

Catalogue BSA 1950 anglais



The B.S.A. Bantam is now firmly established as "Cock o' the Lightweights." It is attractive in appearance, amazingly economical, has a brilliant performance, is comfortable to ride, and easy to handle. In every way the perfect lightweight.

BSA
BANTAM 125 cc.
Two-stroke. Model D1

£63. 3. 6.
Tax £17. 1. 2. Total £80. 4. 8.
including Speedometer.

A detailed illustration of a BSA Bantam 125 cc. Two-stroke. Model D1 motorcycle. The motorcycle is shown from a side profile, facing right. It has a dark red or maroon finish with chrome accents on the engine, exhaust, and wheels. The front fender has "BSA 125" written on it. The background of the advertisement is a light yellow with a large, stylized Union Jack flag behind the motorcycle. In the top right corner, there is a small line drawing of a person riding a motorcycle in front of a building with a dome.

BSA

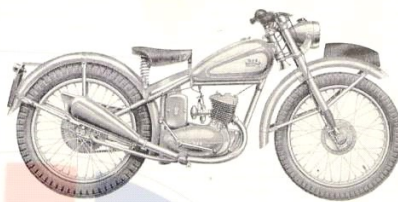
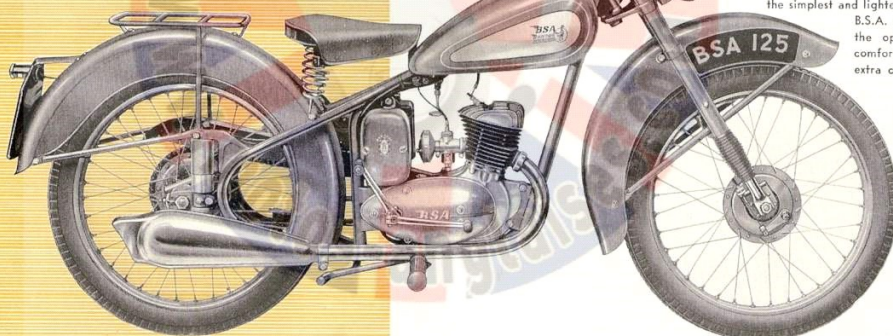
BANTAM 125 cc.
Model D1 with Spring Frame

and Lucas generator, battery and coil ignition.

£74. 3. 6.

Tax £20. 0. 7. Total £94. 4. 1.

including Speedometer.



The B.S.A. BANTAM Competition Model

This model is the younger brother of the well-known B 32 and B 34 B.S.A. Competition models and has been introduced by popular demand.

The specification incorporates compression release valve in the cylinder head, roller bearings to front wheel, upswept exhaust system, unvalenced 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.

£68. 3. 6. Tax £18. 8. 2. Total £86. 11. 8.

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, coil ignition, and electric horn. Special switch position for starting if battery is fully discharged. With these fittings 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

250 O.H.V.
Model C11 de Luxe

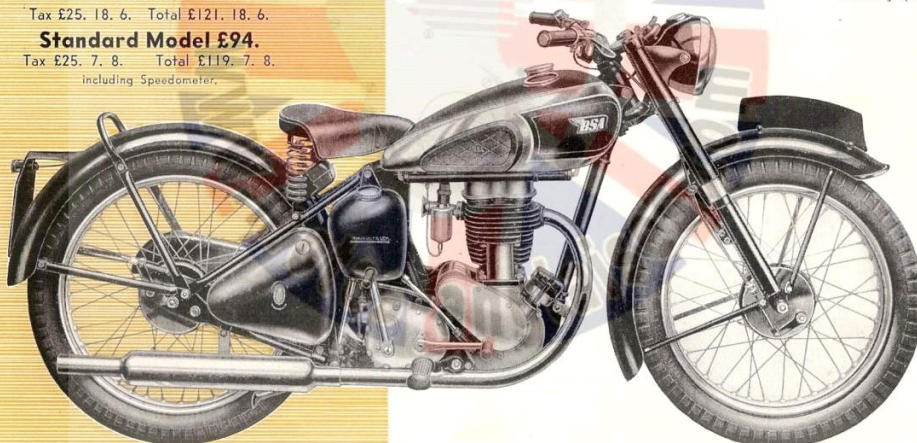
£96.

Tax £25. 18. 6. Total £121. 18. 6.

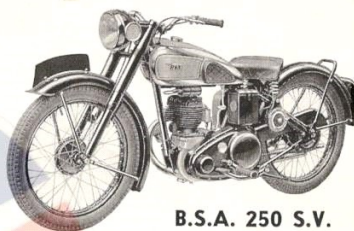
Standard Model £94.

Tax £25. 7. 8. Total £119. 7. 8.

including Speedometer.



The B.S.A. 250 c.c. models are ideally suited to the requirements of the every-day utility rider. They are economical to run, easy to maintain, and in the true B.S.A. tradition completely reliable. You have a choice of three models in this class—the side valve model C10, the standard O.H.V. model C11 with matt silver and chromium tank, and the de Luxe O.H.V. (illustrated) with blue and chromium tank and wheels.



