, and a single clasp retains the battery.

B.S.A. 250 STAR Scrambles model C15S £176. 19s. including £30. 5s. 2d. purchase tax. Extra for horn and speedometer £4. 16s. 8d. including purchase tax.

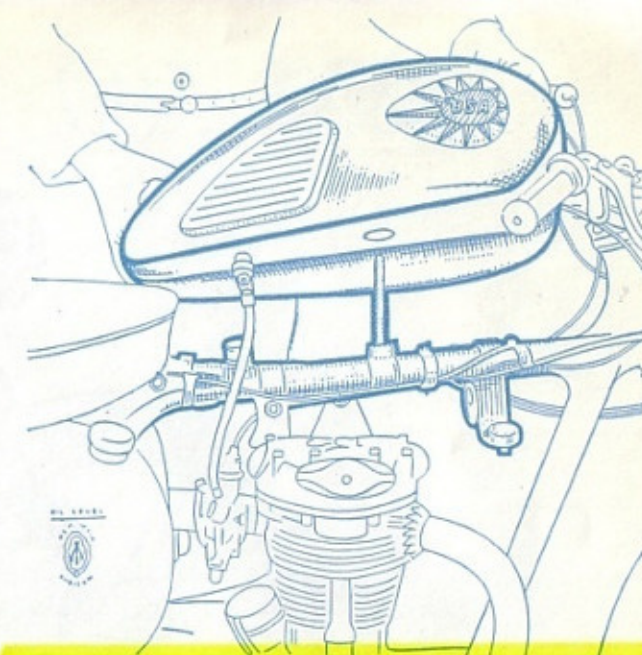
B.S.A. 250 STAR Trials model C15T £181. 15s. 8d. including £31. 1s. 8d. purchase tax. Horn and speedometer included. Direct lighting £4. 7s. extra including purchase tax.

Chromium plated mudguards on both models £3. 0s. 5d. extra including purchase tax.



The 250 Scrambles Star has already scored many successes—Cotswold Scramble 250 Cup, European Moto Cross Championship 2nd, Lancs. Grand National 250 2nd, etc.

Full details of 250 Star Scrambles and Trials models are given in a separate folder.



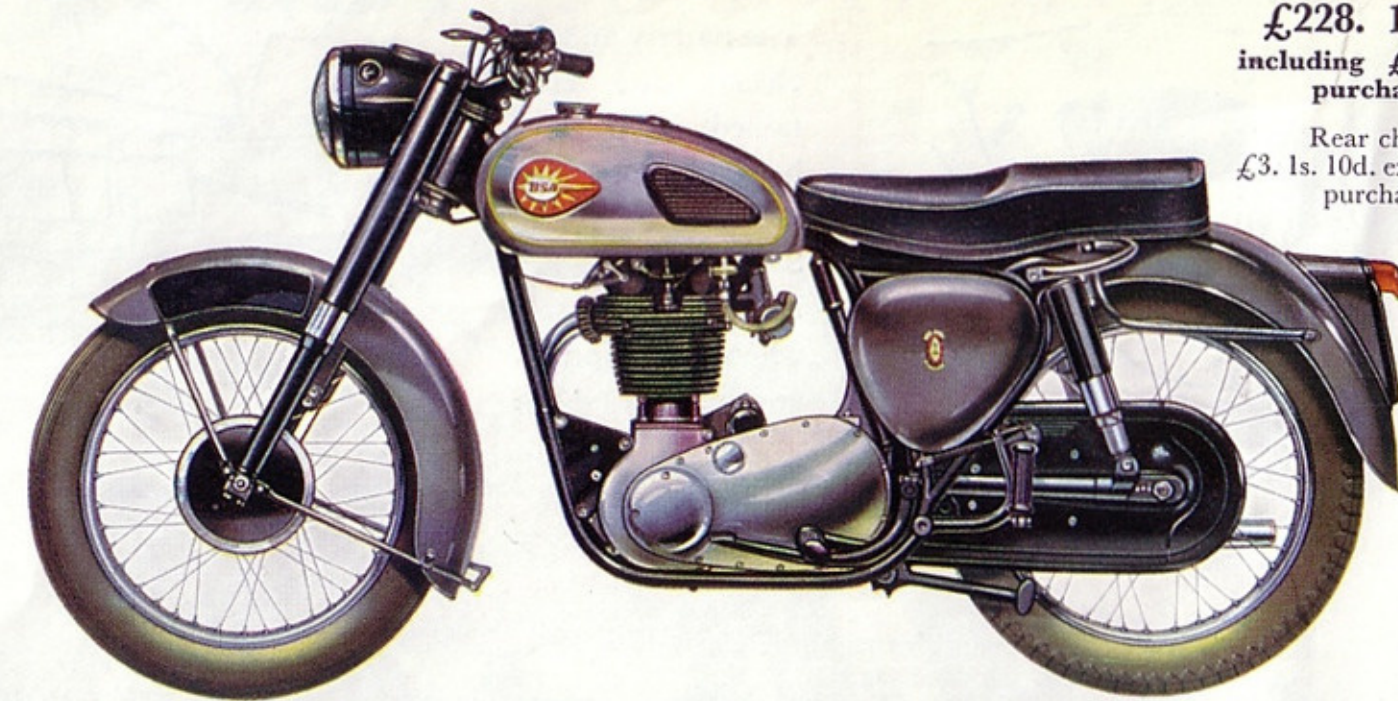
The petrol tank is 100% rubber-mounted for protection against vibration and noise. The single bolt fixing makes access to the engine easy.

