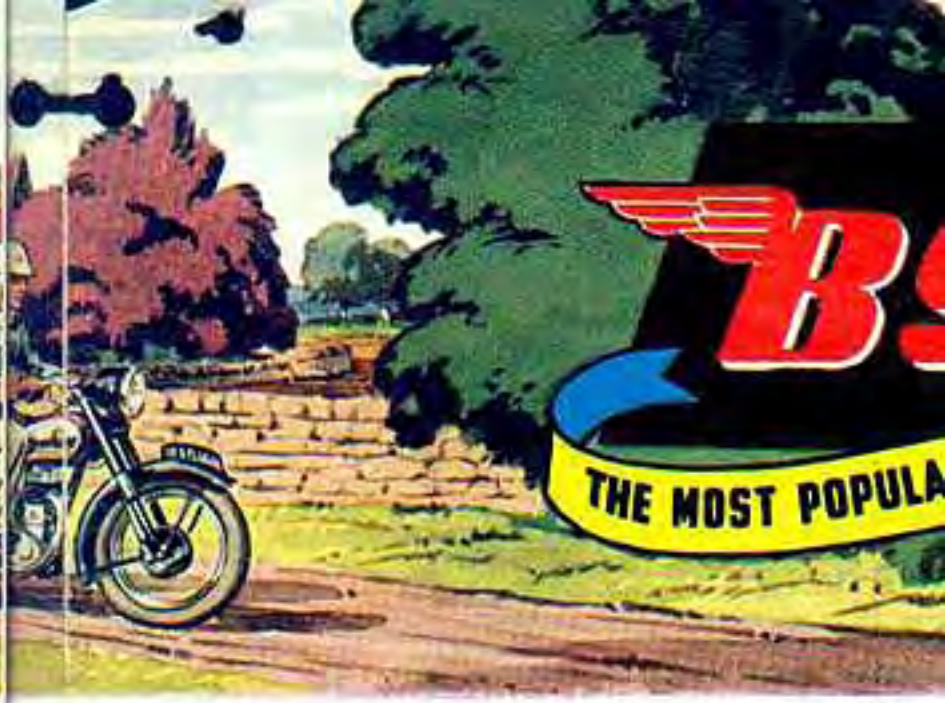
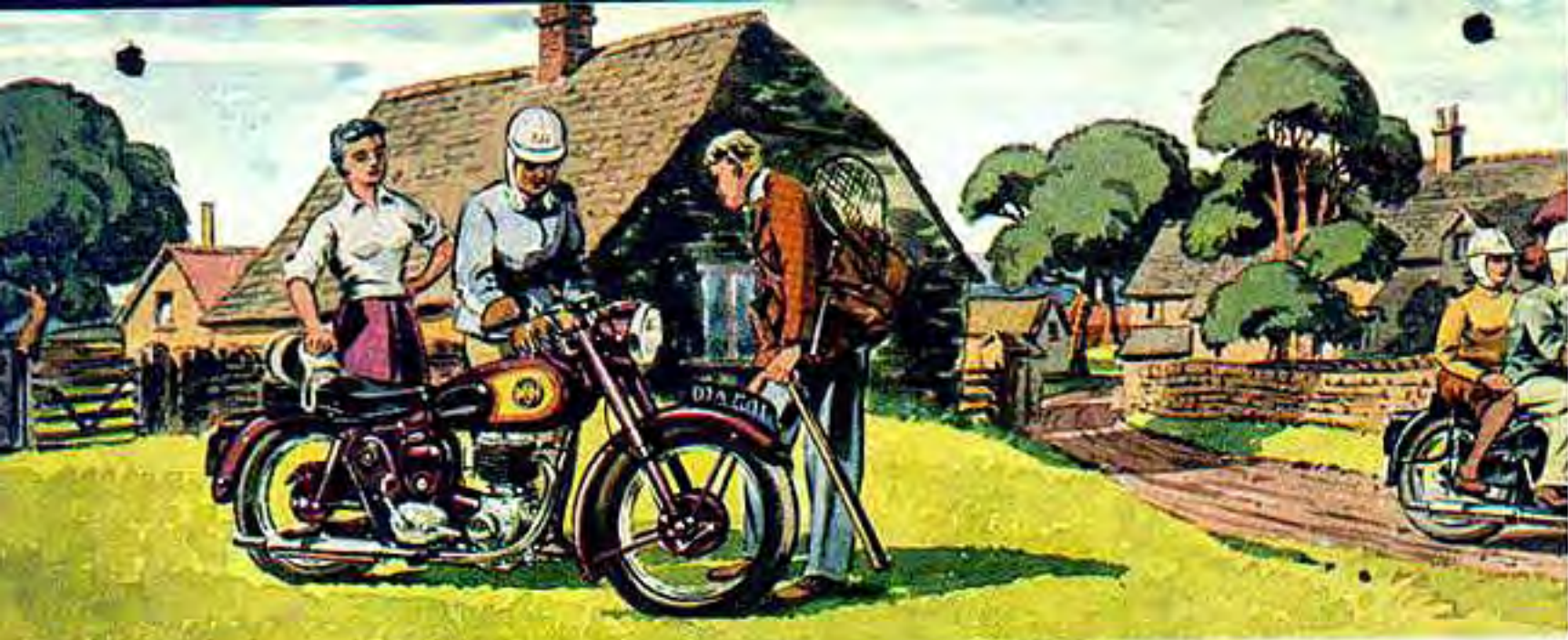


