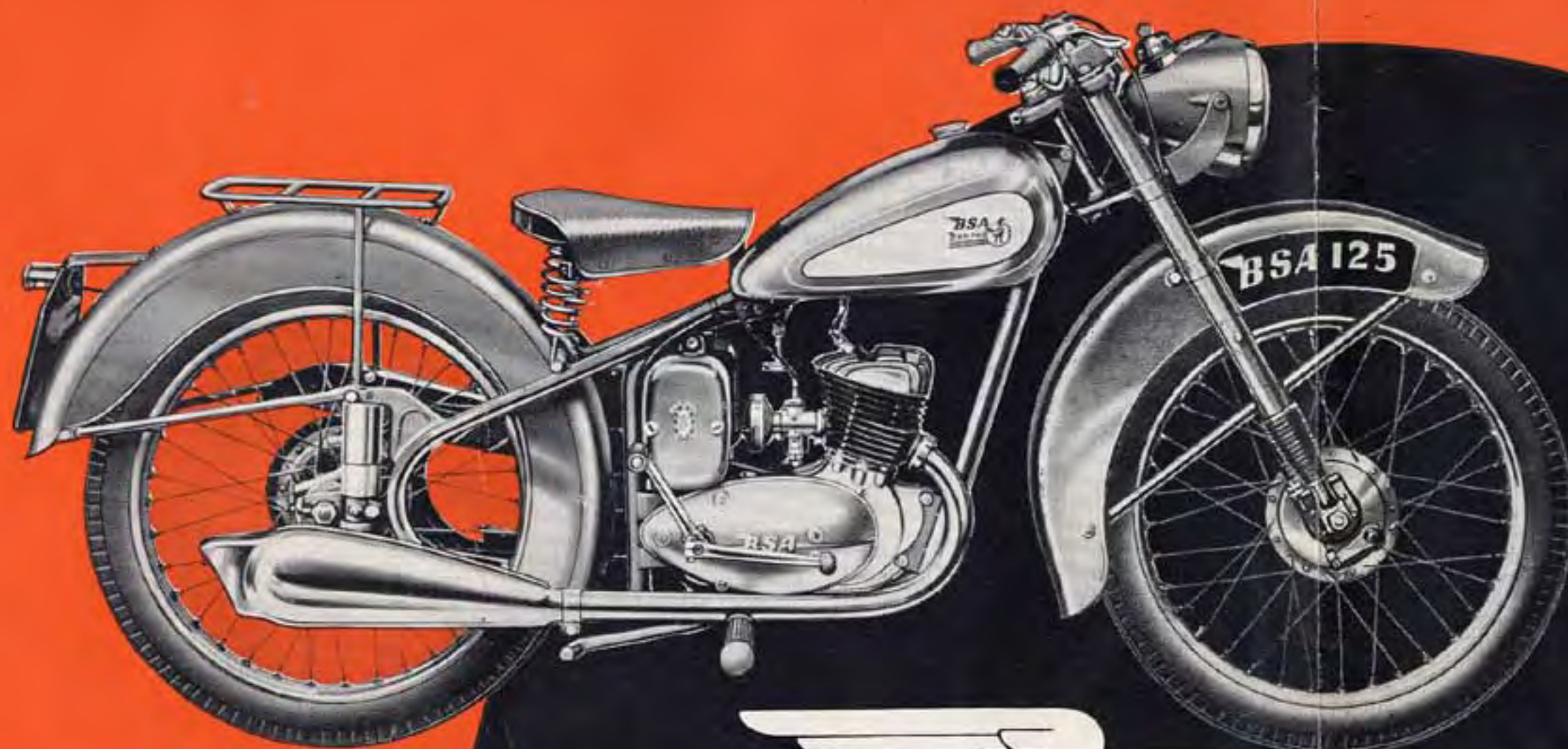




125 cc

**New B.S.A. Bantam with
Spring Frame
Model D1**

The plunger type rear suspension now available at an extra charge on model D1 follows the same general principle as that fitted to the larger models in the range. This model may also be supplied with Lucas 45 watt A.C. generator, rectifier, and 5 amp. hr. battery and coil ignition. Special switch position for starting if battery is fully discharged. With the inclusion of these fitments the purchaser of the simplest and lightest model in the B.S.A. range thus has the option of luxury comfort at a modest extra charge.