This is a feature of the 650 twin, 500 twin and single, and 250 models.

In the Gloucestershire village of Bibury by the river Colne.



BSA 500 OHV model B33



£228. 11s. 9d.
including £39. 1s. 9d.
purchase tax

Rear chaincase
£3. 1s. 10d. extra including
purchase tax

An old creeper-covered
house at Filkins
village, Gloucestershire.

For the rider who enjoys the lusty and zestful qualities of a well-tuned big single, with its superb solo performance or, if so desired, its remarkable capacity for serious sidecar work, this 500 cc model has an up-to-date specification including powerful brakes in full-width hubs, coil ignition with auto-advance, headlamp nacelle enclosing electric horn and speedometer, absorption silencer and, of course, lugs for sidecar attachment.



ENGINE

499 cc (85 × 88 mm.), single cylinder four-stroke with fully enclosed valve gear; ball and roller bearings support drive-side mainshaft, roller bearing and plain outrigger bearing on timing side; double-row roller big-end bearings; dry sump lubrication with double-gear type oil pump; tank capacity 5½ pints; absorption silencer.

CARBURETTER

Amal Monobloc type with twist grip throttle control; air slide operated by handlebar lever.

TRANSMISSION

B.S.A. 4-speed gearbox with positive-stop foot control; gear ratios 5.0—6.05—8.79—12.9; Multi-plate clutch with bonded resilient facings and incorporating a synthetic rubber cush drive; cable adjustment by knurled thumbscrew on handlebar; primary chain ½ × .305" in oil-bath; rear chain ⅝ × ⅝" with guard over top run.

IGNITION AND LIGHTING

Coil ignition incorporating A.C. generator with rectifier; gear-driven contact breaker incorporating automatic ignition advance; special switch position for emergency starting; 7½" diameter headlamp with pre-focus light unit and pilot light, illuminated speedometer and electric horn, all mounted in nacelle; stop and tail lamp incorporating rear reflector; 12 amp. hr. battery.

FUEL CAPACITY

4 gallon petrol tank.

BRAKES

Full width hubs with high-grade cast-iron drums; straight spokes; brakes 7" diameter × 1½" wide, rear with improved operation for greater efficiency; both with finger adjustment, front by knurled thumbscrew on handlebar.

TYRES

Dunlop 3.25—19 ribbed front, 3.50—19 Universal rear. Whitewall tyres, see extra fittings.

SUSPENSION

B.S.A. hydraulically damped telescopic front forks; hydraulically damped swinging arm rear suspension, adjustable for weight in three positions. Alternative strengths of suspension springs available to suit requirements.