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

£89.

Tax £24. 0. 8. Total £113. 0. 8.

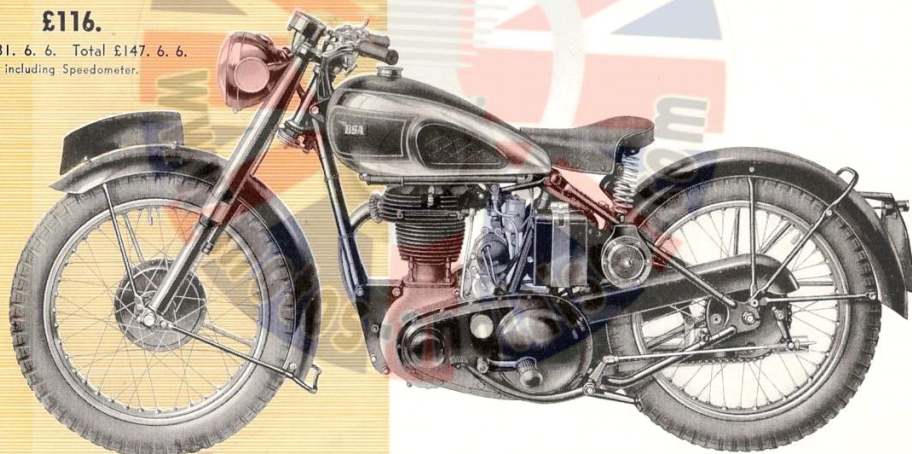
including Speedometer.

BSA

350 O.H.V.
Model B31

£116.

Tax £31. 6. 6. Total £147. 6. 6.
Including Speedometer.



This model is one of the most popular 350s on the road today. With a sparkling performance and a high degree of reliability, it satisfies the demands of the most exacting solo motorcyclist. It is also available with spring frame at an extra charge.

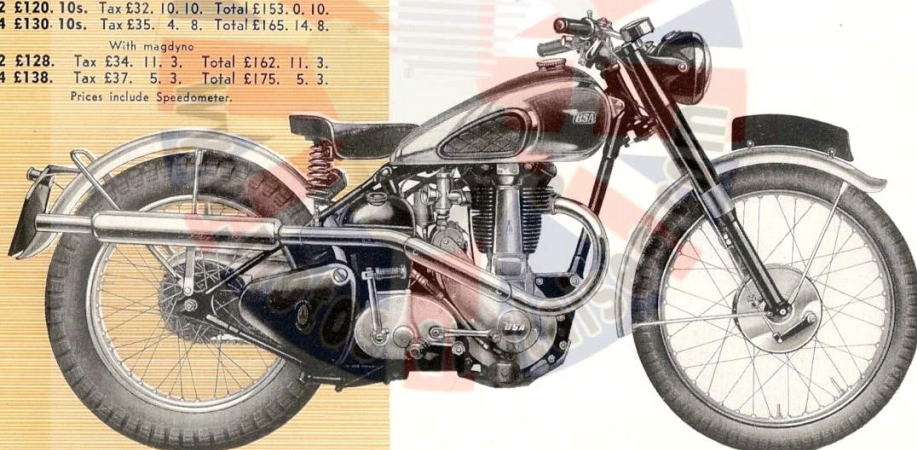


BSA

COMPETITION
350 cc. Model B32
500 cc. Model B34

With magneto and bulb horn
B32 £120. 10s. Tax £32. 10. 10. Total £153. 0. 10.
B34 £130. 10s. Tax £35. 4. 8. Total £165. 14. 8.

With magdyno
B32 £128. Tax £34. 11. 3. Total £162. 11. 3.
B34 £138. Tax £37. 5. 3. Total £175. 5. 3.
Prices include Speedometer.



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 magdyno lighting is standard; alternative lighting equipment is available. Spring frame extra (with downswept exhaust pipe only).



BSA

500 O.H.V.

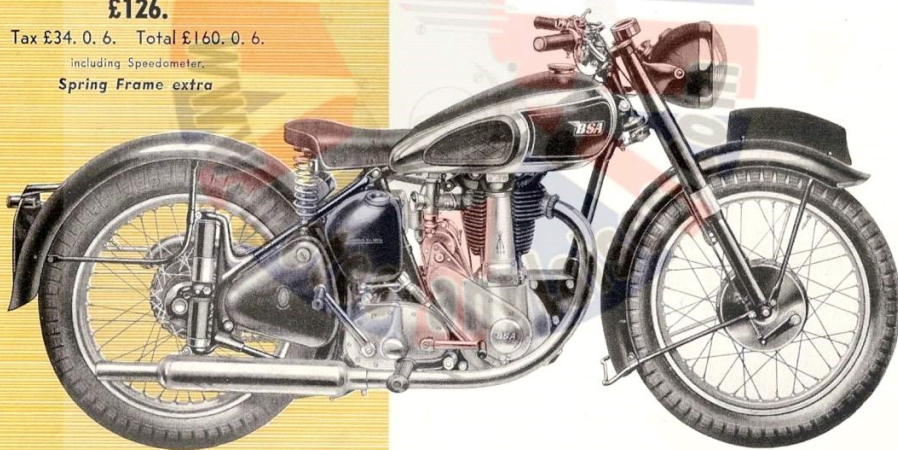
Model B33

£126.

