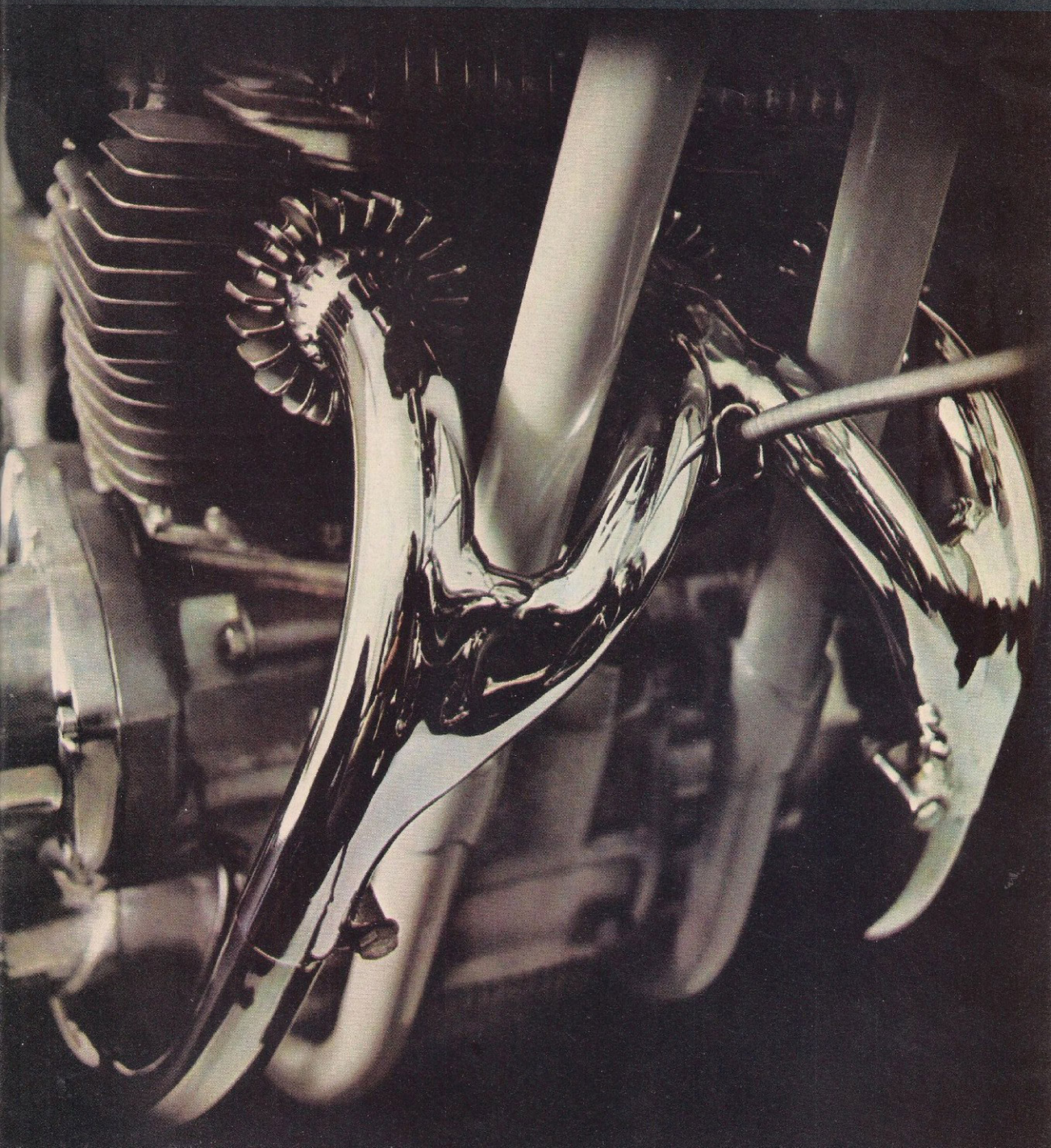


THE POWER



AND 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.



NEW GLORY 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.: 7 1/2"
DRY WEIGHT: 395 lbs.
FUEL TANK: 3 gals.
OIL: 6 pts.

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.: 7 1/2"
DRY WEIGHT: 393 lbs.
FUEL TANK: 3 gals.
OIL: 6 pts.

NEW GLORY FOR THE 650s.

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.