BSA

***The World's widest one-make range
and the Finest Value***

650 cc

**New B.S.A.
Golden Flash 650 Twin
Model A10**

Embodying the attractive design and specification features which have contributed to the remarkable popularity of model A7, the completely new engine of increased cylinder capacity has a remarkable performance throughout its entire speed range. At the same time the engine is so flexible and the machine so versatile that it provides an unprecedented sidecar performance, and will satisfy the most ardent high speed solo enthusiast.



BSA

The Popular Choice



B.S.A. BANTAM 125 Two-stroke Model D1

GENERAL SPECIFICATION



B.S.A. 500 O.H.V. Model B33



B.S.A. 250 S.V. Model C10

ENGINE. Air cooled with cast iron cylinder barrel and head (aluminium alloy for Gold Star models and aluminium alloy head on D1 and C10); high tensile steel connecting rod (light alloy rods on A10). Big-end—roller bearing except on A models, which have indium-lead-bronze plain bearings. Main bearings—plain timing side on A7, A10 and C models; Ball and/or roller bearings on drive side on all models, and on timing side on remainder of range. Gear driven timing gear; tappets on models A7 and A10 operated by a single camshaft at rear of engine. Stellite-tipped valves standard on A7 Star Twin, A10 and Gold Star models. Amal carburettor (with built-in air cleaner on models A7 and A10); twin carburettors with gauze intake traps on A7 Star Twin; Air cleaners on all other models except Gold Stars.

LUBRICATION. (Except D1). Dry sump system with separate oil tank under saddle and double gear pump. Model D1, petrol system.

IGNITION. Coil ignition with car type distributor incorporating automatic advance on C

models, Magdyno on B and M models, magneto with automatic advance on A models, Wico-Pacy flywheel magneto-generator on D1 or coil ignition with Lucas A.C. generator set (extra) if specified.

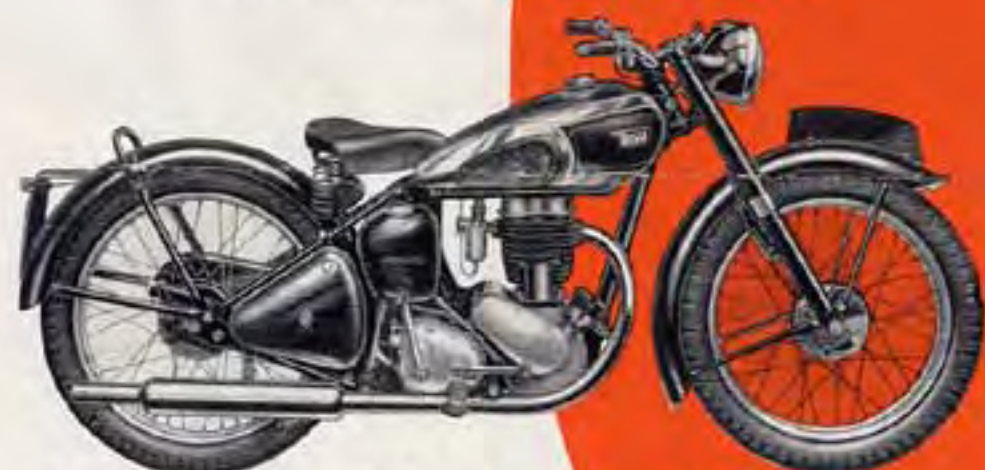
TRANSMISSION. Three-speed gearbox on D and C models; four speeds on others; all with positive stop foot gear change; all bath primary chain drive.

FRAME. Sidecar lugs on M and A models; 8 in. front brake on Gold Star models and model A10; Rear suspension with quickly detachable rear wheel on Gold Star models and A7 Star Twin, extra on other B and A models; quickly detachable rear wheel on A7 and A10; spring-up stand (rear on M models, central on other models).

EQUIPMENT. Lucas 6-volt 60 watt lighting (except D1: see ignition) with separate dynamo on C and A models, magdyno on others; compensated voltage control; sealed beam headlamp; electric horn (extra on model D1); toolkit; tyre inflator; licence holder.



B.S.A. 500 O.H.V. Model M33



B.S.A. 250 O.H.V. Model C11 de Luxe



B.S.A.
500 S.V. Model M20 600 S.V. Model M21



B.S.A. 350 O.H.V. Model B31



B.S.A. 500 O.H.V. Model A7 STAR TWIN



B.S.A. 500 O.H.V. Twin Model A7

BSA

— Leaders in the Industry

B.S.A. de Luxe Tourer Sidecar Model 22/47

A roomy, comfortable, well-sprung sidecar with ample luggage accommodation. A close-fitting hood gives the passenger complete weather protection. Suitable for B.S.A. models M20, M21, M33, A7, and A10.