FRAME

All welded duplex tubular cradle with provision for sidecar attachments; easy-action roll-on central stand; front stand; key operated steering head lock; detachable rear wheel; B.S.A. dual seat and pillion footrests.

FINISH

Princess grey, grey and chrome-plated tank, black frame. Alternative colour, black. Chrome wheel rims; polished primary chaincase, gearbox and timing covers; all other bright parts chromed. New tank badges and knee-grips.

GENERAL DIMENSIONS

Wheelbase 56"; ground clearance 5"; overall length 85"; dry weight 413 lb.

EXTRA FITTINGS

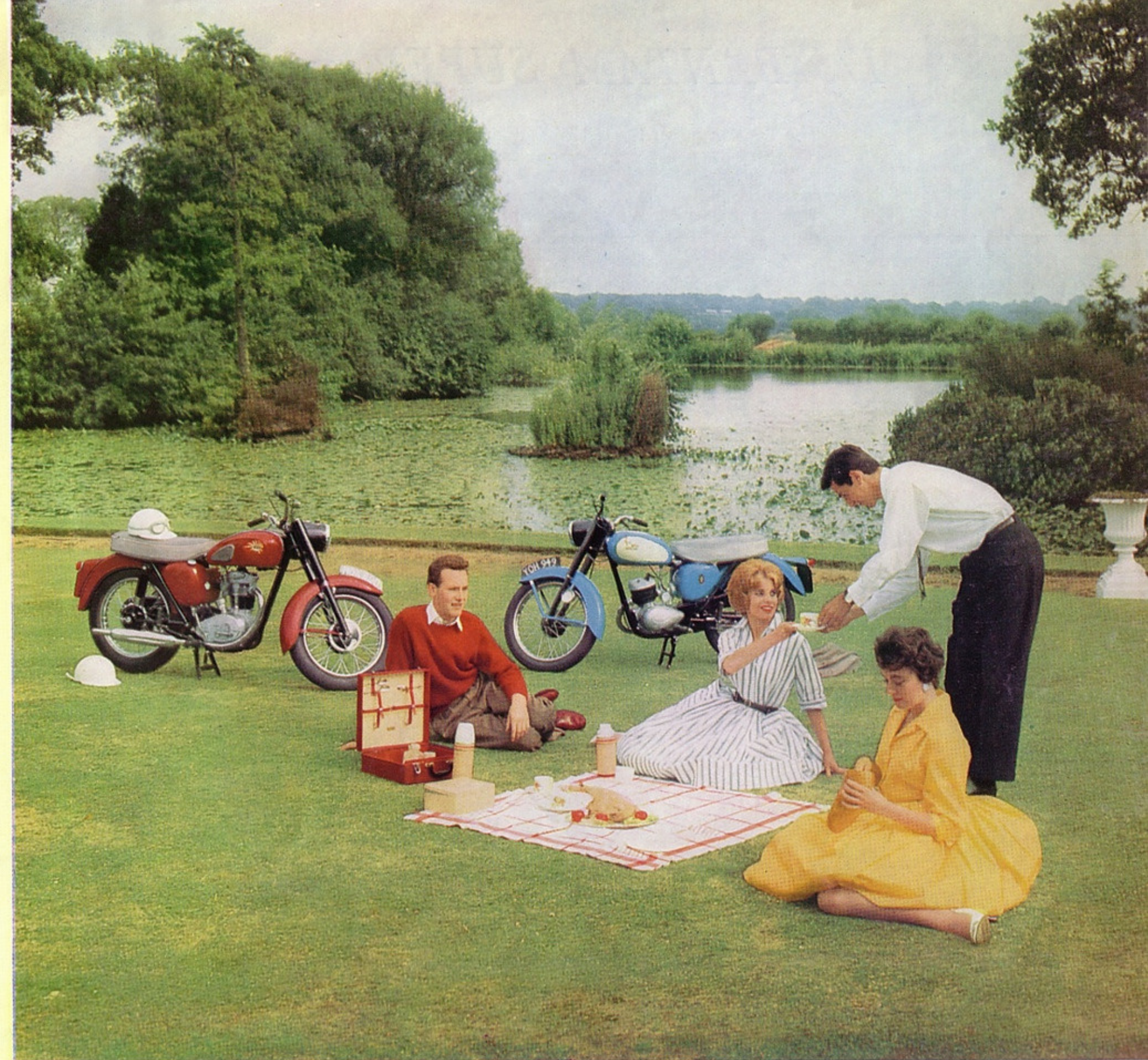
(Prices include P.T.)