Tax £34. 0. 6. Total £160. 0. 6.

Including Speedometer,
Spring Frame extra

A sturdy 500 of exceptional value, embodying the latest features and a high power-weight ratio which combine to give outstanding performance with economy. Spring frame as illustrated, extra.



B 32 £170. 10s.

Tax £46. 0. 9. Total £216. 10. 9.

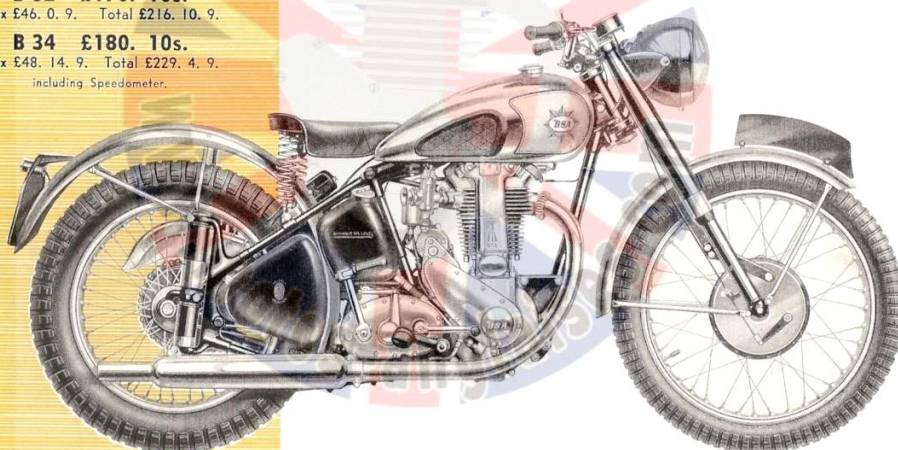
B 34 £180. 10s.

Tax £48. 14. 9. Total £229. 4. 9.

Including Speedometer.

BSA 350 B32 GOLD STAR
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.





The **BSA** GOLDEN FLASH

BSA GOLDEN FLASH 650 Twin Model A 10

£152. Tax £41. 0. 10. Total £193. 0. 10. Spring Frame extra

The New B.S.A. Golden Flash embodies a number of attractive design features which make it the outstanding machine for 1950. The completely new engine has a remarkable performance throughout its entire speed range. At the same time it 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.

ENGINE. Vertical Twin O.H.V. 70 mm. bore by 84 mm. stroke; 646 c.c. Forged steel crankshaft with integral bobweights and bolted-on central flywheel. Roller journal bearing on drive-side mainshaft. Plain bearing big-ends with indium-flashed lead-bronze liners. Plain bearing for mainshaft timing side. Forged light alloy connecting rods; low expansion aluminium silicon alloy pistons. Twin cylinders cast in single unit with specially cored air passages. Unit cylinder head-casting with narrow angle valves, two per cylinder, operating in shallow combustion chambers specially developed for maximum efficiency. Overhead rockers operated by push rods from single camshaft at rear with large car-type tappets. Camshaft gear-driven from engine-shaft through idler pinion, and incorporating timed mechanical breather. Absorption type silencers.

LUBRICATION SYSTEM. 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-ends, with by-pass oil pressure release. Pressure feed to overhead rocker spindles. Camshaft operates in specially-designed oil trough. Capacity of oil-tank—four Imperial pints.

INDUCTION SYSTEM. Bifurcated inlet manifold cast in cylinder head; Amal carburettor; large capacity built-in air cleaner, mounted on seat tube between oil tank and battery.

IGNITION. Lucas magneto, gear driven from camshaft with automatic advance.

TRANSMISSION. Primary drive from engine by $\frac{1}{2}$ " duplex roller chain, running in cast aluminium oil-bath chaincase. Chain tension correctly maintained by adjustable slipper-type tensioner with hard-chrome bearing surface and external adjustment. Engine shaft cush drive. Rear chain $1\frac{1}{2}$ " x $\frac{1}{2}$ " roller, lubricated by breather-pipe from oil-tank. Five-plate clutch with oil-proof fabric insert.

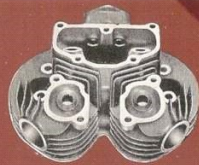
GEARBOX. B.S.A. four-speed constant mesh gearbox with built-in positive stop foot change.

FRAME. Duplex triangulated cradle of ample strength for solo or sidecar work. All frame lugs including those for sidecar and pillion footrests are of forged steel. B.S.A. telescopic front forks with automatic progressive hydraulic damping. Wheels quickly detachable, front with 8" brake, rear of straight spoke type with 7" brake; Dunlop tyres, front 3.25-19, rear 3.50-19. Petrol tank, capacity 4½ Imperial gallons; adjustable handlebar; generous mudguards; tail portion of rear guard detachable for easy wheel removal; spring-up central stand; adjustable footrests.

