

Lead the way on a B.S.A



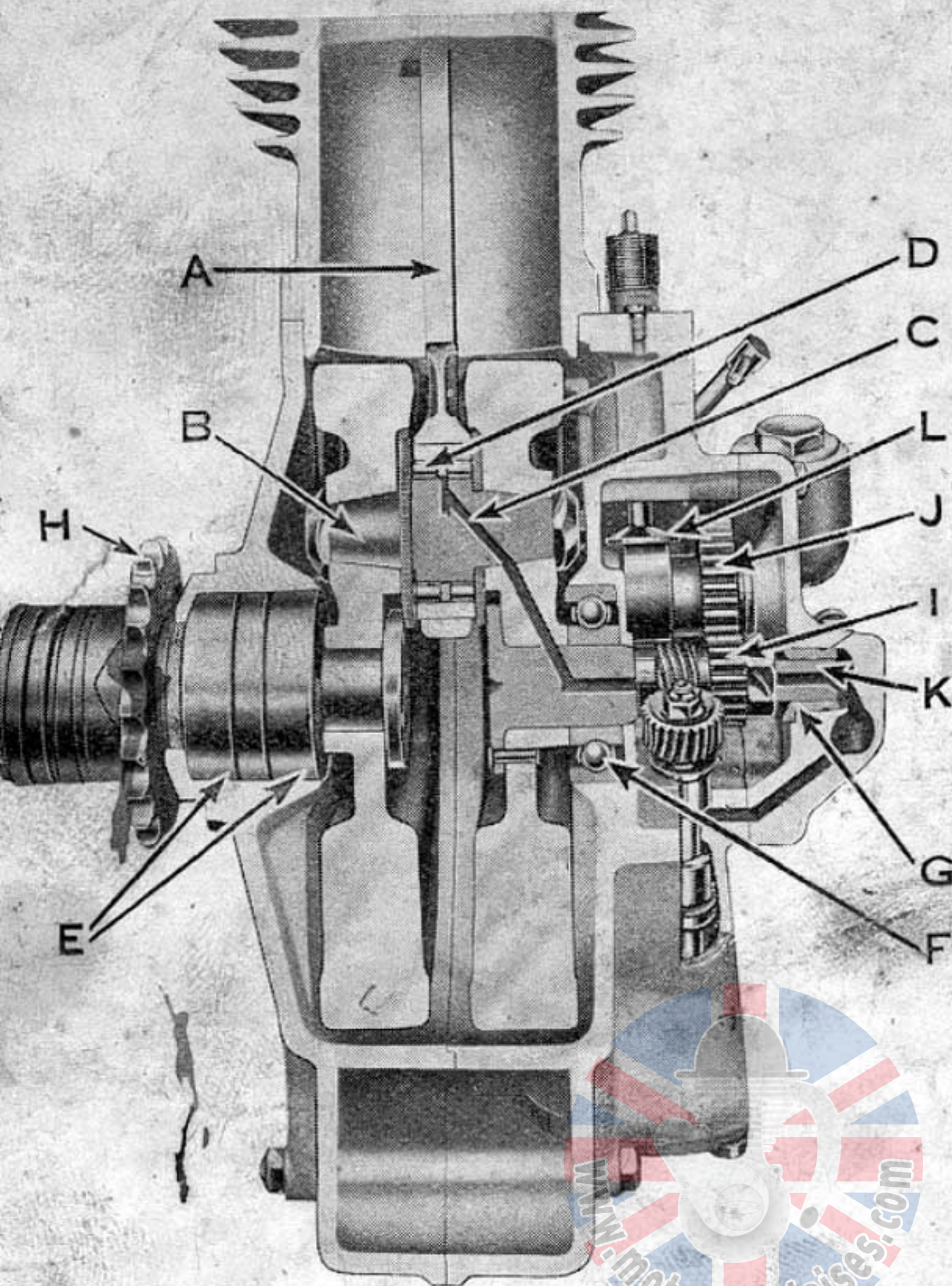
Photo The Motor Cycle

Features of B.S.A. Motor Cycles

Engine Features

An outstanding feature of all B.S.A. Motor Cycles is the generous dimensions of all wearing parts to ensure long life with minimum attention. As an example we illustrate a sectional view of the B.S.A. 4.93 h.p. O.H.V. engine.

The alloy steel connecting rod (A) is machined all over to give strength with lightness. It transmits the surge of power to the crankpin (B) which is drilled with an oil passage (C). A continuous current of lubricant is pumped under pressure to the double row big end bearing (D). Tapers in the forged steel flywheels grip the crankpin and the whole assembly rigidly rotates in the generous bearings. At (E) the mainshaft is housed in both ball and roller bearings, at (F) in a ball bearing, and at (G) in a plain bearing for the oil feed. So the sprocket (H) runs in perfect precision, giving a noiseless chain drive.



Section of B.S.A. 4.93 h.p. O.H.V. Engine

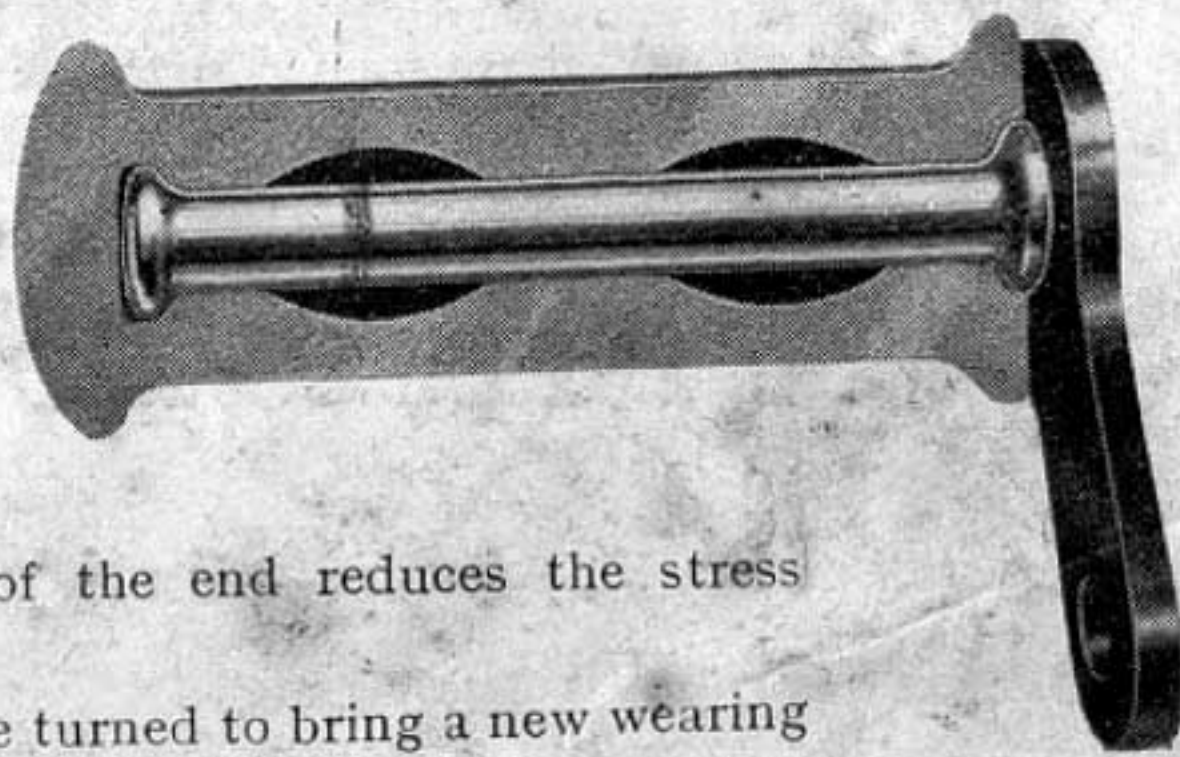
The patented design of valve gear gives up to 1,000 miles at high speed without the need to set the valve clearance. The scientific springing scheme ensures that the valve follows the cam contour up to 5,400 revolutions per minute—45 perfectly timed openings and closings a second. And all this with commendably quiet operation due to well-proportioned wearing surfaces. The timing pinion (I), with wide working face, drives the cam wheels (J) separately, with outrigger bearing (K) to stop shaft whip. The cam wheels, on fixed shafts with central oil supply, operate circular flat base tappets (L). The regular rotation of these presents changing contact lines to the cam action, with consequent long life.

Footrest Rubbers

All machines from the 2.49 h.p. upwards are fitted with the new patent B.S.A. cushioned rubbers. The air pockets make the rests very resilient and reduce shocks due to rough roads.

In the event of a fall, the flexibility of the end reduces the stress imposed on the footrest rod and frame.

Being of round section the rubbers can be turned to bring a new wearing surface into contact with the foot when required.



B.S.A. Motor Cycles

The Motor Cycle is becoming increasingly popular not only for pleasure purposes but as a means of daily transport between the home, and the office or workshop. Whether you require a Motor Cycle for either or both of these purposes you need a machine that possesses the following outstanding qualities:—

POWER with SILENCE SPEED with SAFETY
RELIABILITY with ECONOMY

Special tests and strenuous trials all over the world during the past year have proved without doubt that B.S.A. Motor Cycles do combine these qualities.

You cannot get better value in a motor cycle than any model in the B.S.A. range—the finest in the world.

Lead the way on a B.S.A.

B.S.A. Features

Some of the more important B.S.A. features are illustrated and described in this leaflet. Other features which add to B.S.A. value, and are common to all models except where otherwise stated, include:—

B.S.A. type Spring Forks, fitted with shock absorbers.

B.S.A. three-speed gear boxes, with dry plate clutch, enclosed kick-starter mechanism, and screw adjustment of box position for accurately setting chain tension, on all four-stroke models.

All hubs, fork links, etc., are fitted with grease gun nipples.

All footrests except on 1.74 h.p. models are fitted with B.S.A. patent cushioned rubbers.

Kick-starters on 3.49 h.p. and larger models are fitted with rubber covers.

Footboards are made of pressed steel, black enamelled, with rubber mats, except on 7.70 h.p. de luxe and 9.86 h.p. models. They are standard on 7.70 h.p. E29 and 5.57 h.p. de luxe models only, and can be fitted at an extra charge on smaller models. Legshields can be fitted on any model at an extra charge.

A special carburetter with an air cleaner can be fitted on any four-stroke model at an extra charge. It is standard on the 1.74 h.p. models.

B.S.A. CYCLES LTD.

SMALL HEATH, BIRMINGHAM

(Proprietors: The Birmingham Small Arms Company Limited).

B.S.A. Cycles Ltd. reserve the right to alter designs or any constructional details of their manufactures without giving notice.

Carriage paid on all B.S.A. Motor Cycles and Sidecars (Great Britain).



Features of B.S.A. Motor Cycles

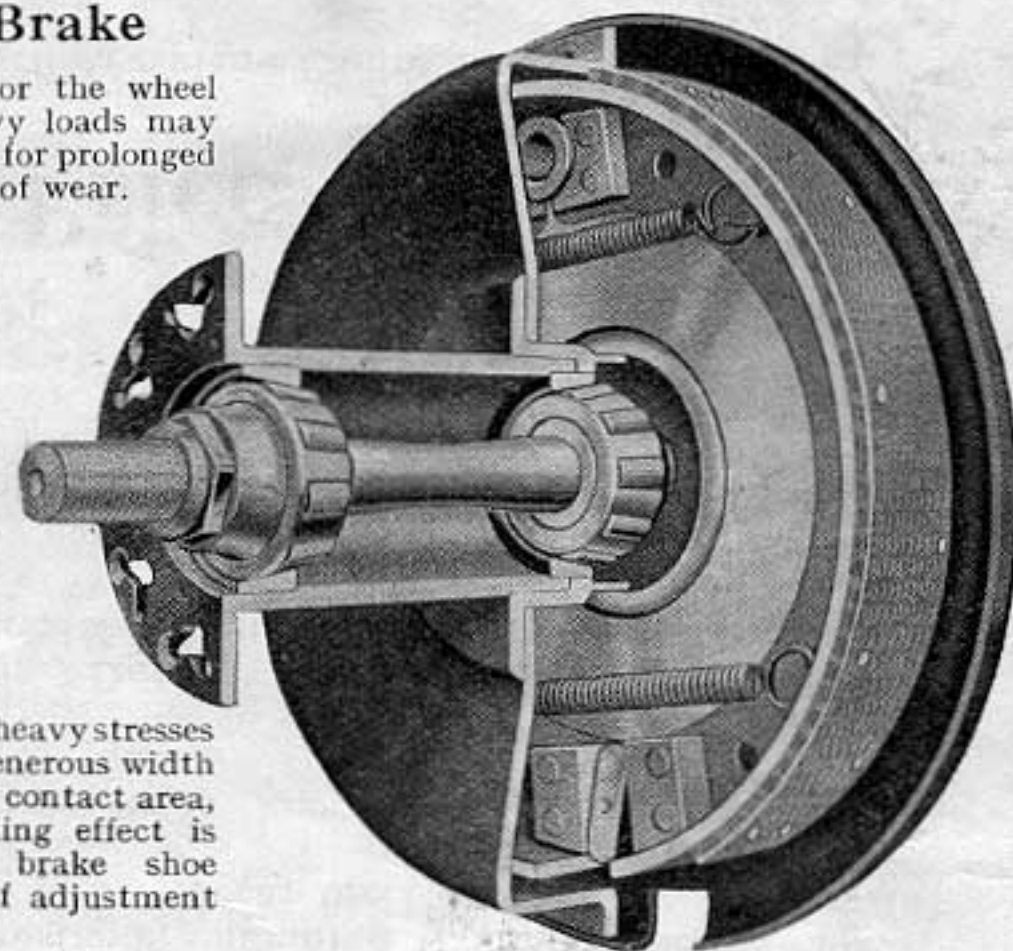
Front Hub and Brake

The use of taper rollers for the wheel bearings ensures that heavy loads may be carried over rough roads for prolonged periods with the minimum of wear.