Legshields £3. 15s. 5d. Safety bars £4. 6s. 3d. Air cleaner 16s. 7d. Prop stand 19s. 11d. Rear chaincase giving total enclosure £3. 1s. 10d. Steering damper, desirable for use with sidecar, 8s. 6d. Whitewall tyres £1. 16s.

B.S.A. 350 OHV MODEL B40. Details of this new model will be published separately.

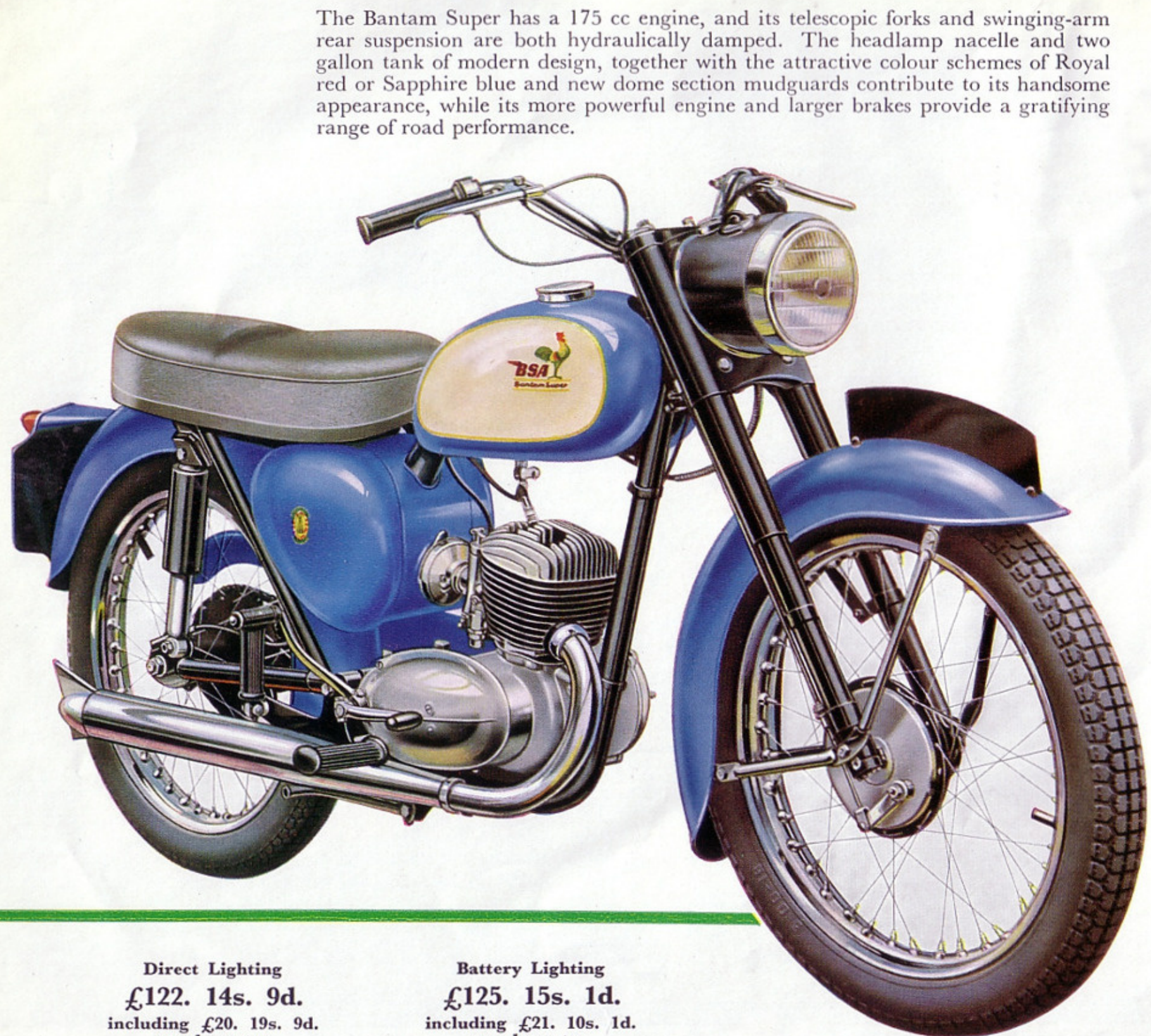
B.S.A. GOLD STAR MODELS

Specification of B.S.A. Gold Star models, 500 and 350, Clubman's and Scrambles, are published in a separate folder.



A picnic in the grounds of Shirley Park,
Warwickshire.

BSA 175 BANTAM SUPER model D7



Direct Lighting
£122. 14s. 9d.
 including £20. 19s. 9d.
 purchase tax

Battery Lighting
£125. 15s. 1d.
 including £21. 10s. 1d.
 purchase tax

The Bantam Super has a 175 cc engine, and its telescopic forks and swinging-arm rear suspension are both hydraulically damped. The headlamp nacelle and two gallon tank of modern design, together with the attractive colour schemes of Royal red or Sapphire blue and new dome section mudguards contribute to its handsome appearance, while its more powerful engine and larger brakes provide a gratifying range of road performance.

ENGINE
 D1—123 cc (52 × 58 mm.),
 D7—173 cc (61.5 × 58 mm.),
 single cylinder two-stroke;
 caged roller bearing big-end;
 timing side supported by ball
 race, drive-side by two ball
 races; positive oil feed to
 main bearings; petroil lubri-