EQUIPMENT. Adjustable spring-seat saddle; Lucas 6-volt c.v.c. lighting set with sealed-beam headlamp and high frequency electric horn; metal toolbox under seat tube with complete toolkit; tyre pump; rubber knee-grips.

CONTROLS. On left handlebar, clutch lever and headlamp dip-switch; on right handlebar, front brake, air lever and horn button; ignition cut-out button on nearside back stay; rear brake operated by left toe pedal; kickstarter and gearchange pedals on right. Twin petrol taps at rear of tank, both with reserve levers. Finger adjustment for brakes and clutch controls.

FINISH. All bright parts including the exhaust system heavily chromium plated; frame, mudguards, etc., lustrous black enamel; petrol tank, black and chrome with distinctive motif; wheel rims chrome with black centres; polished front chain case, gearbox cover, timing cover. Finished in beige and chromium as illustrated, extra.



Cylinder head showing airflow round exhaust ports and over combustion head. Note fin arrangement to direct air round valve spring chambers.



The cam-type tappets with greatly increased bearing area, and "slimed" in pairs to ensure perfect constant alignment.



The low-expansion alloy piston with duplex oil control grooves, and slightly concave crown for most efficient combustion.



The new 8-in. front brake with super-ribbed shoes for smooth, efficient, straightline stops.

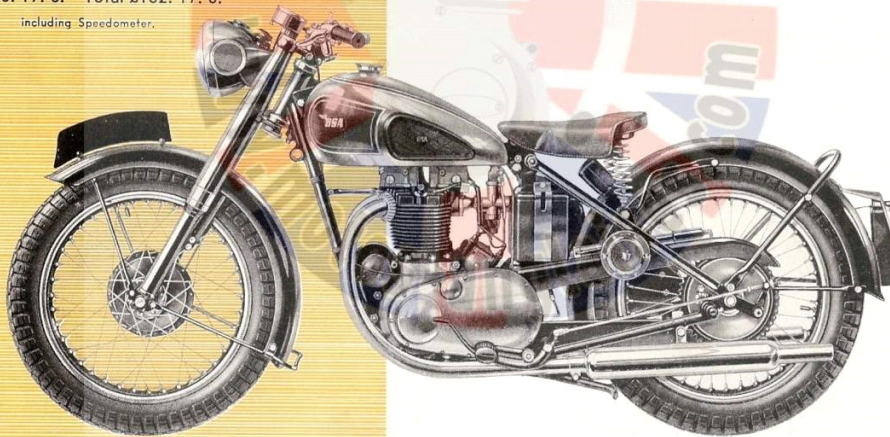
BSA

500 O.H.V. TWIN
Model A7

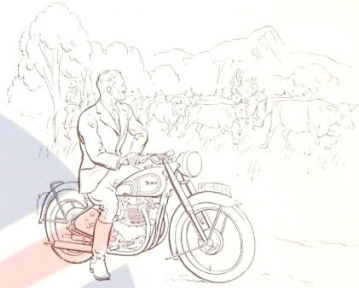
£144.

Tax £38. 17. 8. Total £182. 17. 8.

including Speedometer.



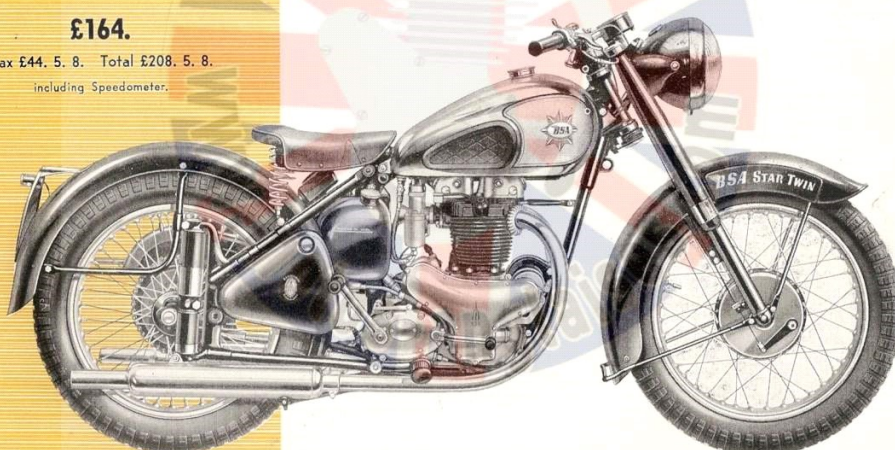
The B.S.A. A7 is the acknowledged leader of the 500 vertical twin class, embodying a number of unique features which combine to give outstanding performance and that smooth surge of power which makes for motorcycling at its best. It is readily adaptable for sidecar use if desired, and is available with spring frame as an extra.



£164.