Adjustment is easily carried out, but owing to the substantial nature of the bearings, it is only necessary at long intervals. The large diameter high-grade steel spindle is of ample strength to withstand the most strenuous conditions.

All B.S.A. brakes are internal expanding type. The brake shoes are steel pressings, light and yet sufficiently strong to resist heavy stresses without distortion. The generous width of the linings gives a large contact area, so that a powerful retarding effect is obtained with medium brake shoe pressure. A large range of adjustment is provided for the shoes.

The brake cover plate is specially formed to extend over the brake drum to render the whole weatherproof. Grease and oil from the wheel bearings are excluded from the linings by means of pen steel and felt washers. The illustration shows a section of the hub fitted to 3.49 h.p. to 5.57 h.p. models.



Headlugs

All B.S.A. Headlugs are machined from high tensile steel. On the 1.74 h.p. models the duplex top and front down tubes are bolted to this, while on the other models a brazed construction is employed. A very strong frame front is secured by using continuous headlugs to which all the frame members are attached at the front. Sockets are formed on the lugs into which are brazed the top tube, tank rail, and single or duplex down tube. An extension on the headlug carries the upper front sidecar connection on 3.49 h.p. and larger models.

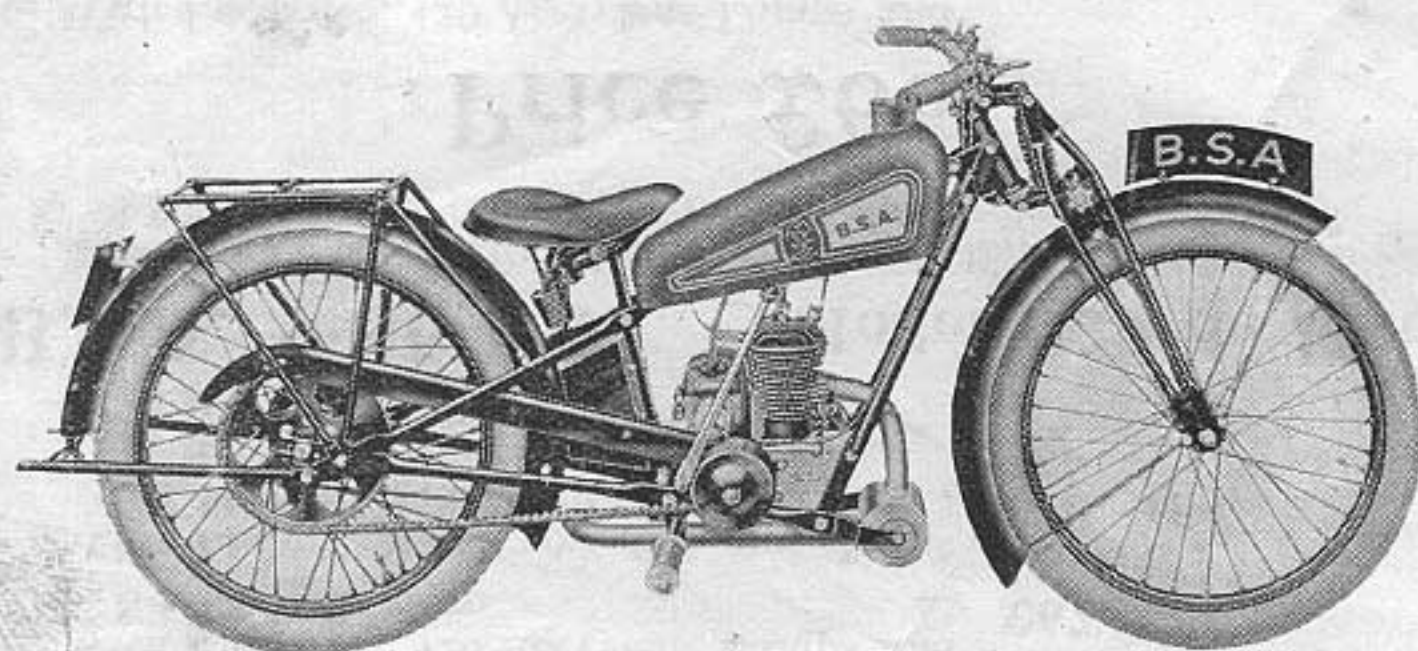


Tanks

All B.S.A. Tanks except those fitted to the 7.70 h.p. de luxe and 9.86 h.p. models are of the saddle type. They are fitted with kneegrips (except 1.74 h.p. A29). The 3.49 h.p. and 4.93 h.p. two-port models are plated, with a top panel in B.S.A. green. All other models are cellulose finished in the usual B.S.A. colours.

B.S.A. 1.74 h.p.

Model A29



Engine. Single Cylinder 1.74 h.p. Two-stroke, 60 x 61.5 m/m bore and stroke. Roller big end bearing, engine mainshaft mounted on two ball bearings. Air cleaner to carburetter. Kick starter.

Gear Box. Two-speed in unit construction with engine. Floating dry plate clutch mounted on lay-shaft. Primary drive by gear; final drive by roller chain $\frac{1}{2}$ in. pitch x .305 in. wide.

Lubrication. Engine lubrication by petroil. Primary drive gears run in oil.

Frame. Duplex type. Built up of steel tubes with reinforced trapped ends, firmly bolted together.

Spring Fork. B.S.A. type, with tension spring and shock absorbers.

Handlebar. Adjustable type, with rubber grips.

Tank. Saddle type. Capacity $1\frac{1}{2}$ gallons.

Tyres. 24 in. x 2.375 in. Dunlop Cord, W.O. 25 in. x 2.75 in. W.O. extra.

Brakes. Two independent brakes operating in same drum in rear wheel.

Saddle. Best quality pan seat with leg springs. Spring seat saddle extra.

Price £26. 5s.

Lucas Acetylene Lamps extra. Price on application.

With Lucas Electric Generator Set,
complete with head and tail lamps and
dry battery

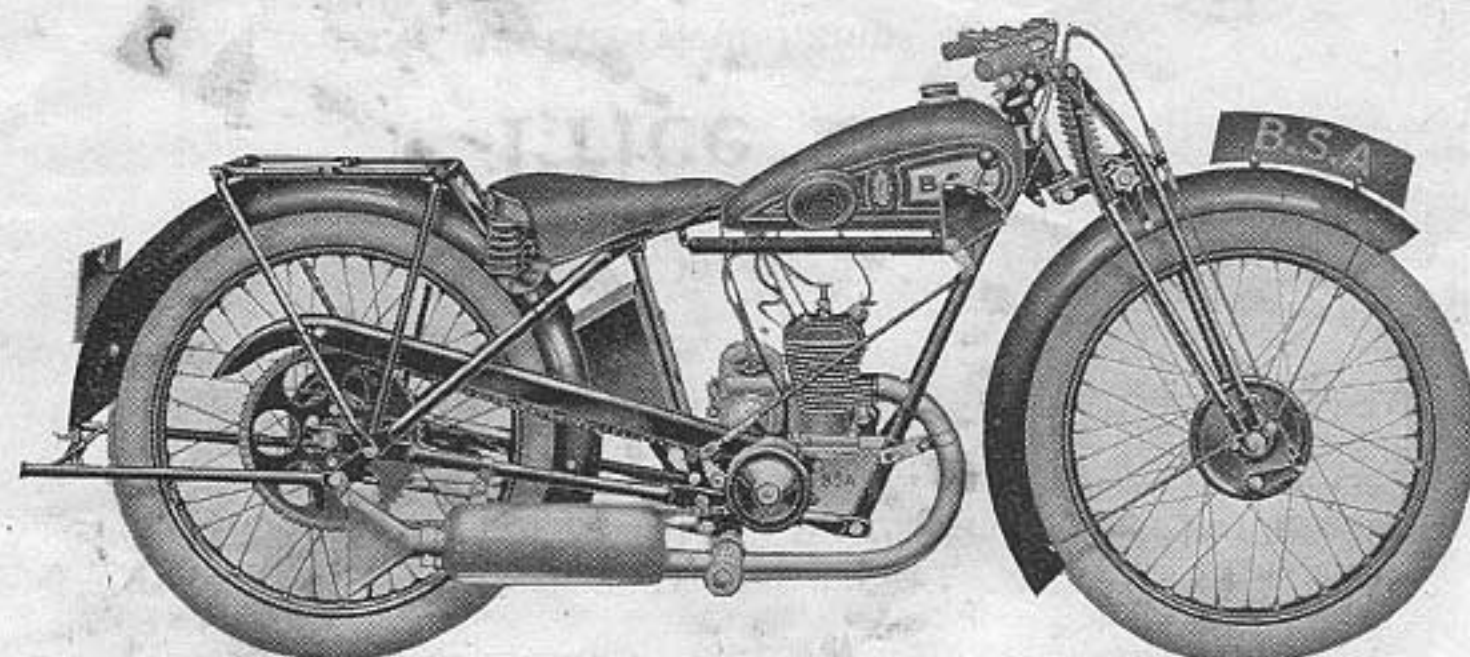
£28. 7s.

With M.L. Electric Generator Set, complete

£28. 7s.

B.S.A. 1.74 h.p.

Model A29 de luxe



Engine. Single Cylinder 1.74 h.p. Two-stroke, 60 x 61.5 m/m bore and stroke. Roller big end bearing, engine mainshaft mounted on two ball bearings. Air cleaner to carburetter. Flywheel cover.

Gear Box. Three-speed in unit construction with engine, with gate change on tank. Floating dry plate clutch mounted on lay-shaft. Primary drive by gear; final drive by roller chain $\frac{1}{2}$ in. pitch x .305 in. wide.

Silencer. On chainstay, with $1\frac{1}{2}$ in. diameter exhaust pipe.

Lubrication. Engine lubrication by petroil. Primary drive gears run in oil.

Frame. Duplex type. Built up of steel tubes with reinforced trapped ends, firmly bolted together.

Spring Fork. B.S.A. type, with tension spring and shock absorbers.

Handlebar. Adjustable type, with rubber grips.

Tank. New design saddle type, with knee grips. Capacity $1\frac{3}{4}$ gallons.

Tyres. 24 in. x 2.375 in. Dunlop Cord, W.O. 25 in. x 2.75 in. W.O. extra.

Brakes. Two independent brakes, in front and rear wheels, both $5\frac{1}{2}$ in. diameter. Rear brake quickly adjustable.

Saddle. Spring seat.

Price £28.

Lucas Acetylene Lamps extra. Price on application.

With Lucas Electric Generator Set,
complete with head and tail lamps and
dry battery

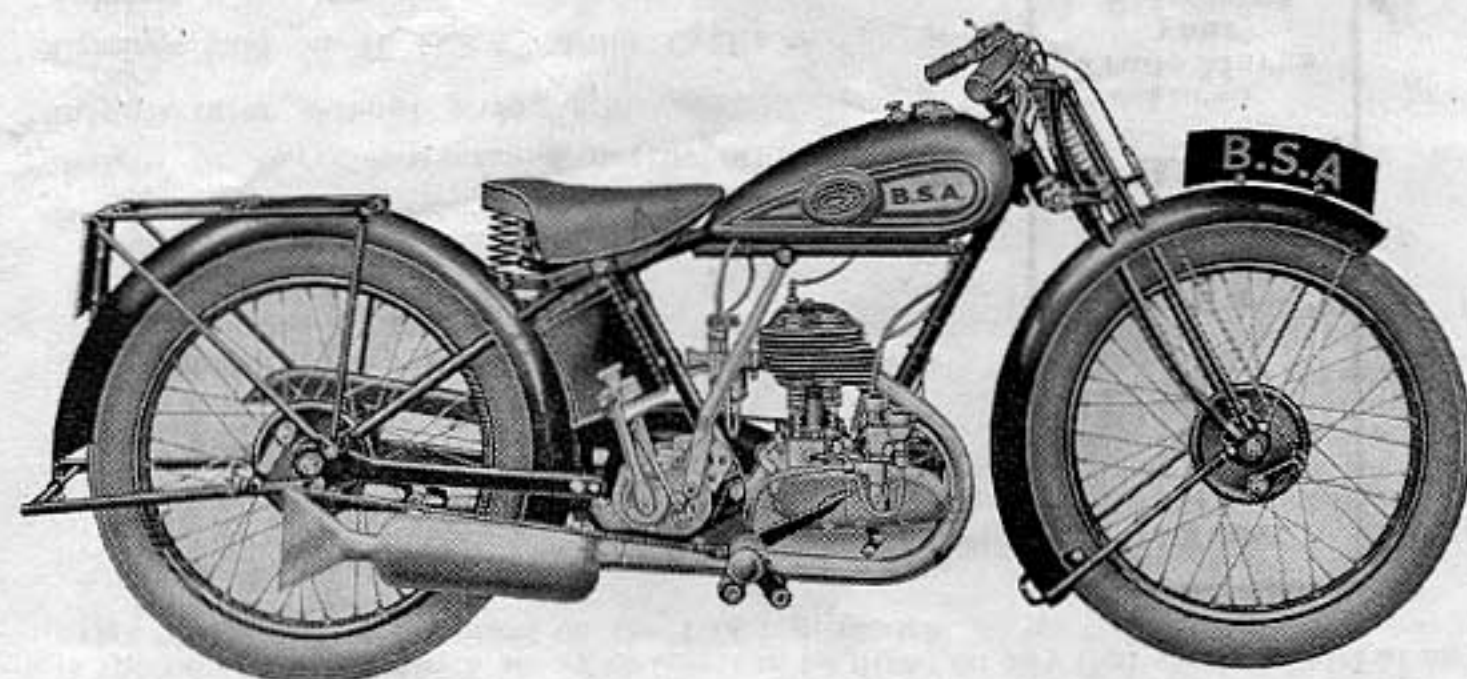
£30. 2s.