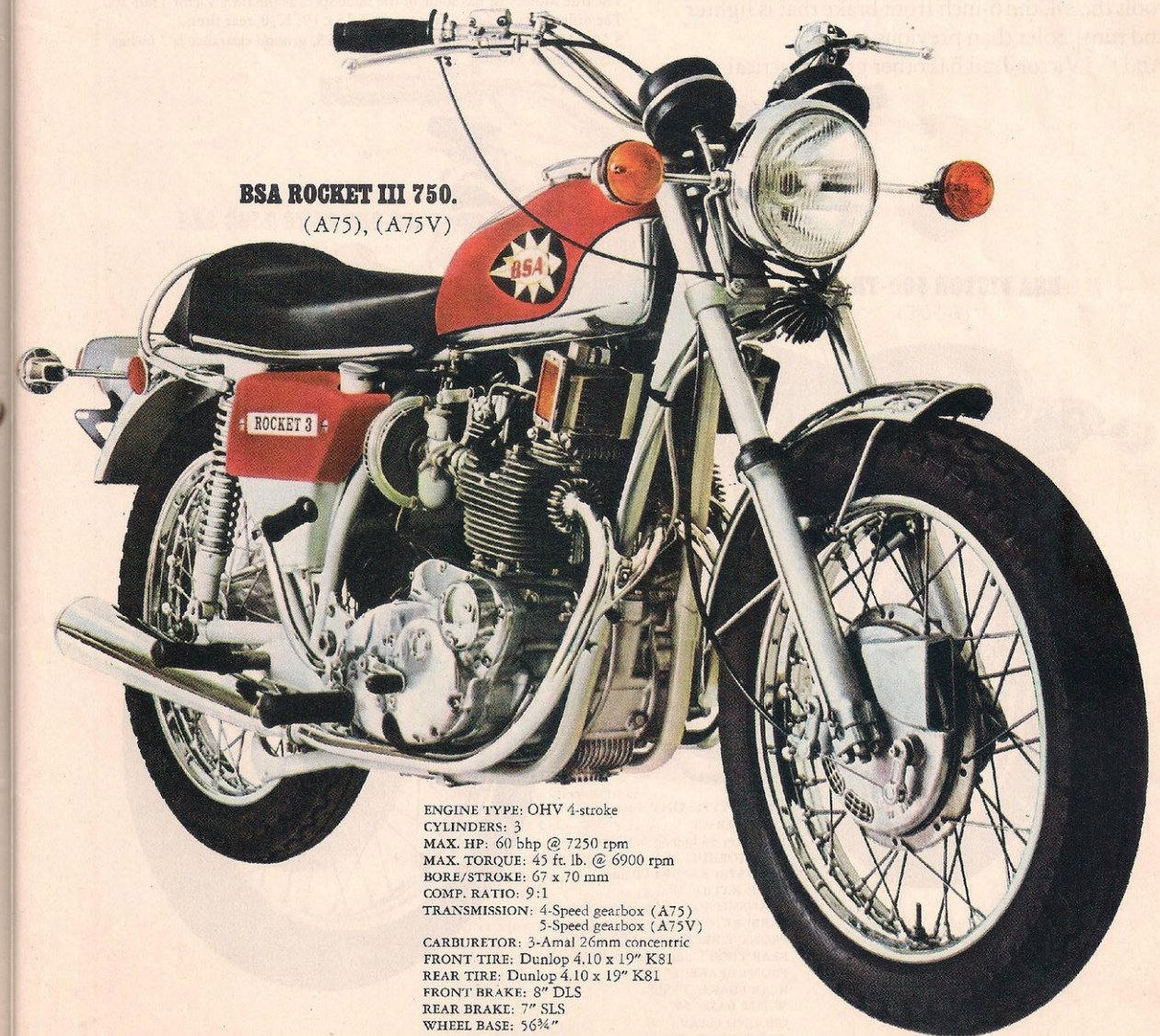
BSA THUNDERBOLT 650.
(A65T)

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.

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: 56½"
GROUND CLEAR.: 7"
DRY WEIGHT: 455 lbs.
FUEL TANK: 3 gals.
OIL: 6 pts.

THE POWER OF THE WORLD'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 GOLD STAR 500SS (B50SS) (Not shown)
Built as a true Street Scrambler it has some of the same specs as the BSA Victor Trail 500. The main differences are: the front tires are 3.25 x 18" K70, the rear tires are 3.50 x 18" K70, the front brakes are 8" DLS, the ground clearance is 7 inches, the dry weight is 310 lbs.

BSA VICTOR MX 500. (B50MX) (Not shown)
The true Motocross has some of the same specs as the BSA Victor Trail 500. The differences include: Front tires, 3.25 x 18" K70, rear tires, 3.50 x 18" K70, the front brakes are 8" DLS, ground clearance is 7 inches, dry weight is 310 lbs.

BSA VICTOR 500-TRAIL.
(B-50T)



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.

TWO 250s THAT WERE PROVED ON THE TRAIL.