Finish of B.S.A. Motor Cycles

Extras

Model	Finish
D I Bantam (all models)	Pastel Green and Chromium.
C 10 C 11	Matt Silver and Chromium Tank.
C 11 De-Luxe	Blue and Chromium Tank and Wheels.
B 31 B 32	Green and Chromium Tank and Wheels. Chromium Guards on B 32.
B 33 B 34	Red and Chromium Tank and Wheels. Chromium Guards on B 34.
B 32 B 34 } Gold Star	Silver and Chromium Tank and Wheels.
M 20 M 21	Matt Silver Tank, Black Wheels. Matt Silver and Chromium Tank and Wheels extra.
M 33	Silver and Chromium Tank and Wheels.
A 7	Red or Black Chromium Tank and Wheels.
A 7 Star Twin	Silver and Chromium Tank and Wheels.
A 10	Black and Chromium Tank and Wheels. Beige and Chromium Tank, Beige Forks, Wheels and Mudguards, extra.

Spring Frame.

On Models A 7, A 10, D I, B 31, B 33; also B 32 and B 34 with downswep pipes only.

Battery Lighting.

On Model D I Bantam.

Alloy Engine.

On Models B 32 and B 34.

Speedometer.

On Model D I only.

Legshields.

On Models D I, C 10 and C 11.

Pillion Seat or Carrier.

On all models except D I.

Folding Pillion Footrests.

On all Models except D I.

Prop Stand.

On all Models except D I.