With M.L. Electric Generator Set complete

£30. 2s.

B.S.A. 2.49 h.p.

Model B29 de luxe



Engine. Single Cylinder 2.49 h.p., 63×80 m/m bore and stroke.

Lubrication. Mechanical pump, sight feed on timing case. Hand pump fitted. Oil supplied to primary chain by by-pass valve on sight feed.

Transmission. $\frac{1}{2}$ in. pitch roller chains; front enclosed and rear efficiently protected. Cam-faced cush drive fitted to engine shaft.

Handlebar. Touring or semi-sporting, adjustable.

Tank. Saddle type, with knee grips. Capacity: Petrol $1\frac{1}{2}$ gallons. Oil $2\frac{1}{4}$ pints.

Tyres. 25in.×2.75in. Dunlop Cord, W.O. 25in.×3in. W.O. extra.

Brakes. Both 5 $\frac{1}{2}$ in. diameter. Rear brake quickly adjustable.

Saddle. Spring seat. Special fixing giving low position, with adjustment.

Price £36.

With Lucas No. 320 Acetylene Lamps and No. 63 Bulb Horn. (Tax 30/-)

£37. 12s. 6d.

With Lucas Electric Generator Set, complete with head and tail lamps, and dry battery. (Tax 30/-)...

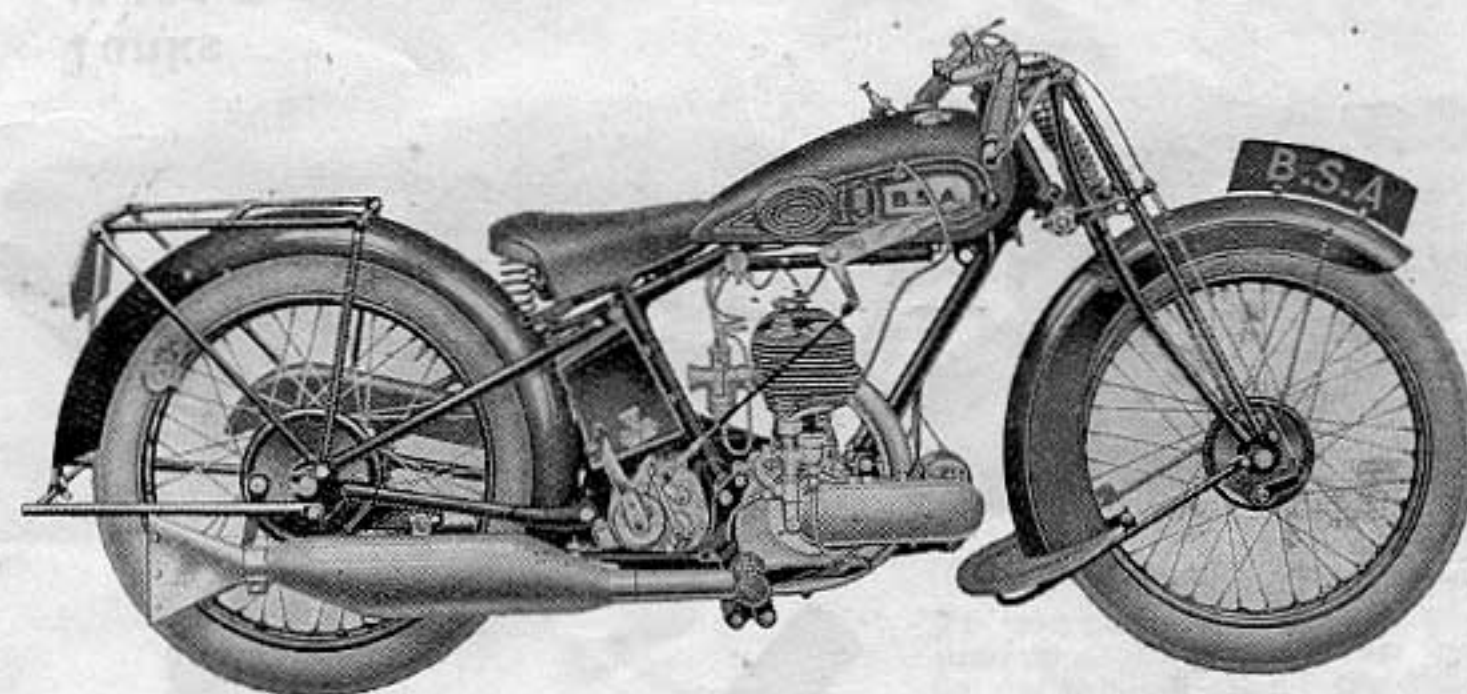
£38. 17s. 6d.

With Lucas "Magdyno" Set and Lucas No. 60 K.P. Bulb Horn

£41. 15s.

B.S.A. 3.49 h.p.

Model L29



Engine. Single Cylinder 3.49 h.p., 72×85 $\frac{1}{2}$ m/m bore and stroke.

Lubrication. Mechanical pump, sight feed on timing case. Hand pump. Oil supplied to primary chain by by-pass valve on sight feed.

Silencer. Large capacity, with fish tail.

Transmission. Front chain $\frac{1}{2}$ in.×.305in. Rear chain $\frac{3}{8}$ in.× $\frac{1}{2}$ in. Front enclosed in two part case, and rear efficiently protected. Cam-faced cush drive fitted to engine shaft.

Handlebar. Adjustable, mounted behind steering head. Reversible for solo or sidecar use.

Tank. Saddle type, with knee grips. Capacity: Petrol 2 gallons. Oil $3\frac{1}{4}$ pints.

Tyres. 26in.×3in. Dunlop Cord, W.O. or 26in.×3.25in. W.O., with special front mudguard extra.

Brakes. Front, 5 $\frac{1}{2}$ in. diameter. Rear, 7in. diameter. Taper roller bearing to both hubs. Rear brake quickly adjustable.

Saddle. Spring seat.

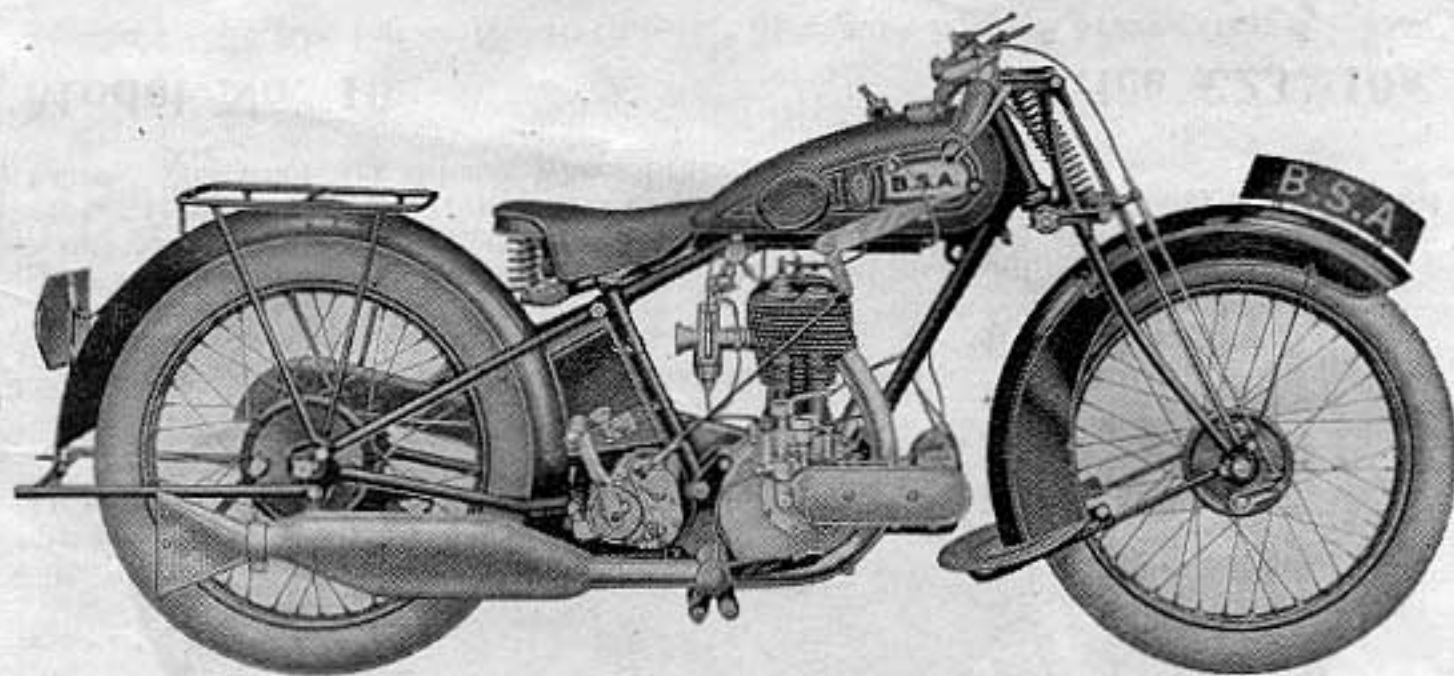
Price £43.

With Lucas No. 320 Acetylene Lamps and No. 63 Bulb Horn

£44. 12s. 6d.

With Lucas "Magdyno" Set and Lucas No. 60 K.P. Bulb Horn

£48. 15s.



Engine. Single Cylinder 4.93 h.p., 80×98 m/m bore and stroke.

Lubrication. Mechanical pump, sight feed on timing case. Hand pump. Oil is supplied to primary chain by by-pass valve on sight feed.

Silencer. Large capacity, with fish tail.

Transmission. Front chain, $\frac{1}{2}$ in. × 305 in. Rear chain, $\frac{1}{2}$ in. × $\frac{1}{2}$ in. Front enclosed in two-part case, rear efficiently protected. Cam-faced cush drive fitted to engine shaft.

Handlebar. Adjustable, mounted behind steering head. Reversible for solo or sidecar use.

Tank. Saddle type, with knee grips. Capacity: Petrol 2 gallons. Oil $3\frac{1}{4}$ pints.

Tyres. 26 in. × 3 in. W.O. Dunlop Cord or 26 in. × 3.25 in. W.O., with special front guard extra.

Brakes. Front, 5 $\frac{1}{2}$ in. diameter. Rear, 7 in. diameter. Taper roller bearings to both hubs. Rear brake quickly adjustable.

Saddle. Spring seat.

Price £44.

With Lucas No. 320 Acetylene Lamps and No. 63 Bulb Horn £45. 12s. 6d.

With Lucas "Magdyno" Set and Lucas No. 60 K.P. Bulb Horn £49. 15s.

B.S.A. 5.57 h.p.