 cation; silencer with detach-
 able baffle unit.

CARBURETTER
 Amal with twist grip throttle
 control; Monobloc. type on
 D7; air cleaner.

TRANSMISSION
 B.S.A. 3-speed gearbox with
 positive-stop foot control,
 built in unit construction with
 engine; gear ratios D1, 7.0—
 11.7—22.1, D7, 6.43—10.74
 —20.2; clutch with bonded
 resilient facings; primary chain
 $\frac{3}{8} \times .250$ " in oil-bath case;
 rear chain $\frac{1}{2} \times .335$ " with
 guard over top run.

**IGNITION
 AND LIGHTING**
 Wico-Pacy flywheel generator
 with direct lighting; 6" dia-
 meter nacelle-mounted head-
 lamp; bulb horn; illuminated
 speedometer. D7 has headlamp
 nacelle housing pre-focus
 headlight unit with pilot light,
 speedometer and switchgear.
 Battery lighting set with com-
 bined stop and tail lamp,
 electric horn and 8 amp. hr.
 battery extra.

FUEL CAPACITY
 D1, 1½ gallon petrol tank; D7,
 2 gallon petrol tank.

TYRES
 Dunlop reinforced lightweight
 2.75—19 front and rear on D1;
 3.00—18 on D7. Whitewall
 tyres, see extra fittings.

BRAKES
 5" diameter, $\frac{3}{8}$ " wide on D1
 and 5½" diameter × 1" wide
 on D7. Finger-operated ad-
 justers.

SUSPENSION
 B.S.A. telescopic forks with
 flexible gaiters, plunger rear
 suspension on D1; hydrauli-
 cally damped swinging-arm
 rear suspension with hydrau-
 lically damped telescopic front
 forks on D7.