Tax £44. 5. 8. Total £208. 5. 8.

including Speedometer.



BSA 500 O.H.V. A7 STAR TWIN

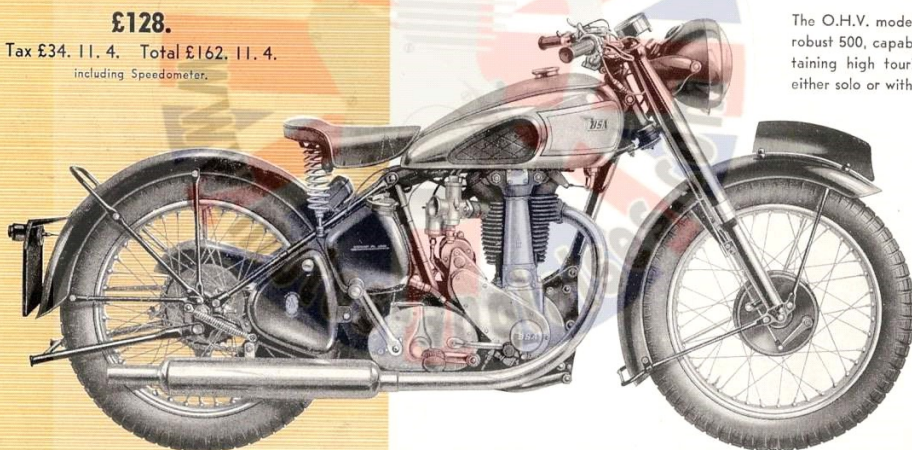
Combining the same technical specification as the now famous model A7, with the advantages of twin carburettors, slightly higher compression ratio and plunger-type rear suspension, the new Star Twin is the ideal motor cycle for the rider who requires the very best that money can buy, not only by reason of its handsome appearance and generous de luxe specification, but also on account of its brilliant performance. To the technically minded the provision of twin carburettors will appeal as a means of ensuring the highest possible volumetric efficiency, together with correct distribution, and these two items functioning in conjunction with the high compression pistons—which can be used with Pool petrol—are responsible for the considerable gain in horse power which is reflected in the most gratifying road performance of which this model is capable.

BSA

500 O.H.V.
Model M33

£128.

Tax £34. 11. 4. Total £162. 11. 4.
including Speedometer.



B.S.A. 500 S.V.
Model M20 £118.

Tax £31. 17. 4.
Total £149. 17. 4.

B.S.A. 600 S.V.
Model M21 £121.

Tax £32. 13. 6.
Total £153. 13. 6.
Prices include Speedometer.

The two side valve models — 500 and 600 c.c. respectively — are completely modernised versions of the famous W.D. M20 which gave such fine service during the war years. They are equally reliable as solo or heavy-duty sidecar machines.

The O.H.V. model is a lively robust 500, capable of maintaining high touring speeds either solo or with sidecar.

BSA

de Luxe Tourer
Sidecar Model 22/47

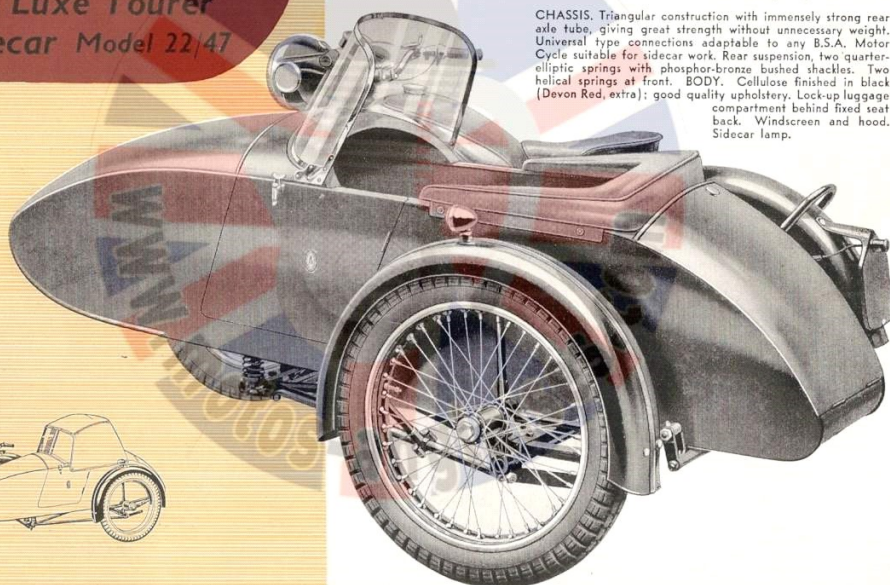
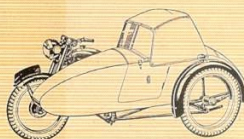
£59. 5s.

Tax £15. 16s.
Total £75. 1s.

Chassis
No 22 only

£22. 10s.

Tax £6.
Total £28. 10s.



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.