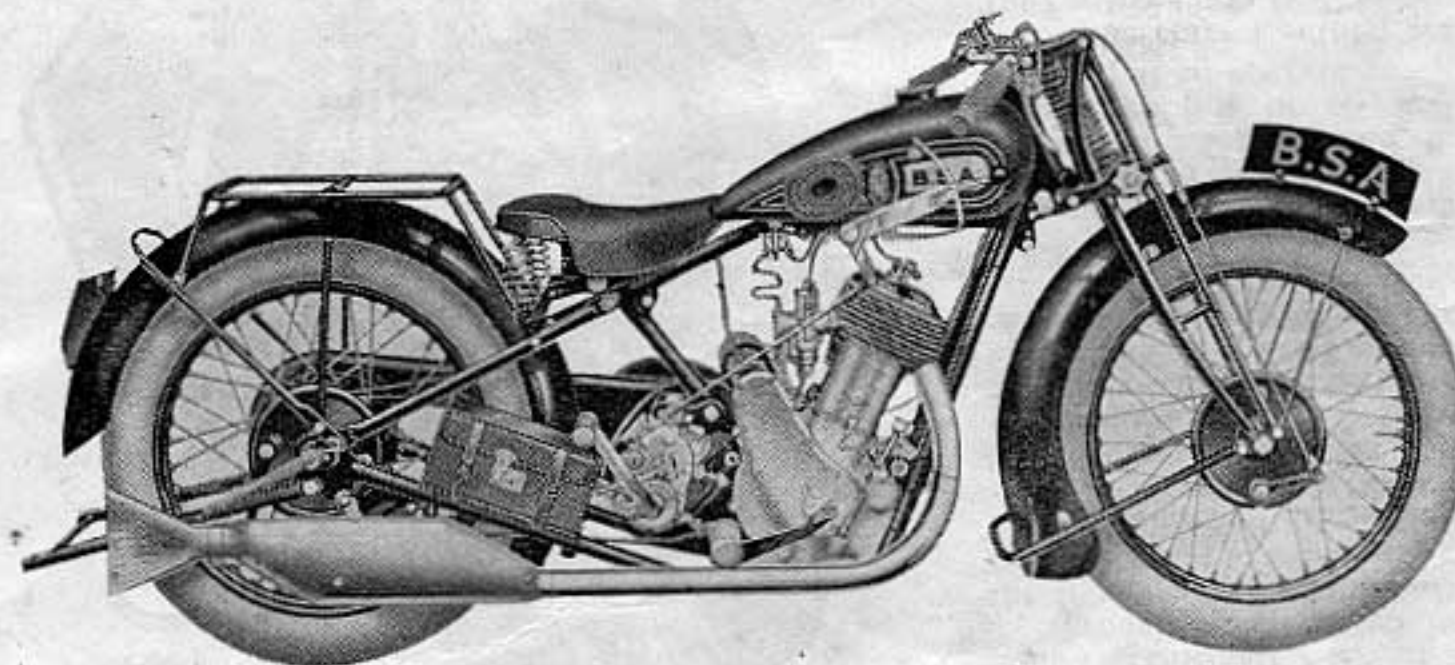
Model H29

This model is exactly similar to above but is fitted with 5.57 h.p. engine (85×98 m/m bore and stroke).

Price £46.

With Lucas No. 320 Acetylene Lamps and No. 63 Bulb Horn £47. 12s. 6d.

With Lucas "Magdyno" Set and Lucas No. 60 K.P. Bulb Horn £51. 15s.



Engine. 4.93 h.p., 80×98 m/m bore and stroke. Double row roller big end bearing pressure oil fed. Enclosed valves. Inclined cylinder giving efficiently cooled head. Gear-driven magneto at rear of cylinder.

Silencer. Large capacity with fish tail.

Carburettor. Amac. Flange type fixing.

Lubrication. Oil sump integral with crank case. Capacity 3 pints. Submerged gear pump, visible tell-tale. Surplus oil in crank case returned to sump by scraper acting on flywheels. Oil level gauge.

Transmission. Front chain, $\frac{1}{2}$ in. × 305 in., enclosed in two-part case. Rear chain, $\frac{1}{2}$ in. × $\frac{1}{2}$ in., efficiently protected. Cam-faced cush drive fitted to engine shaft.

Gear Box. Special pivot mounting. A wide ratio gear box can be fitted for sidecar work if specified.

Frame. Duplex cradle frame. Head fitted with B.S.A. steering damper. Detachable carrier. Spring up rear stand.

Handlebar. Reversible type mounted behind steering head, with long rubber grips.

Tank. Saddle type for fuel only. Capacity: 2 $\frac{1}{4}$ gallons. Adjustable rubber knee grips fitted.

Tyres. Dunlop Cord, 26 in. × 3.25 in., W.O. 27 in. × 4 in. Balloon tyres, with special front mudguard extra.

Brakes. 7 in. diameter, taper roller bearings to both hubs. Rear brake quickly adjustable.

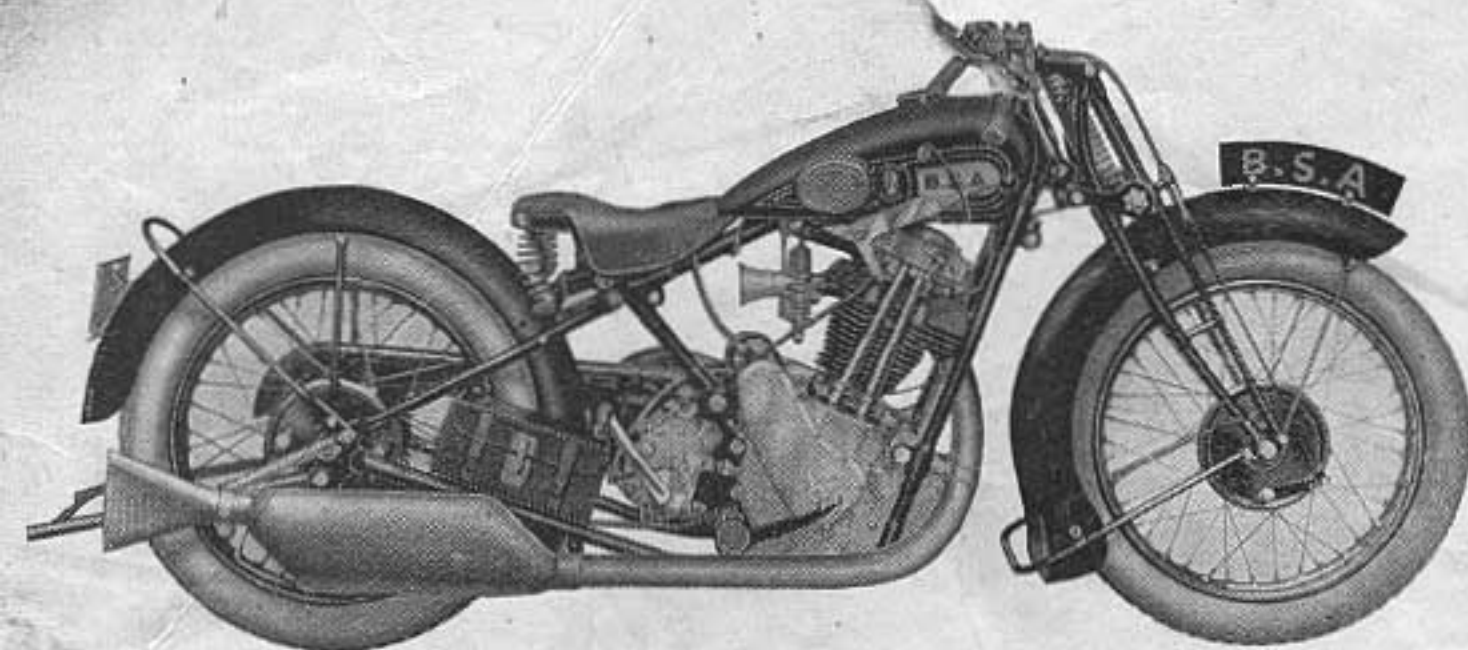
Saddle. Spring seat.

Price £52. 15s.

With Lucas No. 320 Acetylene Lamps and No. 63 Bulb Horn £54. 7s. 6d.

With Lucas "Magdyno" Set and Lucas No. 60 K.P. Bulb Horn £58. 10s.

B.S.A. 4.93 h.p. Model S29 O.H.V.



Engine. 4.93 h.p., 80×98 m/m bore and stroke. Enclosed roller bearing rockers fitted with return springs. Enclosed push rods, adjustable return springs. Double row roller big end bearing, pressure oil-fed. Low compression piston standard. High compression piston can be fitted if specified. Two spare valve springs supplied.

Silencer. Large plated silencer, with fish tail, conforming to Brooklands regulations.

Carburetter. Amac T.T. Twist grip control to throttle if specified.

Lubrication. Oil sump integral with crank case. Capacity 3 pints. Submerged gear pump, visible tell-tale. Surplus oil in crank case returned to sump by scraper acting on flywheels. Oil level gauge. Additional oil tank on seat tube extra.

Transmission. Front chain, 1/2 in. × 3/32 in., enclosed in two-part case. Rear chain, 5/16 in. × 3/16 in., efficiently protected. Cam-faced cush drive fitted to engine shaft.

Gear Box. Special pivot mounting. A special close or wide ratio gear box can be fitted if specified.

Frame. Duplex cradle frame. Head fitted with B.S.A. steering damper. Detachable carrier extra. Spring up rear stand.

Handlebar. Sporting type (reversible) mounted behind steering head, with long rubber grips.

Tank. Saddle type for fuel only. Capacity: 2 1/4 gallons. Adjustable rubber knee grips fitted.

Tyres. Dunlop Cord, 26 in. × 3.25 in., W.O. 26 in. × 3 in. W.O. tyres can be fitted if specified. 27 in. × 4 in. Balloon tyres, with special front mudguard extra.

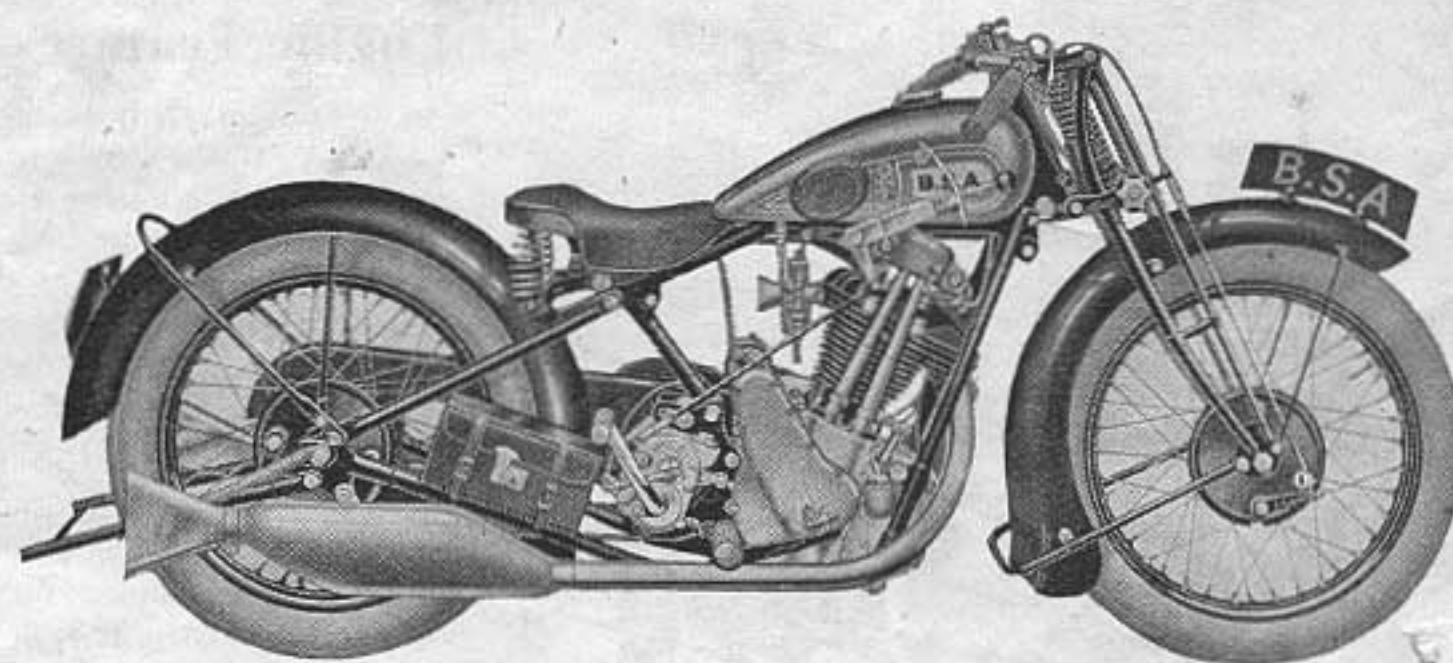
Brakes. 7 in. diameter, taper roller bearings to both hubs. Rear brake quickly adjustable.

Saddle. Spring seat.

Price £55. 10s.

With Lucas No. 320 Acetylene Lamps and No. 63 Bulb Horn	£57. 2s. 6d.
With Lucas "Magdyno" Set and Lucas No. 60 K.P. Bulb Horn	£61. 5s.

B.S.A. 4.93 h.p. Model S29 Two Port O.H.V.



Engine. 4.93 h.p., 80×98 m/m bore and stroke with two-port head. Enclosed roller bearing rockers. Enclosed push rods, adjustable return springs. Double row roller big end bearing, pressure oil fed. Low compression piston standard. High compression piston can be fitted if specified. Two spare valve springs supplied.

Silencers. Two well-proportioned silencers with fish tails, mounted securely on either side of the machine.

Carburetter. Amac T.T. Twist grip control to throttle if specified.

Lubrication. Oil sump integral with crank case. Capacity 3 pints. Submerged gear pump, visible tell-tale. Surplus oil in crank case returned to sump by scraper acting on flywheels. Oil level gauge. Additional oil tank on seat tube extra.