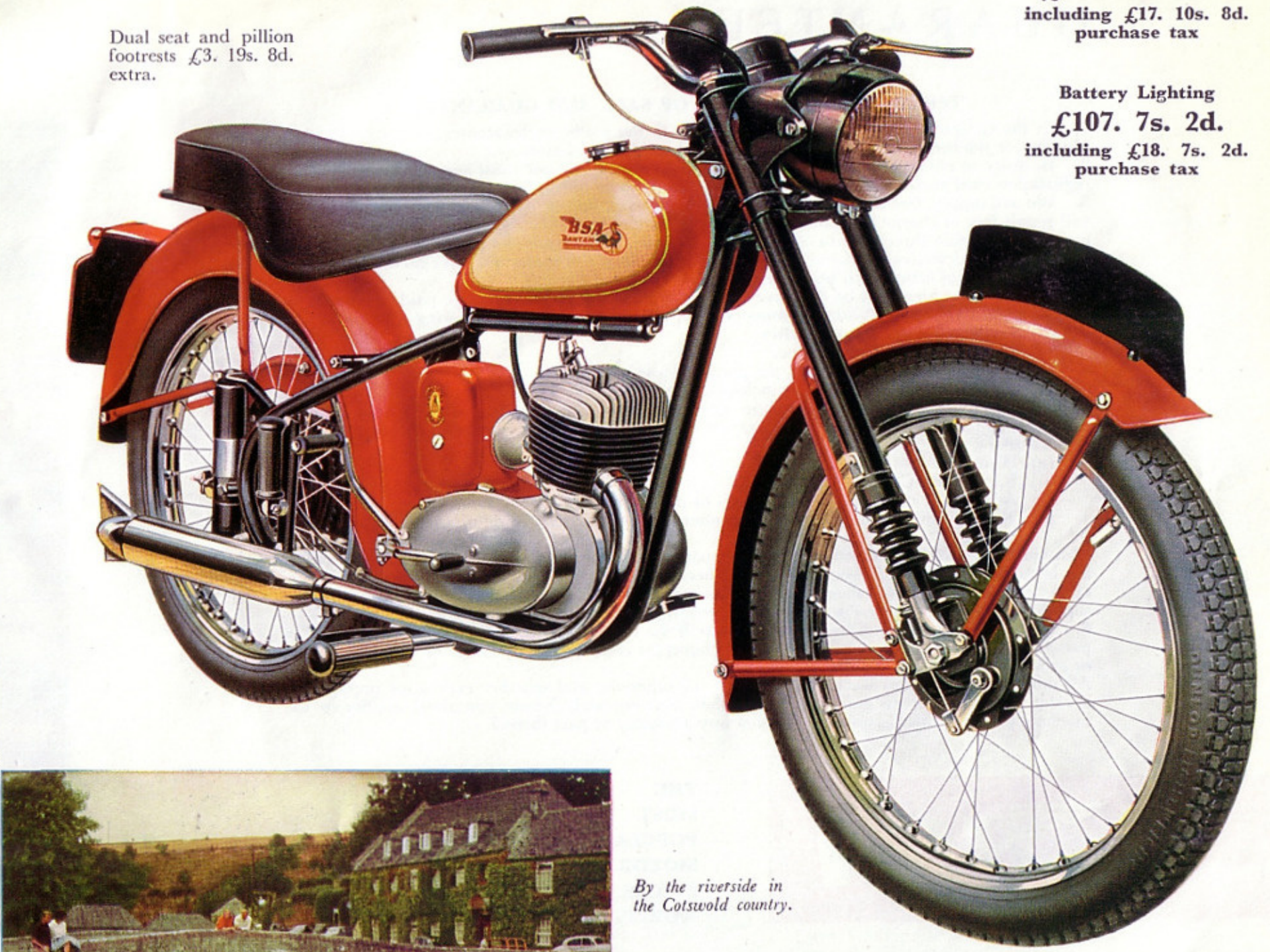
FRAME
 Tubular cradle type; all
 welded on D1; of brazed and
 welded construction on D7.
 Spring-up central stand;
 B.S.A. dual seat and pillion
 footrests on D7. Lugs for
 steering head padlock on D7.