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. 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 VICTOR TRAIL 250. (B252) (Not shown)
Engineered for the trail, this bike has some of the same specs as the BSA Gold Star 250. The differences include: Front tires, 3.00 x 20" Trials, rear tires, 4.00 x 18" Trials, the ground clearance, 7½ inches, dry weight, 287 lbs.

BSA GOLD STAR 250-SS.
(B-25SS)



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; A NEW KIND OF POWER.

It's not just the 350ccs; it's a lot more.

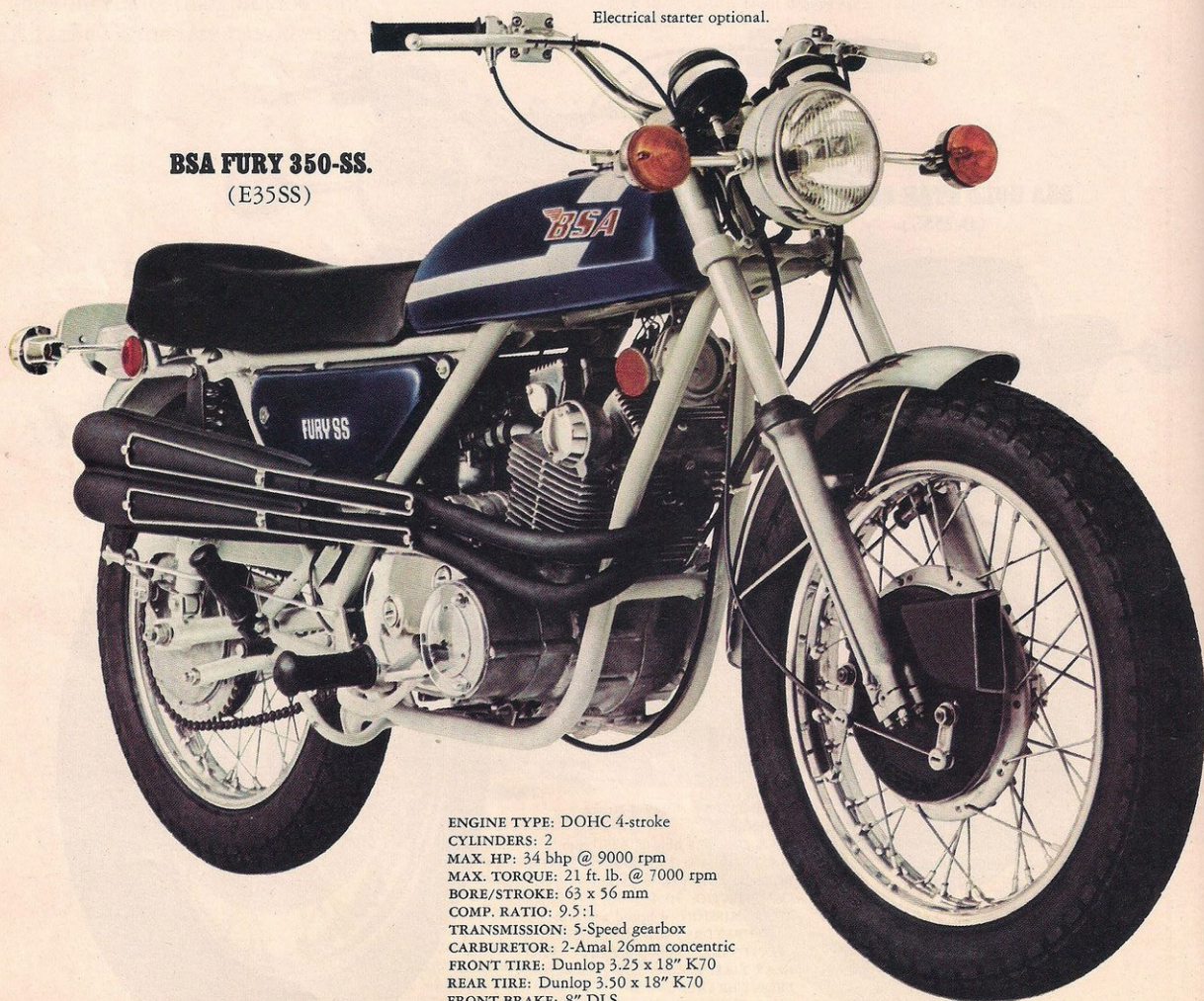
For instance: The advanced, double-overhead cams, the new high-volume oil pump so important to an OHC, the twin cylinders fed by twin carbs. And the carbs themselves: 26mm Amal concentric, breathing through a single induction silencer and air filter. And so many other features: The 5-speed gearbox, the 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.

BSA FURY 350. (E35R) (Not shown)

A road bike that has some of the basic specs of the BSA Fury 350 Street Scrambler. Naturally, it does *not* have detachable electrics or upswept pipes.

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.