Transmission. Front chain, 1/2 in. × 3/32 in., enclosed in two-part case. Rear chain, 5/16 in. × 3/16 in., efficiently protected. Cam-faced cush drive fitted to engine shaft.

Gear Box. Special pivot mounting. A special close or wide ratio gear box can be fitted if specified.

Frame. Duplex cradle frame. Head fitted with B.S.A. steering damper. Detachable carrier extra. Spring up rear stand.

Handlebar. Sporting type (reversible), mounted behind steering head, with long rubber grips.

Tank. Saddle type for fuel only, nickel-plated, with top panel in B.S.A. green. Capacity: 2 1/4 gallons. Adjustable rubber knee grips fitted.

Tyres. Dunlop Cord, 26 in. × 3.25 in., W.O., 26 in. × 3 in. W.O. tyres can be fitted if specified. 27 in. × 4 in. Balloon tyres, with special front mudguard extra.

Brakes. 7 in. diameter, taper roller bearings to both hubs. Rear brake quickly adjustable.

Saddle. Spring seat, de luxe type.

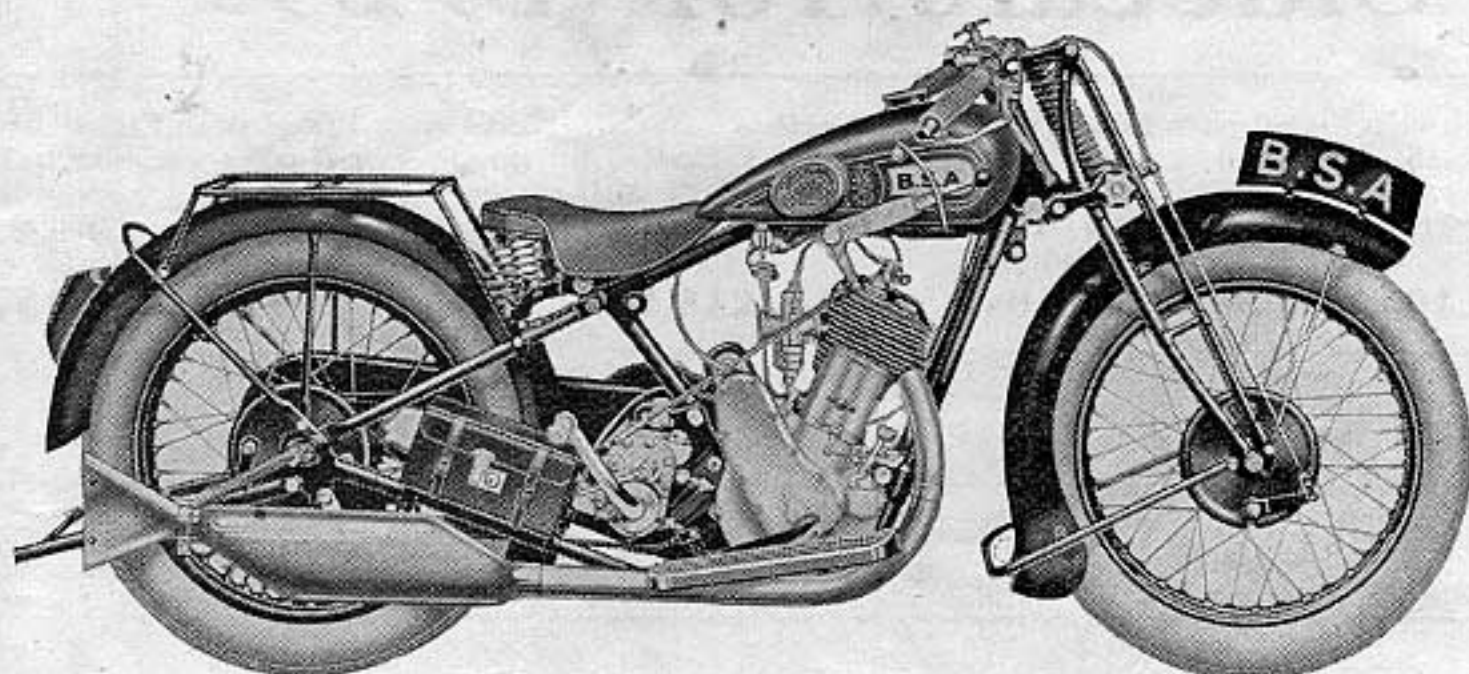
This machine can be fitted with a specially-tuned engine (high compression piston) and supplied with spare piston (low compression), complete with rings and gudgeon pin, spare racing plug, valve, valve springs and engine sprocket at an extra charge of £6.

Price £57. 10s.

With Lucas No. 320 Acetylene Lamps and No. 63 Bulb Horn	£59. 2s. 6d.
With Lucas "Magdyno" Set and Lucas No. 60 K.P. Bulb Horn	£63. 5s.

B.S.A. 5·57 h.p.

Model H29 de luxe



Engine. Single Cylinder 5·57 h.p., 85×98 m/m bore and stroke. Double row roller big end bearing, pressure oil fed. Enclosed valves. Inclined cylinder, with efficiently cooled head. Gear-driven magneto at rear of cylinder.

Silencer. Large capacity, with fish tail.

Carburettor. Amac. Flange type fixing.

Lubrication. Oil sump integral with crank case. Capacity 3 pints. Submerged gear pump, visible tell-tale. Surplus oil in crank case returned to sump by scraper acting on flywheels. Oil level gauge. Additional oil tank on seat tube extra.

Transmission. Front chain, $\frac{1}{2}$ in. × 305 in., enclosed in two-part case. Rear chain, $\frac{3}{8}$ in. × $\frac{3}{8}$ in., efficiently protected. Cam-faced cush drive fitted to engine shaft.

Gear Box. Special pivot mounting. A wide ratio gear box can be fitted for sidecar work if specified.

Frame. Duplex cradle frame. Head fitted with B.S.A. steering damper. Detachable carrier. Spring-up rear stand.

Handlebar. Sporting type (reversible) mounted behind steering head, with long rubber grips.

Tank. Saddle type for fuel only. Capacity: 2½ gallons. Adjustable rubber knee grips fitted.

Tyres. Dunlop Cord, 26 in. × 3·25 in., W.O., 26 in. × 3 in. W.O. tyres can be fitted if specified. 27 in. × 4 in. Balloon tyres, with special front mudguard extra.

Brakes. 7 in. diameter, taper roller bearings to both hubs. Rear brake quickly adjustable.

Saddle. Spring seat.

Footboards. Pressed steel, black enamelled, with rubber mats.

Price £53. 15s.

With Lucas No. 420 Acetylene Lamps and No. 63 Bulb Horn

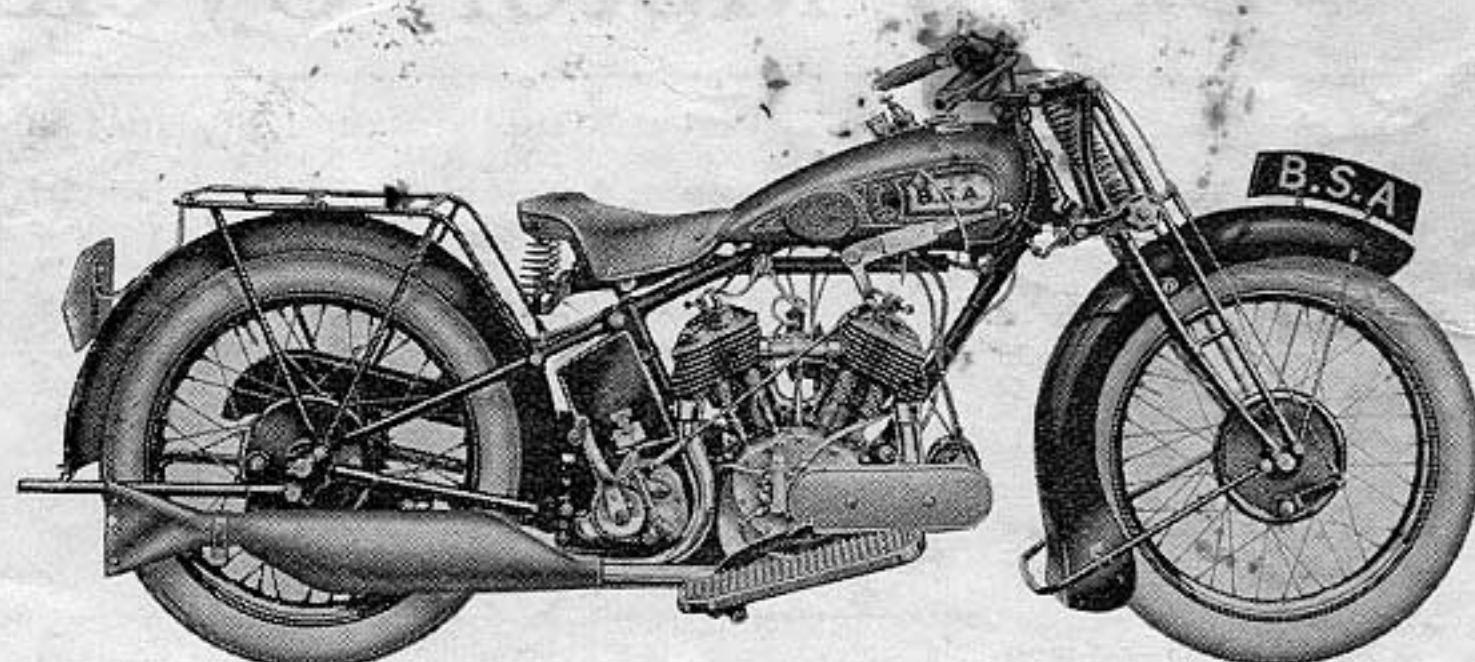
£55. 15s.

With Lucas "Magdyno" Set and Lucas No. 60 K.P. Bulb Horn

£59. 10s.

B.S.A. 7·70 h.p.

Model E29



Engine. Twin Cylinder 7·70 h.p., 76×85 m/m bore and stroke. Large silencer on chainstay.

Lubrication. Mechanical pump, sight feed on tank. Hand pump. Oil supplied to front chain by by-pass valve on timing case.

Transmission. Front chain $\frac{1}{2}$ in. × 305 in., completely enclosed. Rear chain $\frac{3}{8}$ in. × $\frac{3}{8}$ in. efficiently protected. Cam-faced cush drive fitted to engine shaft.

Handlebar. Semi-sporting or touring if specified. Both adjustable and mounted behind steering head.

Tank. Saddle type, with knee grips. Capacity: Petrol 2 gallons. Oil 3¼ pints.

Tyres. Dunlop Cord, 26 in. × 3·25 in., W.O. 27 in. × 4 in. W.O. Balloon tyres, with special front mudguard extra.

Brakes. 7 in. diameter, taper roller bearings to both hubs. Rear brake toe operated, and provided with quick adjustment.

Saddle. Spring seat.

Footboards. Pressed steel, black enamelled, with rubber mats.

Price £58. 15s.

With Lucas No. 420 Acetylene Lamps and No. 63 Bulb Horn

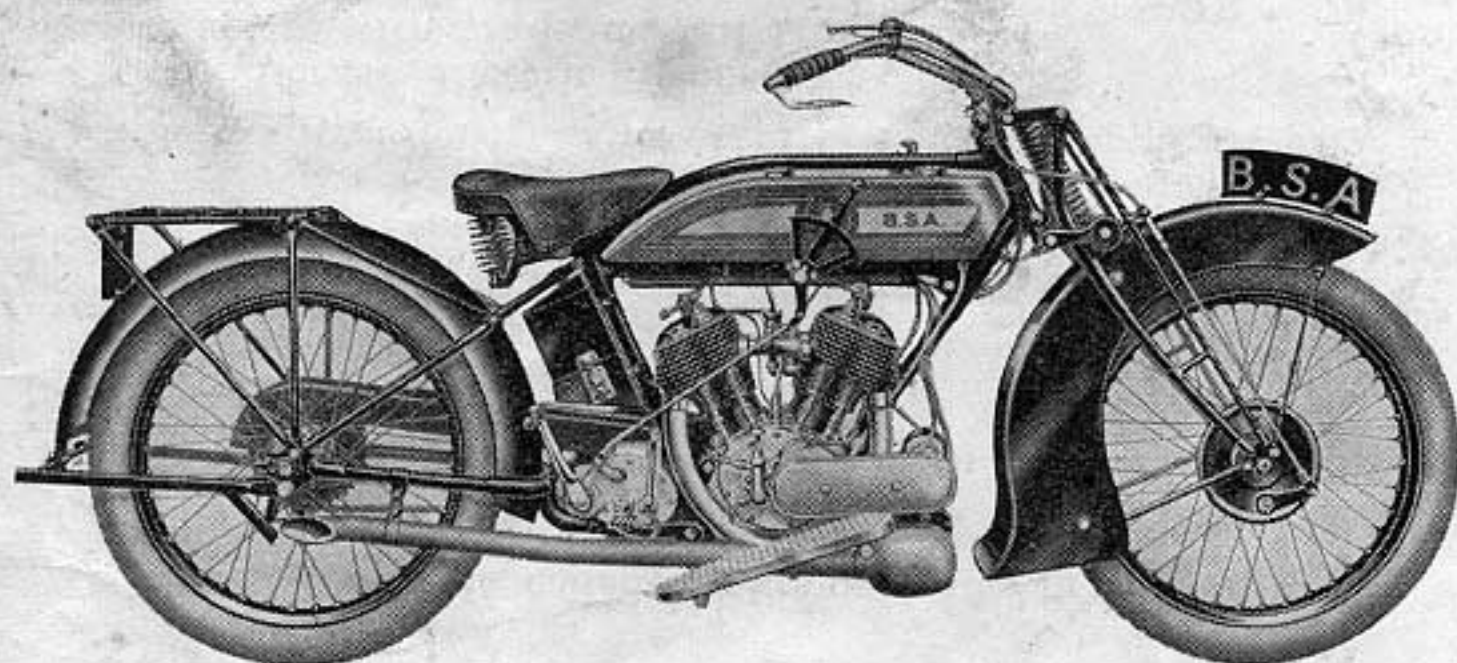
£60. 15s.