FINISH
 D1, Pastel green, alternatives
 Fuchsia red or Black; D7,
 Royal red, alternatives
 Sapphire blue or Black; all
 frames and forks black. Cream
 panels and chrome strip on
 petrol tank; chrome wheel
 rims; all other bright parts
 chromed.

GENERAL DIMENSIONS
 Wheelbase, D1, 50", D7, 52";
 ground clearance, D1, 4½",
 D7, 5½"; overall length, D1,
 77", D7, 81"; dry weight, D1,
 180 lb., D7, 224 lb.

EXTRA FITTINGS
 (Prices include P.T.)
 Legshields £1. 19s. 10d. Safety
 bars, D1, £1. 1s. 2d., D7,
 £3. 10s. 7d. On D1, B.S.A.
 dual seat and pillion footrests,
 £3. 19s. 8d. On D7, Prop
 stand 19s. 4d. Whitewall tyres
 D1, £1. 6s. 6d., D7, £1. 9s. 6d.

BSA 125 BANTAM model D1



Dual seat and pillion
 footrests £3. 19s. 8d.
 extra.

Direct Lighting
£102. 10s. 8d.
 including £17. 10s. 8d.
 purchase tax

Battery Lighting
£107. 7s. 2d.
 including £18. 7s. 2d.
 purchase tax



By the riverside in
 the Cotswold country.

No machine in the history of motor-cycling has achieved such world-wide popularity as the Bantam, a thoroughly reliable lightweight of proven performance. So easy to ride, it is the ideal motor cycle for the beginner and the obvious choice for daily transport. In price, economy, ease of handling and maintenance the Bantam has no equal.

GUARANTEE . . .

TERMS AND CONDITIONS OF SALE AND GUARANTEE

1. In the Guarantee the word "machine" refers to the motor cycle, scooter, motor cycle combination or sidecar as the case may be purchased by the Purchaser.
2. In order to obtain the benefit of this Guarantee, the Purchaser must correctly complete the registration card enclosed in the toolbox and return it to us within fourteen days of the purchase.
3. We will supply, free of charge, a new part in exchange for, or, if we consider repair sufficient, will repair free of charge any part proved within six months of the date of purchase of any new machine, or within three months of its renewal or repair in the case of a part already renewed or repaired, to be defective by reason of our faulty workmanship or materials. We do not undertake to bear the cost of fitting such new or repaired part or accessory.
4. Any part considered to be defective must be sent to our Works, carriage paid, addressed to Service Dept., Waverley Works, Birmingham 10, accompanied by the following information:—
 - (a) Name of purchaser and address.
 - (b) Date of purchase of machine.
 - (c) Name of dealer from whom the purchase was made.
 - (d) Engine and Frame numbers including prefix letters of machine.
5. This Guarantee shall not extend to defects or damage appearing after misuse, neglect, abnormal stress or strain, or the incorporation or affixing of unsuitable attachments or parts and in particular:—
 - (a) Hiring out.
 - (b) Racing and Competitions.
 - (c) Adaptation or alteration of any part or parts after leaving our Works.
 - (d) The attaching of a sidecar in a manner not approved by us or to an unsuitable motor cycle.

This Guarantee shall not extend to machines whose trade mark, name or manufacturing number has been altered or removed or in which has been used any part not supplied or approved by us, or to tyres, saddles, chains, speedometers, revolution counters and electrical equipment or to parts supplied to the order of the Purchaser and different from our standard specification.

6. Our liability and that of our dealer who sells the machine shall be limited to that set out in paragraph 3, and no other claims including claims for consequential damage or injury to person or property shall be admissible.

All other conditions and warranties statutory or otherwise and whether express or implied are hereby excluded and no guarantee other than that expressly herein contained applies to the machine to which this Guarantee relates or any accessory or part thereof.



THE
MOST
POPULAR
MOTOR CYCLE
IN THE
WORLD

B. S. A. MOTOR CYCLES LTD. BIRMINGHAM 11

reserve the right to alter designs or any constructional details of their manufactures at any time without giving notice. Prices subject to alteration without notice.

M.C. 1173—50-100-50. Reprinted April, 1960.