CHASSIS. Triangular construction with immensely strong rear axle tube, giving great strength without unnecessary weight. Universal type connections adaptable to any B.S.A. Motor Cycle suitable for sidecar work. Rear suspension, two quarter-elliptic springs with phosphor-bronze bushed shackles. Two helical springs at front. **BODY.** Cellulose finished in black (Devon Red, extra); good quality upholstery. Lock-up luggage compartment behind fixed seat back. Windscreen and hood. Sidecar lamp.

General Specification

ENGINE. Air cooled with cast iron cylinder barrel and head (aluminium alloy for Gold Star models and aluminium alloy head on D I and C 10); high tensile steel connecting rod. Big-end—roller bearing except on A models, which have indium-lead-bronze plain bearings. Main bearings—plain timing side on A 7 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 A models operated by a single camshaft at rear of engine. Stellite-tipped valves standard on A 7 Star Twin, A 10 and Gold Star models. Amal carburettor (with built-in air cleaner on models A 7 and A 10); twin carburettors with gauze intake traps on A 7 Star Twin.

LUBRICATION. (Except D I). Dry sump system with separate oil tank under saddle and double gear pump. Model D I, 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 D I 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; oil bath primary chain drive.

FRAME. Sidecar lugs on M and A models; 8 in. front brake on Gold Star and A 10 models; Rear suspension with quickly detachable rear wheel on Gold Star models and A 7 Star Twin, extra on other B and A models; quickly detachable rear wheel on A 7 and A 10; spring-up stand (rear on M models, central on other models).

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

FINISH. Pastel green and chromium on D I; Matt silver and chromium tank on C 10 and C 11; Tank and wheels blue and chromium on C 11 de Luxe; green and chromium on B 32 Competition. Red and chromium on B 34 Competition and A 7 (alternative black and chromium on A 7). Silver and chromium on B 31, B 33, M 33, Gold Star and Star Twin models. Silver tank and black wheels on M 20 and M 21. Black and chromium on A 10. Chromium guards on Competition and Gold Star models.

EXTRAS

SPRING FRAME: On Models A 7 and A 10, £10 plus £2. 14s. tax. On Models B 31, B 33; also B 32 and B 34 with downswep pipes only, £12. 10s. plus £3. 7. 6. tax. **SPRING FRAME AND A.C. GENERATOR SET:** On Model D I Bantam, Spring Frame £5, plus £1. 7s. tax. Lucas A.C. Generator Set (with electric horn), £6 plus £1. 12s. 5. tax. **ALLOY ENGINE:** On Models B 32 and B 34, £10 plus £2. 14s. tax. **ELECTRIC HORN:** Operated by dry battery on Model D I with Wico-Pacy equipment, 18/6 plus 5/- tax. **LEGSHIELDS:** On Model D I, £2 plus 10/10 tax. On Models C 10 and C 11, £3. 15s. plus £1. 0. 3. tax. **PILLION SEAT OR CARRIER:** On all models except D I, £1. 1s. plus 5/8 tax. **FOLDING PILLION FOOTRESTS:** On all models, except D I, 10/- plus 2/9 tax. **PROP STAND:** On all models except D I, 15/- plus 4/1 tax. **COLOUR FINISH:** Green and Chromium, B 31; Devon Red and Chromium B 33—£1 plus 5/5 tax. Matt Silver and Chromium, M 20 and M 21, £2. 10s. plus 13/6 tax. Beige and Chromium on A 10, £3 plus 16/3 tax. Special 2-gallon petrol tank on Competition models B 32 and B 34, £1 extra plus 5/5 tax.