With Lucas "Magdyno" Set and Lucas No. 60 K.P. Bulb Horn

£64. 10s.

B.S.A. 7·70 h.p.

Model E29 de luxe



Engine. Twin Cylinder 7·70 h.p., 76×85 m/m bore and stroke.

Lubrication. Mechanical pump, sight feed on tank. Hand pump. Oil supplied to front chain by by-pass valve on timing case.

Transmission. $\frac{5}{8}$ in.× $\frac{3}{4}$ in. roller chains, front and rear. Front enclosed, rear efficiently protected. Cast aluminium chain cases extra. Cam-faced cush drive fitted to engine shaft.

Handlebar. Touring or semi-sporting, adjustable.

Tank. Capacity: Petrol 2½ gallons. Oil 3 pints.

Wheels. Quickly detachable and interchangeable. Taper roller bearings to hubs.

Tyres. Dunlop Cord, 26in.×3·25in., W.O. 27in.×4in. W.O. Balloon tyres can be fitted at an extra charge.

Brakes. 7in. diameter. Rear brake operated by heel pedal on right.

Saddle. Spring seat, de luxe type.

Price £65.

With Lucas No. 420 Acetylene Lamps and No. 63 Bulb Horn £67.

With Lucas "Magdyno" Set and Lucas No. 60 K.P. Bulb Horn £70. 15s.

B.S.A. 9·86 h.p.

Model G29 de luxe

This model is exactly similar to above but is fitted with 9·86 h.p. engine (80×98 m/m bore and stroke).

Price £66.

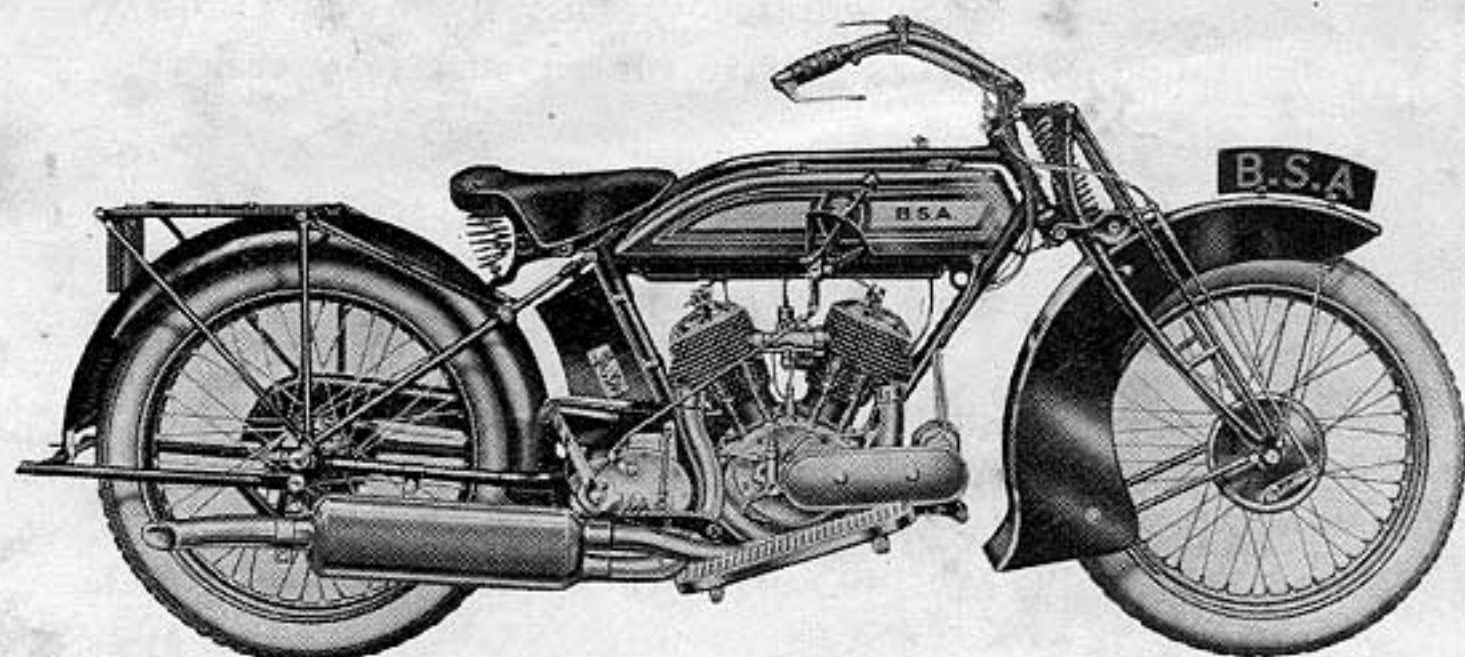
With Lucas No. 420 Acetylene Lamps and No. 63 Bulb Horn £68.

With Lucas "Magdyno" Set and Lucas No. 60 K.P. Bulb Horn £71. 15s.

B.S.A. 9·86 h.p.

Model G29 W. T.

WORLD TOUR



Engine. Twin Cylinder 9·86 h.p., 80×98 m/m bore and stroke. Silencer mounted on chainstay.

Lubrication. Mechanical pump, sight feed on tank. Hand pump. Oil supplied to front chain by by-pass valve on timing case.

Transmission. $\frac{5}{8}$ in.× $\frac{3}{4}$ in. roller chains, front enclosed, rear efficiently protected. Cam-faced cush drive fitted to engine shaft.

Frame. Exceptionally strong and designed to give ample ground clearance (minimum 5¼in.). Head fitted with B.S.A. steering damper.

Handlebar. Touring. Semi-sporting bars if specified. Both adjustable.

Tank. Capacity: Petrol 2½ gallons. Oil 3 pints.

Wheels. Quickly detachable and interchangeable. Taper roller bearings to hubs.

Tyres. 28in.×3·5in. Dunlop Cord, W.O. 27in.×4in. Balloon tyres can be fitted at an extra charge but ground clearance will be reduced.

Brakes. 7in. diameter. Rear brake operated by heel pedal on right.

Saddle. Spring seat, de luxe type.

Price £69.

With Lucas No. 420 Acetylene Lamps and No. 63 Bulb Horn £71.

With Lucas "Magdyno" Set and Lucas No. 60 K.P. Bulb Horn £74. 15s.

B.S.A. Sidecars

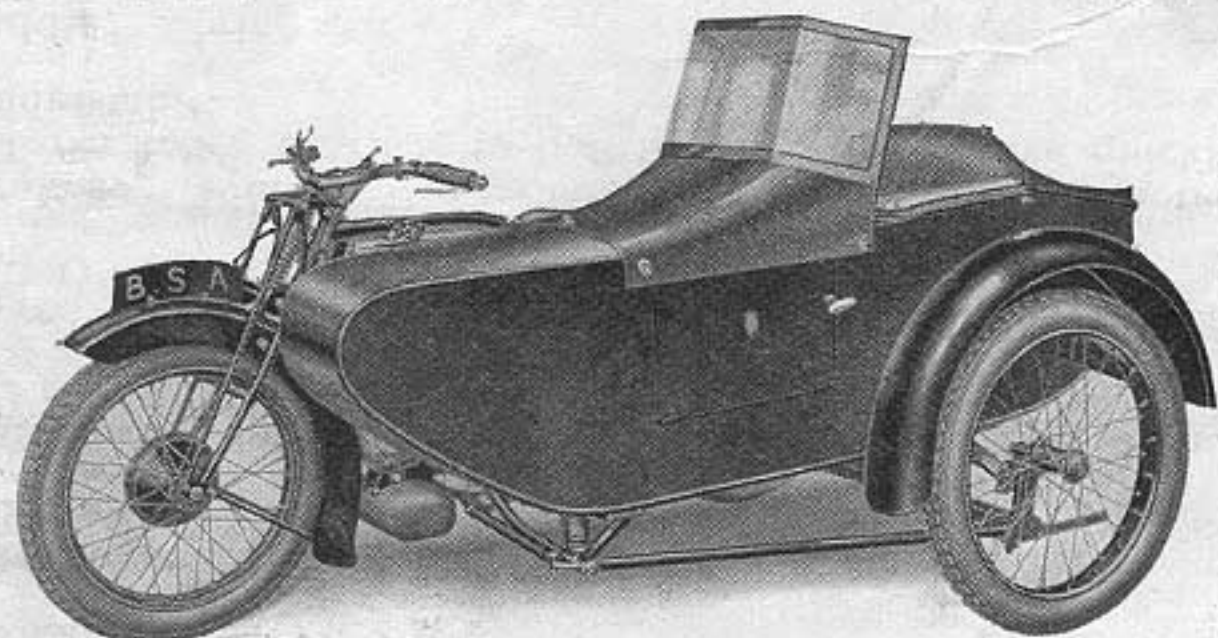
When ordering B.S.A. Sidecars separately from a Motor Cycle it is essential that the type and year of machine should be quoted, as in some cases different front stays, front support tubes and saddle pillar tubes are required to suit each type. Full details and part numbers of the connections required will be found in the special chart issued to B.S.A. dealers on request.

Sidecar Lighting (all models) — Acetylene 16/6, "Magdyno" Electric 10/-, "Maglita" Electric 12/6 extra.

For B.S.A. Commercial Carriers and Milk Carriers see separate leaflet.

Model No. 6

Price £20.



Suitable for B.S.A. Motor Cycles from 4.93 h.p. S29 de luxe to 9.86 h.p. (except 5.57 h.p. H29). Chassis of triangular construction with four point connections to bicycle frame. Stand for raising sidecar wheel, and grease gun nipples, are fitted. Body is roomy, comfortable and well sprung with large lock-up luggage compartment that will accommodate a child's seat. Dark green finish and buttonless upholstery. Spring seat cushion. Map pocket. Door. Waterproof apron. Windscreen. 5 1/2 in. diameter sidecar wheel brake extra.

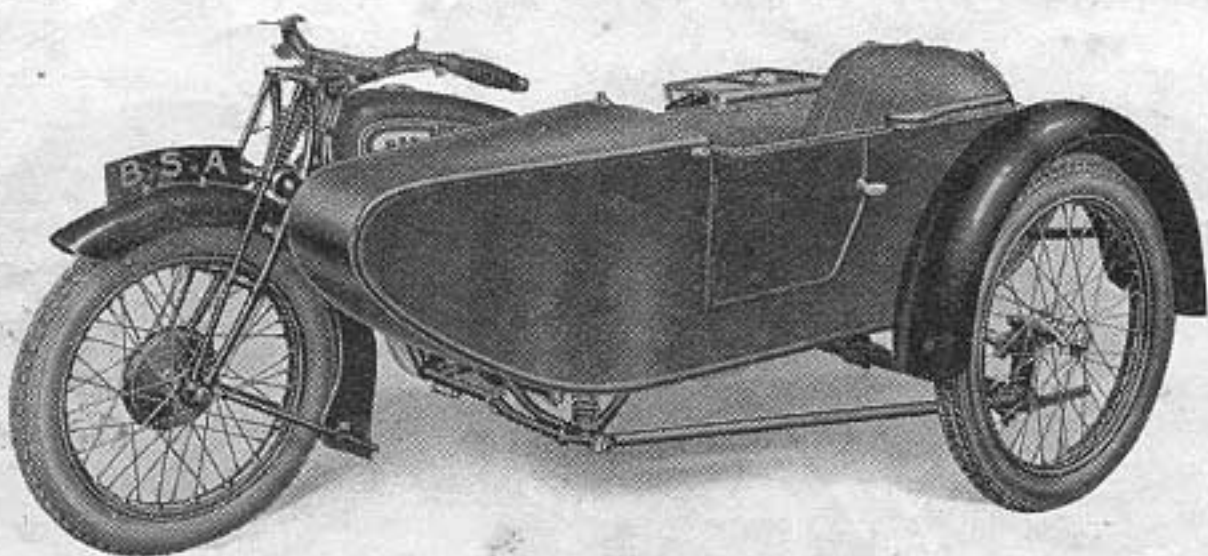
Model No. 6a

Price £25. 5s.