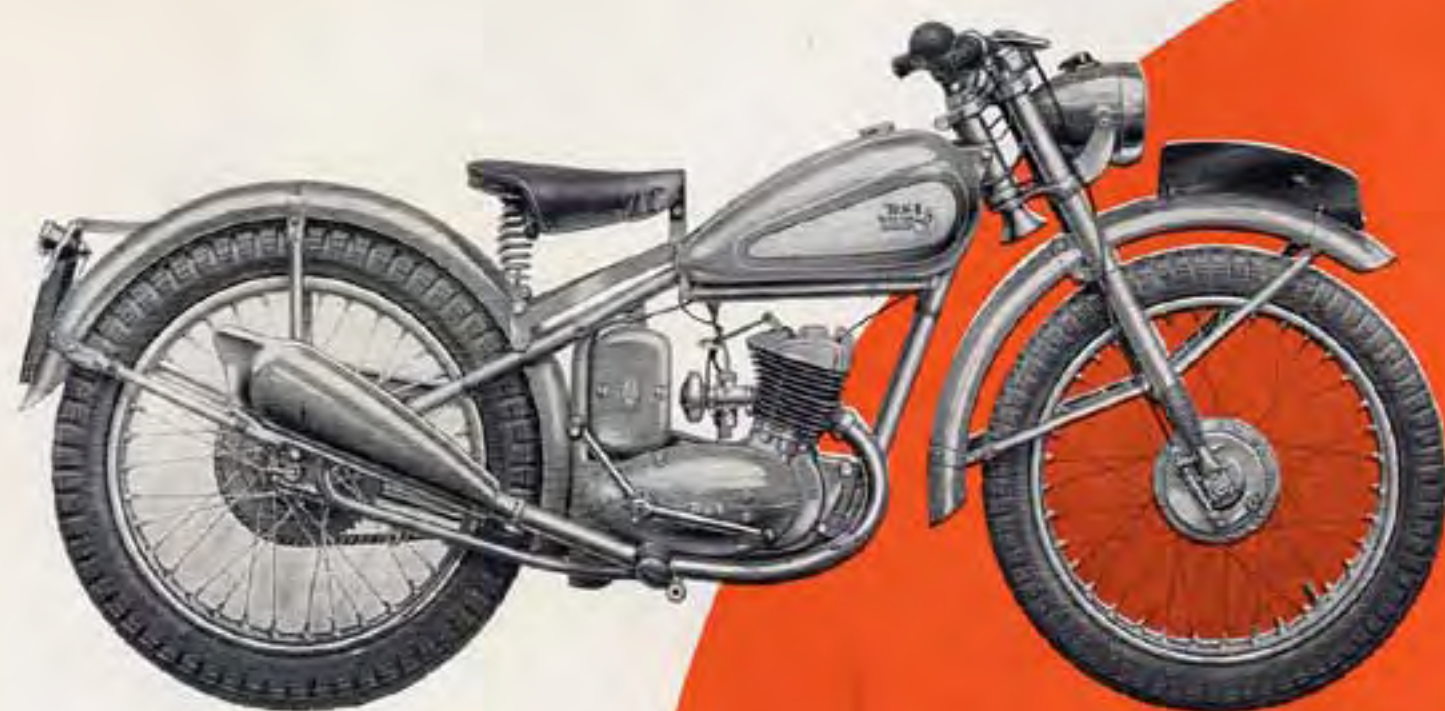
BSA

**The World's Largest
Motor Cycle Manufacturers**

B.S.A. CYCLES LTD., Birmingham, 11

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Telephone: Birmingham Victoria 2381 (29 lines). Telegrams and Cables: "Selcyc, Birmingham"

Leave it to your **BSA**



B.S.A.

Bantam 125 D1 Competition

This model is the younger brother of the well known B32 and B34 B.S.A. Competition models and has been introduced by popular demand.

The specification is comprehensive and incorporates the following: compression release valve in the cylinder head, roller bearings to front wheel, up-swept exhaust system, unvalanced mudguards, larger section rear tyre, adjustable footrests, raised saddle position, folding kick starter and a larger rear wheel sprocket giving lower gears for trial purposes.

B.S.A. 350 B32 Gold Star

B.S.A. 500 B34 Gold Star

Since its introduction for the 1949 season model B32 Gold Star has amply fulfilled its early promise, and a 500 c.c. version is now added to the range for 1950. These two machines are similar in specification except for engine capacity, and follow the now well established Gold Star tradition. Their specification, which includes B.S.A. rear suspension, is extremely versatile, for the purchaser can select cams, gears and compression ratios to suit the type of sporting event which he favours. For road racing purposes the foot gear change pedal can be fitted in the rearward position with the mechanism inside the box modified to give the normal movement—i.e., pedal raised to engage a lower gear, and conversely.

For Trials and Scrambles

BSA

Competition and Gold Star models



B.S.A. 350 B32 Competition

B.S.A. 500 B34 Competition

With a most impressive list of premier awards to their credit, gained in Trials and Scrambles in all parts of the world, these two B.S.A. models have proved the most successful post-war competition machines. Lucas waterproof magneto is standard. Lighting equipment extra. Spring frame extra (with down-swept exhaust pipe only).

TECHNICAL DATA—all models

Model	Gear ratios				Tyre sizes		Tank Capacities	
					Front	Rear	Petrol	Oil
D1	7.0	11.7	22.0	—	2.75-19	2.75-19	Galls 1½	—
D1 Comp.	8.65	14.5	27.1	—	2.75-19	3.25-19	1½	—
C10	6.6	9.8	14.5	—	3.00-19	3.00-19	2½	4
C11	6.6	9.8	14.5	—	3.00-20	3.00-20	2½	4
B31	5.6	7.4	11.5	16.7	3.25-19	3.25-19	3	4
B32	7.1	9.3	14.5	21.1	2.75-21	4.00-19	3	4
B32 Gold Star	*5.6	7.4	11.5	16.7	2.75-21	4.00-19	3	4
B33	5.0	6.6	10.3	14.9	3.25-19	3.50-19	3	4
B34	5.6	7.4	11.6	16.8	2.75-21	4.00-19	3	4
B34 Gold Star	*5.0	6.6	10.3	14.9	2.75-21	4.00-19	3	5
M20	5.3	7.0	10.9	15.8	3.25-19	3.25-19	3	5
M21 Sidecar	5.9	7.8	12.2	17.7	3.25-19	3.50-19	3	5
M33 Solo	4.8	6.3	9.8	14.2	3.25-19	3.50-19	3	5
A7 Solo	5.1	6.2	9.0	13.2	3.25-19	3.50-19	3½	4
A10 (Solo)	4.4	5.4	7.8	11.4	3.25-19	3.50-19	4	4
A10 (Sidecar)	5.2	6.3	9.1	13.3				

* Alternative gear ratios for Trials, Scrambles and Road Racing are available.

BSA — Leaders in the Industry