Technical Data

| Model (Standard Specification) | D I | D I Comp | C 10 | C 11 | B 31 | B 32 | B 32 Gold Star | B 33 | B 34 | B 34 Gold Star | M 20 | M 21 | M 33 | A 7 | A 7 S.T. | A 10 Golden Flash |
|-----------------------------------|-------|-------------|-----------|------------|------------|------------|-------------------|------------|------------|-------------------|------------|------------|------------|------------|------------|-------------------------|
| Valve Arrangement | - - - | 2-stroke | 2-stroke | S.V. | O.H.V. | O.H.V. | O.H.V. | O.H.V. | O.H.V. | O.H.V. | S.V. | S.V. | O.H.V. | O.H.V. | O.H.V. | O.H.V. |
| No. of Cylinders | - - - | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Bore (mm.) | - - - | 52 | 52 | 63 | 63 | 71 | 71 | 85 | 85 | 85 | 82 | 82 | 85 | 62 | 62 | 70 |
| Stroke (mm.) | - - - | 58 | 58 | 80 | 80 | 88 | 88 | 88 | 88 | 88 | 94 | 112 | 88 | 82 | 82 | 84 |
| Capacity (c.c.) | - - - | 123 | 123 | 249 | 249 | 348 | 348 | 499 | 499 | 499 | 496 | 591 | 499 | 495 | 495 | 646 |
| Compression Ratio | - - - | — | — | 5-1 | 6.5-1 | 6.5-1 | 6.5-1 | 6.8-1 | 6.8-1 | 6.8-1 | 4.9-1 | 5-1 | 6.8-1 | 6.6-1 | 7.0-1 | 6.5-1 |
| Gear Ratios (Solo)— | | | | | | | | | | | | | | | | |
| Top | - - - | — | — | — | 5.6 | 7.1 | 7.1 | 5.0 | 5.6 | 5.6 | 5.3 | 4.8 | 4.8 | 5.1 | 5.1 | 4.4 |
| Third | - - - | 7.0 | 8.65 | 6.6 | 6.6 | 7.4 | 9.3 | 6.6 | 7.4 | 7.4 | 7.0 | 6.3 | 6.3 | 6.2 | 6.2 | 5.4 |
| Second | - - - | 11.7 | 14.5 | 9.8 | 9.8 | 11.5 | 14.5 | 10.3 | 11.6 | 11.6 | 10.9 | 9.8 | 9.8 | 9.0 | 9.0 | 7.8 |
| First | - - - | 22.0 | 27.1 | 14.5 | 14.5 | 16.7 | 21.1 | 14.9 | 16.8 | 16.8 | 15.8 | 14.2 | 14.2 | 13.2 | 13.2 | 11.4 |
| Gear Ratios (Sidecar)— | | | | | | | | | | | | | | | | |
| Top | - - - | — | — | — | — | — | — | — | — | — | 5.9 | 5.9 | 5.6 | 5.4 | 5.4 | 5.2 |
| Third | - - - | — | — | — | — | — | — | — | — | — | 7.8 | 7.8 | 7.4 | 6.6 | 6.6 | 6.3 |
| Second | - - - | — | — | — | — | — | — | — | — | — | 12.2 | 12.2 | 11.5 | 9.5 | 9.5 | 9.1 |
| First | - - - | — | — | — | — | — | — | — | — | — | 17.7 | 17.7 | 16.7 | 14.0 | 14.0 | 13.3 |
| Front Tyre | - - - | 2.75-19 | 2.75-19 | 3.00-19 | 3.00-20 | 3.25-19 | 2.75-21 | 2.75-21 | 3.25-19 | 2.75-21 | 3.25-19 | 3.25-19 | 3.25-19 | 3.25-19 | 3.25-19 | 3.25-19 |
| Rear Tyre | - - - | 2.75-19 | 3.25-19 | 3.00-19 | 3.00-20 | 3.25-19 | 4.00-19 | 4.00-19 | 3.50-19 | 4.00-19 | 3.50-19 | 3.50-19 | 3.50-19 | 3.50-19 | 3.50-19 | 3.50-19 |
| Front Chain (ins.) | - - - | 1/2 Pitch | 1/2 Pitch | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 |
| Rear Chain (ins.) | - - - | 1/2 Pitch | 1/2 Pitch | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 | 1/2 x .305 |
| Brake Diameters (ins.) | - - - | 5 | 5 | 5 1/2 | 5 1/2 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Saddle Height (ins.) | - - - | 27 | 29 | 28 | 28 1/2 | 30 1/2 | 31 1/2 | 31 1/2 | 30 1/2 | 31 1/2 | 30 1/2 | 30 1/2 | 30 1/2 | 30 | 30 | 30 |
| Overall Length (ins.) | - - - | 77 | 77 | 80 1/2 | 80 1/2 | 82 | 83 1/2 | 82 | 83 1/2 | 82 | 83 1/2 | 85 | 85 | 83 | 84 | 84 |
| Overall Height (ins.) | - - - | 38 1/2 | 38 1/2 | 39 | 39 1/2 | 40 | 41 | 41 | 40 | 41 | 41 | 39 1/2 | 39 1/2 | 40 1/2 | 40 1/2 | 40 1/2 |
| Overall Width (ins.) | - - - | 26 1/2 | 26 1/2 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 28 |
| Ground Clearance (ins.) | - - - | 4 1/2 | 4 1/2 | 4 1/2 | 5 | 5 | 6 1/2 | 6 1/2 | 5 | 6 1/2 | 6 1/2 | 5 1/2 | 5 1/2 | 4 1/2 | 4 1/2 | 4 1/2 |
| Weight (lbs.) | - - - | **153 | **166 | 270 | 284 | 343 | *320 | *325 | 354 | *330 | 335 | 369 | 370 | 372 | 369 | 382 |
| Petrol Tank Capacity (gals.) | - - - | 12 | 12 | 2 1/2 | 2 1/2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 1/2 | 4 1/2 |
| Oil Tank Capacity (pints) | - - - | — | — | 4 | 4 | 4 | 4 | 5 | 4 | 4 | 5 | 5 | 5 | 4 | 4 | 4 |

* Optional Compression Ratios for B32 Gold Star—6.5, 7.5, 8.8, 12.5 to 1.
B34 Gold Star—6.8, 7.5, 8.5, 11.1 to 1.

* Weights stripped for trials, etc.