Suitable for 7.70 h.p. E29 de luxe and 9.86 h.p. B.S.A. Motor Cycles only. As above specification, but on sprung wheel chassis. 7 in. sidecar wheel brake extra.

Model No. 7

Price £18. 5s.



Chassis is of similar construction to No. 6, but has narrower wheel track. Body very comfortable and well sprung, with buttonless upholstery. Large lock-up luggage compartment and luggage platform. Dark green finish. Door. Waterproof apron.

Model No. 7c

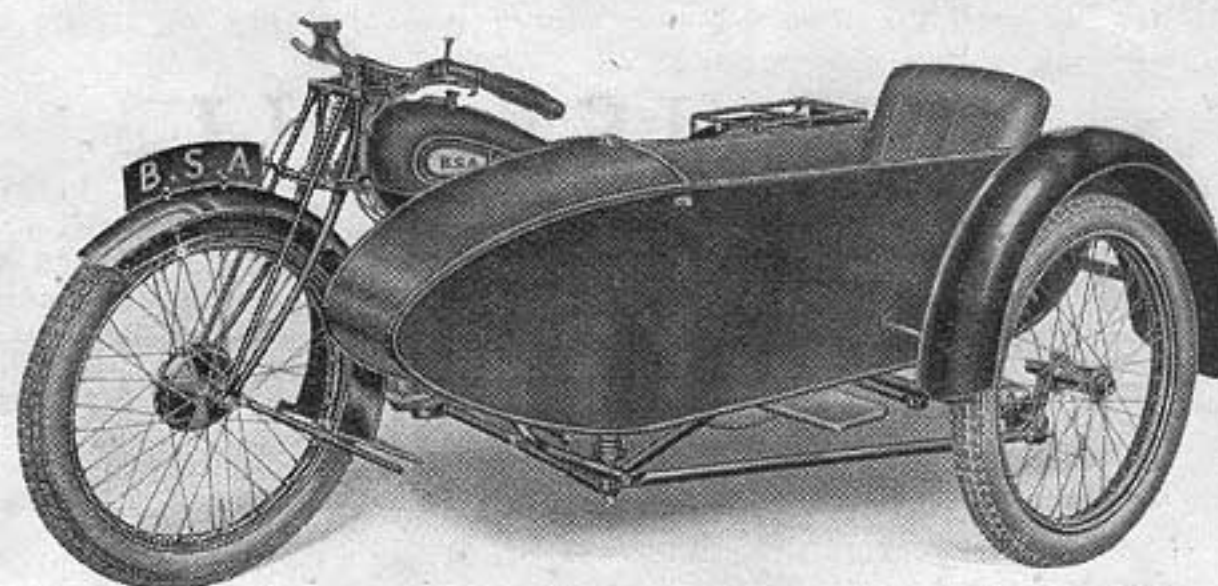
Price £15. 5s.

The chassis is identical with No. 7 and the body is the same as No. 9c.

Sidecars Nos. 7 and 7c are suitable for B.S.A. Motor Cycles from 4.93 h.p. to 9.86 h.p.

Model No. 9c

£12.



This popular model meets the demand for a cheap but serviceable sidecar. The chassis is of the usual B.S.A. triangular construction, but light and simple yet of ample strength. The body is well finished in dark green with buttonless upholstery. Locker space is provided behind movable seat-back. No door. Waterproof apron supplied.

Model No. 9

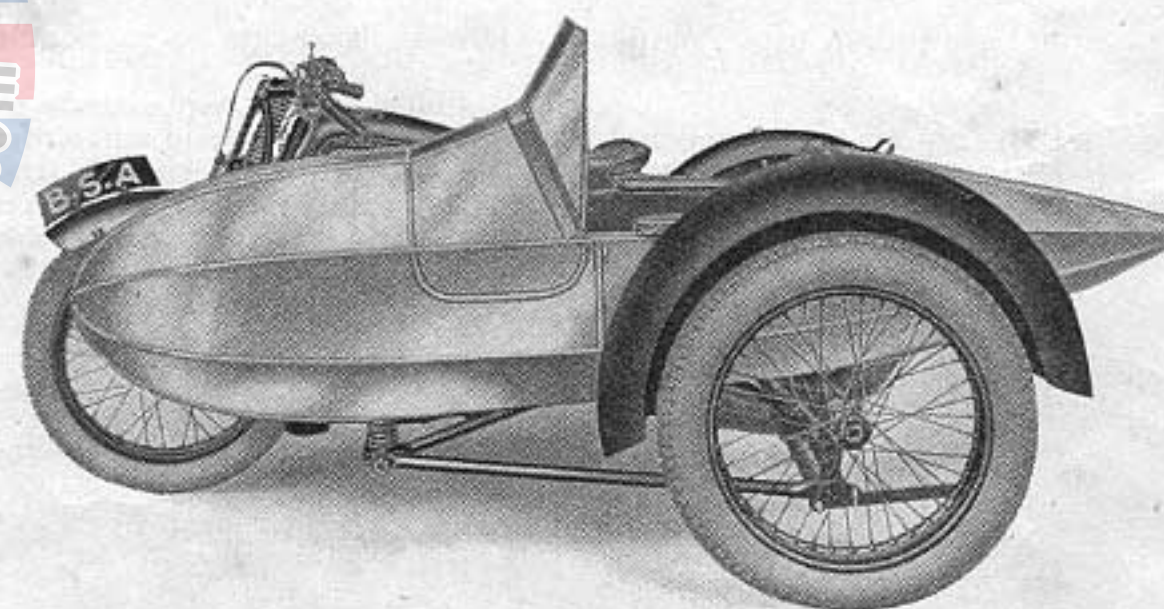
£15. 5s.

Chassis is the same as No. 9c, but the body is identical with No. 7.

Sidecars Nos. 9c and 9 are suitable only for 3.49 h.p. (all types), 4.93 h.p. S29 and 5.57 h.p. H29 B.S.A. Motor Cycles.

Model No. 15

Price £22. 10s.



Suitable for B.S.A. Motor Cycles from 4.93 h.p. to 9.86 h.p. This is a de luxe Sports model sidecar built with polished aluminium panels. The chassis is similar to No. 7. The body is octagonal in section tapering to a point at the rear to reduce wind resistance to a minimum. The hinged dash allows easy entrance and exit, and the windscreen is fitted as standard. Luggage space provided behind hinged seat-back. Waterproof apron supplied.

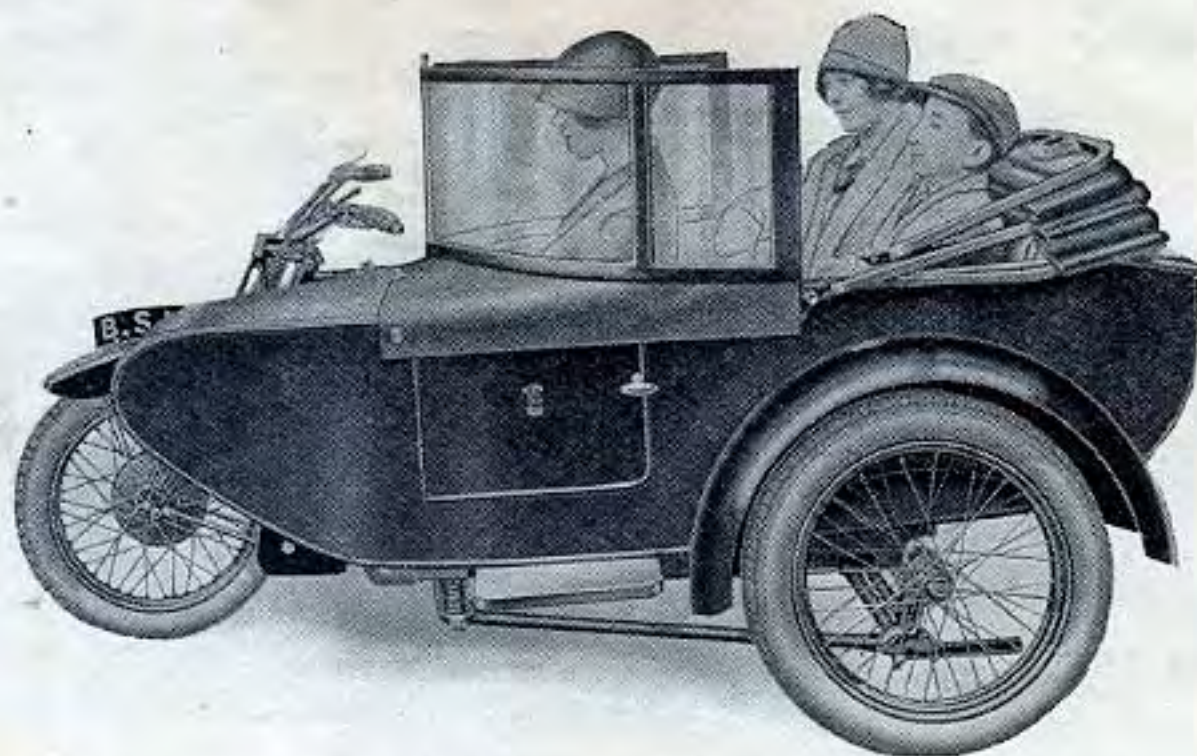
Model No. 14

£19. 10s.

Suitable only for 3.49 h.p., (all types), 4.93 h.p. S29 and 5.57 h.p. H29 B.S.A. Motor Cycles. Body similar to No. 15, but mounted on No. 9 chassis.

Model No. 11

Price £23.



This sidecar is fitted to the No. 11 chassis and accommodates two adults, or one adult and two children. Rear seat fixed, movable front seat staggered to left of rear seat for child or second adult. Dark green finish, buttonless upholstery. Lock-up luggage compartment at rear. Windscreen and hood as illustrated extra. 5½ in. diameter sidecar wheel brake extra.

Model No. 11a

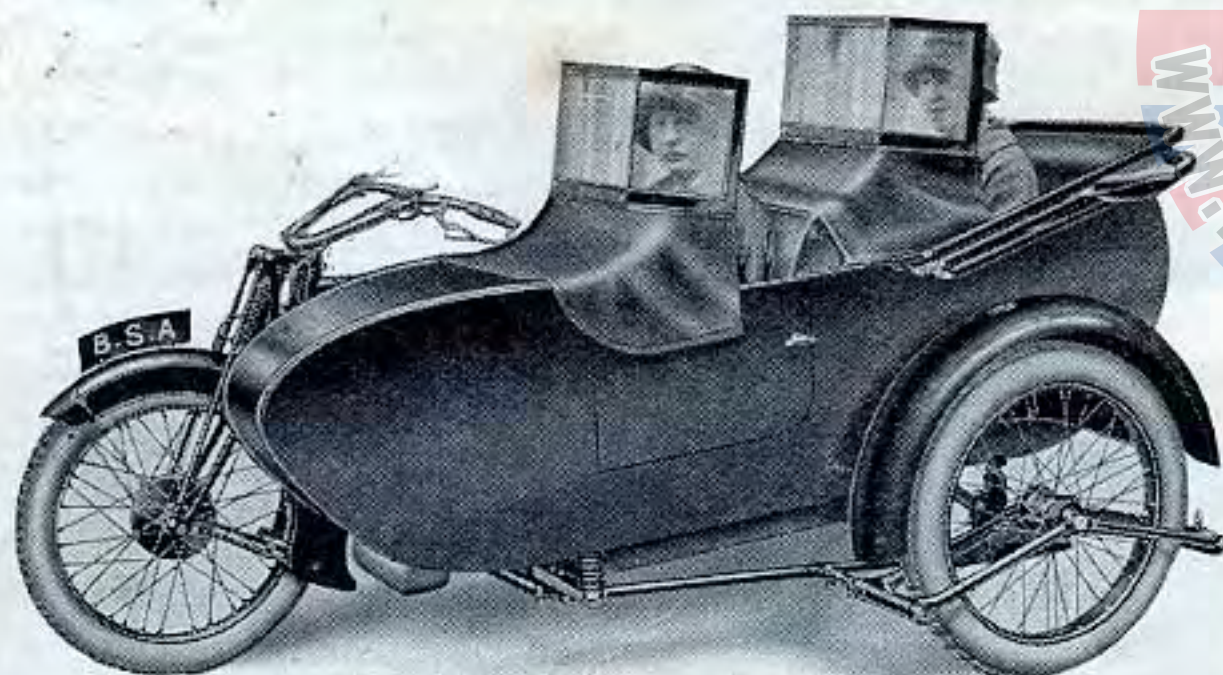
Price £28. 5s.

As above, but on No. 11a sprung wheel chassis. 7 in. sidecar wheel brake extra.

Sidecars Nos. 11 and 11a are suitable only for 7.70 h.p. E29 de luxe and 9.86 h.p. B.S.A. Motor Cycles.

Model No. 10a

Price £28. 15s.



This sidecar is fitted to the No. 10a sprung wheel chassis and is designed to carry two adult passengers tandem fashion. Locker space is provided at the rear of the back seat. Dark green finish, buttonless upholstery. Windcreens and hood as illustrated extra. 7 in. diameter sidecar wheel brake extra.

Model No. 10

Price £23. 10s.

Similar to No. 10a, but on No. 10 chassis. 5½ in. sidecar wheel brake extra.

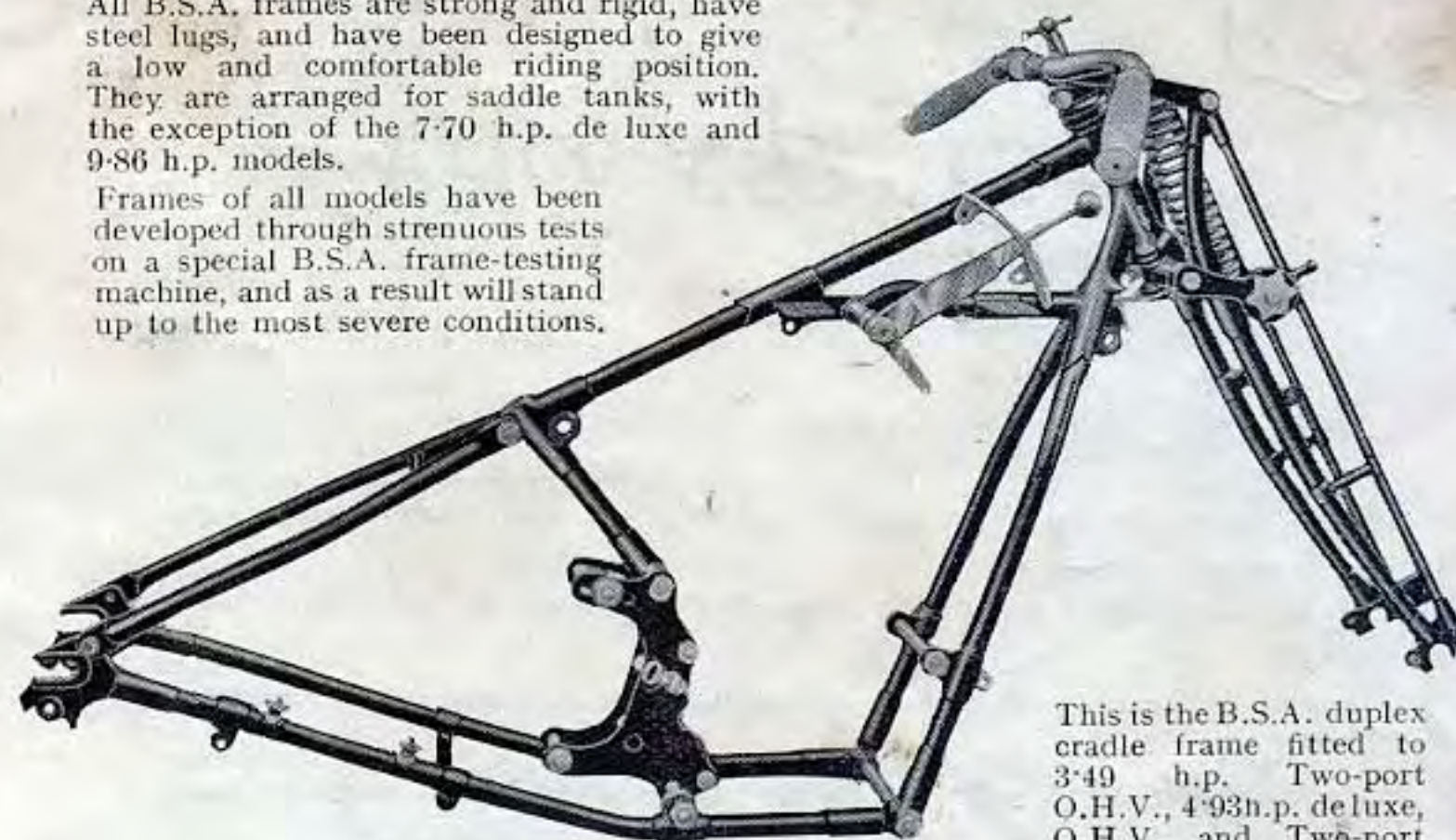
Sidecars Nos. 10a and 10 are suitable only for 7.70 h.p. E29 de luxe and 9.86 h.p. B.S.A. Motor Cycles.

Features of B.S.A. Motor Cycles

Frames

All B.S.A. frames are strong and rigid, have steel lugs, and have been designed to give a low and comfortable riding position. They are arranged for saddle tanks, with the exception of the 7.70 h.p. de luxe and 9.86 h.p. models.

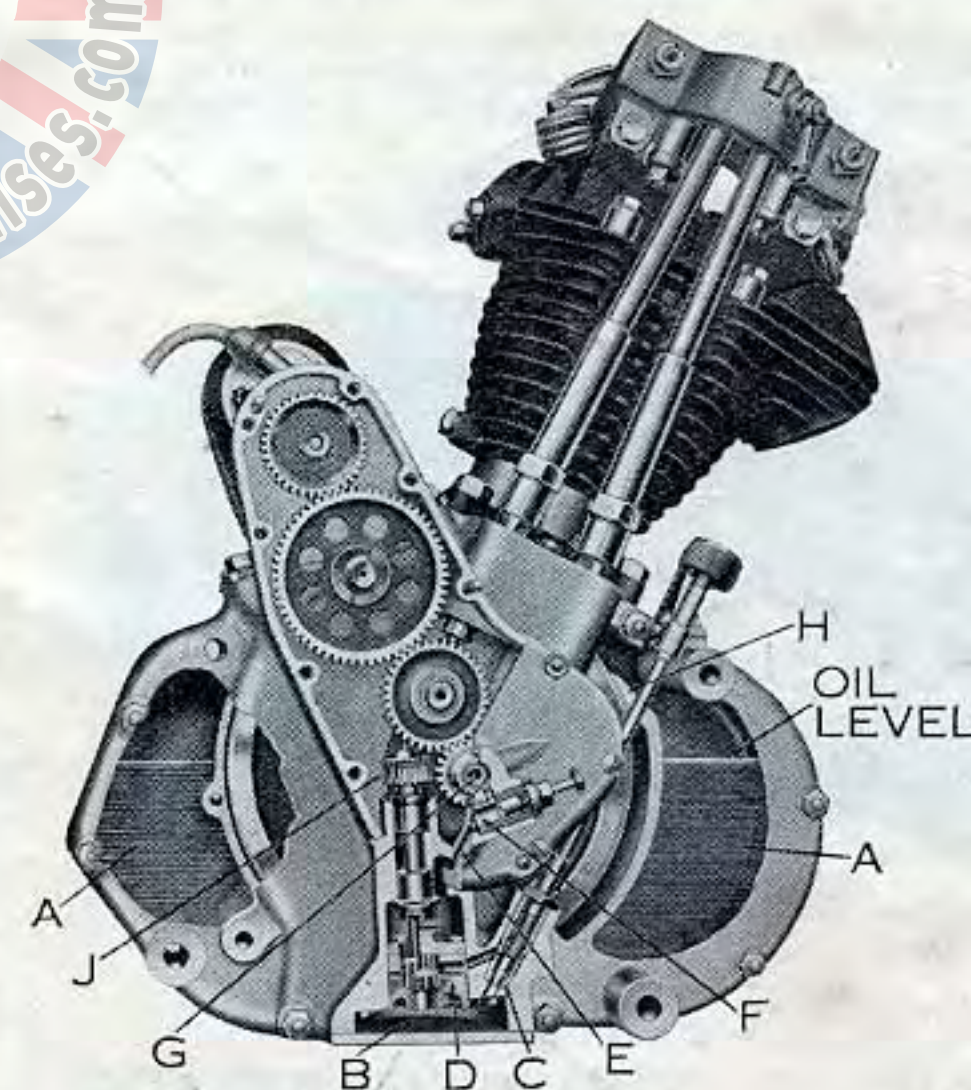
Frames of all models have been developed through strenuous tests on a special B.S.A. frame-testing machine, and as a result will stand up to the most severe conditions.



This is the B.S.A. duplex cradle frame fitted to 3.49 h.p. Two-port O.H.V., 4.93 h.p. de luxe, O.H.V., and Two-port O.H.V., and 5.57 h.p. de luxe models.

Sump Lubrication (3.49 h.p. Two-port O.H.V.; 4.93 h.p. de luxe, O.H.V., and Two-port O.H.V.; and 5.57 h.p. de luxe models.)

This system is designed on racing car lubrication principles, and is a vast improvement over the old type of mechanical oil pump. It cuts out all external oil pipes, which are liable to break or become stopped up, and ensures greater efficiency in the lubrication of the most vital part of the engine—the big-end bearing. The big-end bearings of B.S.A. models equipped with sump lubrication receive 250 times as much oil as the big-ends in engines fitted with the ordinary system. Yet the oil consumption is remarkably economical.



The oil is contained in the double sump "A," passes through the reservoir "B," past the adjustable valve control "C" to the pump "D." It is driven up the passage "E" into the tell-tale chamber "F," forces out the tell-tale plunger, enters the hollow crankshaft "G," and so through holes drilled in the flywheel and crankshaft to the big end bearing.

After cooling and lubricating this bearing, the oil is thrown on to the cylinder walls and the underside of the piston. It returns to the crankcase and is picked up and carried round by the flywheels. The scraper "H" returns it to the sump.

The pump is driven by worm gear "J" from the main shaft, and being submerged, is always full of oil and cannot fail to operate.

Once the correct setting for the control knob is obtained you need never touch it again. So long as you replenish the sump every few hundred miles the pump will faithfully provide perfect lubrication.

Prices of B.S.A. Motor Cycles & Sidecars for 1929

MODELS	Solo	Fitted with No. 9c Sidecar. Popular Touring £12	Fitted with No. 9 Sidecar. Touring £15.5s.	Fitted with No. 14 Sidecar. Sports £19.10s.	Fitted with No. 7c Sidecar. Popular Touring £15.5s.	Fitted with No. 7 Sidecar. Touring £18.5s.	Fitted with No. 15 Sidecar. Sports £22.10s.	Fitted with No. 6 Sidecar. Touring £20	Fitted with No. 10 Sidecar. Two-seater Tandem £23.10s.	Fitted with No. 11 Sidecar. 2/3 Seater £23	Fitted with Small Milk Carrier £15.15s.	Fitted with Trades- men's Light Box Carrier £12	Fitted with Trades- man's Box Carrier £15.5s.	Fitted with Commercial Van Sidecar £26.15s.
1.74 h.p. Model A29	£26 s. 5	—	—	—	—	—	—	—	—	—	—	—	—	—
1.74 h.p. Model A29 de luxe	£28	—	—	—	—	—	—	—	—	—	—	—	—	—
2.49 h.p. Model B29 de luxe	£36	—	—	—	—	—	—	—	—	—	—	—	—	—
3.49 h.p. Model L29	£43	£55	£58 s. 5	£62 s. 10	—	—	—	—	—	—	—	£55	—	—
3.49 h.p. Model L29 O.H.V.	£47 s. 10	£59 s. 10	£62 s. 15	£67	—	—	—	—	—	—	—	£59 s. 10	—	—
3.49 h.p. Model L29 Two-port O.H.V.	£54 s. 15	£66 s. 15	£70	£74 s. 5	£70	£73	£77 s. 5	—	—	—	—	—	—	—
4.93 h.p. Model S29	£44	£56	£59 s. 5	£63 s. 10	£59 s. 5	£62 s. 5	£66 s. 10	—	—	—	—	£56	—	—
4.93 h.p. Model S29 de luxe	£52 s. 15	—	—	—	£68	£71	£75 s. 5	£72 s. 15	—	—	£68 s. 10	—	£68	—
4.93 h.p. Model S29 O.H.V.	£55 s. 10	—	—	—	—	£73 s. 15	£78	—	—	—	—	—	—	—
4.93 h.p. Model S29 Two-port O.H.V.	£57 s. 10	—	—	—	—	£75 s. 15	£80	—	—	—	—	—	—	—
5.57 h.p. Model H29	£46	£58	£61 s. 5	£65 s. 10	£61 s. 5	£64 s. 5	£68 s. 10	—	—	—	—	£58	—	—
5.57 h.p. Model H29 de luxe	£53 s. 15	—	—	—	£69	£72	£76 s. 5	£73 s. 15	—	—	£69 s. 10	—	£69	—
7.70 h.p. Model E29	£58 s. 15	—	—	—	£74	£77	£81 s. 5	£78 s. 15	—	—	£74 s. 10	—	£74	—
7.70 h.p. Model E29 de luxe	£65	—	—	—	£80 s. 5	£83 s. 5	£87 s. 10	£85*	£88 s. 10*	£88*	£80 s. 15*	—	£80 s. 5*	£91 s. 15*
9.86 h.p. Model G29 de luxe	£66	—	—	—	£81 s. 5	£84 s. 5	£88 s. 10	£86*	£89 s. 10*	£89*	£81 s. 15*	—	£81 s. 5*	£92 s. 15*
9.86 h.p. Model G29 W.T.	£69	—	—	—	£84 s. 5	£87 s. 5	£91 s. 10	£89*	£92 s. 10*	£92*	£84 s. 15*	—	£84 s. 5*	£95 s. 15*

Sidecars marked with * can be fitted with detachable sprung wheel at an extra charge of £5 5s.