* Gear Ratios:—

| | B32 Gold Star | | | | B34 Gold Star | | | |
|-------------|---------------|-------|--------|-------|---------------|-------|--------|-------|
| | Top | Third | Second | First | Top | Third | Second | First |
| Touring | 5.6 | 7.4 | 11.5 | 16.7 | 5.0 | 6.6 | 10.3 | 14.9 |
| Trials | 7.06 | 9.3 | 14.5 | 21.1 | 5.64 | 7.44 | 11.6 | 16.8 |
| Scrambles | 7.06 | 9.3 | 12.15 | 17.44 | 6.63 | 8.74 | 11.4 | 16.4 |
| Road Racing | 5.3 | 5.8 | 6.9 | 9.9 | 4.75 | 5.2 | 6.2 | 8.9 |

A choice of engine and gearbox sprockets is available giving a wide range of overall ratios to suit requirements.

** Lucas equipment 10 lbs. extra.

*** 7in. front brake fitted for Trials and Scrambles.

§ Figures for these are approximate.

Copy of B.S.A. Motor Cycle and Sidecar Guarantee

which is given by B.S.A. Cycles Ltd. to Dealers in B.S.A. Motor Cycles and Sidecars

Every motor cycle and/or sidecar which is sold by us carries the following express agreements, which take the place of and exclude all conditions, warranties, and liabilities whatsoever which exist either by Common Law, statute or otherwise. Any statement, description, condition, or representation contained in any catalogue, advertisement, leaflet, or other publication, shall not be construed as enlarging, varying or overriding these.

1. We give no guarantee as to performance, quality, or fitness for any particular purpose. Should any defect be alleged in material or workmanship within six calendar months after purchase of a motor-cycle or sidecar from us or our accredited Dealers we undertake, on the immediate return of the part which is alleged to be defective to our Works, carriage paid, within such period to examine the same, and should any fault be found by us on examination to be solely due to defective material or workmanship, we will repair the defective part or supply a new part in the place thereof free of charge. We do not undertake to bear the cost of any work involved in reinstating a repaired or inserted a new part.

2. This guarantee as to material or workmanship does not extend to (1) a second-hand motor cycle and/or sidecar, or (2) to a motor cycle and/or sidecar which has been used for "hiring-out" purposes, or any motor cycle and/or sidecar used for any dirt track, cinder track, or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition) or (3) a motor cycle and/or sidecar from which our trade marks or manufacturing numbers have been removed, or (4) to a motor cycle to which has been attached a sidecar by any form of attachment not provided, supplied or approved by us, or (5) to a motor cycle to which has been attached a sidecar in such a manner as to cause damage or render the cycle unsafe when ridden or (6) to a motor cycle or combination which has carried more persons or a greater weight than they are designed to bear. And this guarantee does not extend to defects caused by racing, wear and tear, dirt, neglect, misuse, or accident.

3. Our responsibility is limited to the terms of this guarantee, and we will not be answerable for any contingent or resulting liability or loss arising through any defect or from any claim for labour, material, or other expenditure incurred in remedying any defect.

4. When claiming under this guarantee the claimant must furnish us with the number of the machine and engine (which will be found stamped on the seat lug and crankcase respectively), the name of the Dealer from whom he purchased, and the date of the purchase.

5. This guarantee shall apply to parts repaired or replaced under Clause 1, and such guarantee shall run concurrently with, and shall terminate on the same date as, the guarantee given under Clause 1, all the aforesaid implied conditions, liabilities, and warranties being excluded.

6. When returning machine for repairs all accessories should be removed. This guarantee shall not apply to any parts of a motor cycle or sidecar which are not manufactured by us and all conditions, warranties, and liabilities whatsoever implied either by Common Law, statute or otherwise relating to such parts are hereby excluded, but we will assist the purchaser by any guarantee given to him by the manufacturer of such parts as shall not have been made by us.

PROPRIETARY INSTRUMENTS, FITTINGS AND ACCESSORIES. — No expense is spared to secure as standard equipment the most suitable and highest quality instruments and accessories. Nevertheless, the Company's guarantee does not cover such parts, and in the event of trouble being experienced the parts in question should be returned to and claims made direct on the actual manufacturers, who will deal with them on the terms of their respective guarantees, as follows:—Tyres: Dunlop Rubber Co. Ltd., Fort Dunlop, Birmingham. Saddles: Herbert Terry & Sons, Ltd., Redditch. Electrical Equipment: Joseph Lucas Ltd., Birmingham. Electric Horns: Joseph Lucas Ltd., Birmingham. Speedometers: Smith's Motor Accessories Ltd., Cricklewood, London. Carburettors and Twist Grips: Amal Ltd., Perry Barr, Birmingham. Grease Guns: Tecalemit Ltd., Great West Road, Brentford, Middlesex.

SPECIAL NOTE — Prompt attention to all claims under guarantee will be ensured if your covering letter gives — (1) Make, year and model of motor cycle; (2) Date of purchase and name of Dealer from whom obtained.



The World-Famous
B.S.A. Trademarks

B.S.A. CYCLES LTD., BIRMINGHAM, II

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