BSA
THE MOST POPULAR MOTOR CYCLE
IN THE WORLD

WOLFE'S CYCLE SALES, Inc.
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SPRINGFIELD, MASS.
TEL. 7-3198





MODEL DI BANTAM 125 c.c.



MODEL D3 BANTAM MAJOR 150 c.c.

BSA

**Bantam
125 and 150**

Over 150,000 of the deservedly popular Bantam 2-stroke models are giving wonderful service to their riders all over the world. Numerous long-distance tours have been undertaken by Bantam riders—including two independent trips by women riders round Canada and the U.S.A. of over 10,000 miles each.

Bantam 125 c.c. A thoroughly reliable lightweight of proven performance, so easy to ride and the ideal motor cycle for the beginner.

Bantam Major 150 c.c. The Bantam's big brother now designed with a new frame incorporating swinging-arm rear suspension, and an improved design of silencer. Thief-proof head lock can be fitted.



MODEL B31 350 c.c. O.H.V.



MODEL B33 500 c.c. O.H.V.

BSA

**350 O.H.V.
500 O.H.V.**

These are powerful single-cylinder models which have for so many years and on so many occasions proved the truth of the saying "You can leave it to your B.S.A."

Illustrations and specifications of the sports versions of these machines, the world-famous 350 and 500 B.S.A. GOLD STARS, are given in a separate folder.

B.S.A. 350 c.c. O.H.V. Many outstanding features combine to make the B.S.A. 350 far ahead in performance and value—duplex cradle frame for rock-steady steering; hydraulically-damped swinging-arm rear suspension; full width aluminium hubs and powerful brakes; quickly detachable rear wheel—read the full specification over the page.

B.S.A. 500 c.c. O.H.V. Has all the features mentioned above with other valuable items of specification. Chromium plated petrol tank; rubber-mounted, with single-bolt fixing; thief-proof headlock; fully valanced guards; dual-seat and pillion footrests; with the powerful 500 c.c. engine, stamp this B.S.A. as leader of its class.

Chaincase totally enclosing the rear chain, for cleanliness and longer life, is available as an extra on both models.



MODEL A7 500 c.c. O.H.V. TWIN



MODEL A7 SHOOTING STAR 500 c.c. O.H.V. TWIN

BSA

**500 O.H.V.
Twins**

The popularity of the vertical twin has increased immeasurably in the last few years due in no small degree to the outstanding efficiency and attractiveness of the B.S.A. models in this class. With duplex cradle frame, swinging-arm suspension, full-width hubs and superb engine performance the B.S.A. 500 twins make a wide appeal to knowledgeable motor cyclists. Rear chain cover giving complete enclosure can be fitted to order.

500 c.c. O.H.V. Twin. A smooth-running high-speed touring model with an enviable reputation for reliability, for solo riding or with a pillion passenger. It's a smart-looking model too, in maroon and chromium. Including chromium panels on the petrol tank.

Shooting Star 500 c.c. O.H.V. This super-sports machine is similar to model A7 but for zestful acceleration and all-round superb performance, as "The Motor Cycle" describes it, is equipped with aluminium alloy cylinder head with valve seat inserts, high-compression pistons, special cams, and manual ignition control. The attractive finish is two-tone green with chromium tank panels and star tank badge.



MODEL C10L 250 c.c. S.V.



MODEL C12 250 c.c. O.H.V.

BSA

250

The B.S.A. 250 c.c. models, sturdy reliable lightweight motor cycles, are available with side-valve or overhead-valve engines. Their popularity is constantly increasing because they meet the needs of so many riders today, they give such good service under all conditions and are such wonderful value-for-money.

250 c.c. Side-Valve. Simplicity of maintenance is a feature of this model which is attractively finished in two tones of green enamel. Its new four-speed gearbox gives improved overall performance.

250 c.c. O.H.V. For extra comfort this machine has a frame incorporating swinging-arm rear suspension, a four-speed gearbox to take full advantage of its engine power, and the finish is smart-looking maroon with cream panels on the petrol tank.



MODEL M21 600 c.c. S.V.



MODEL M33 500 c.c. O.H.V.

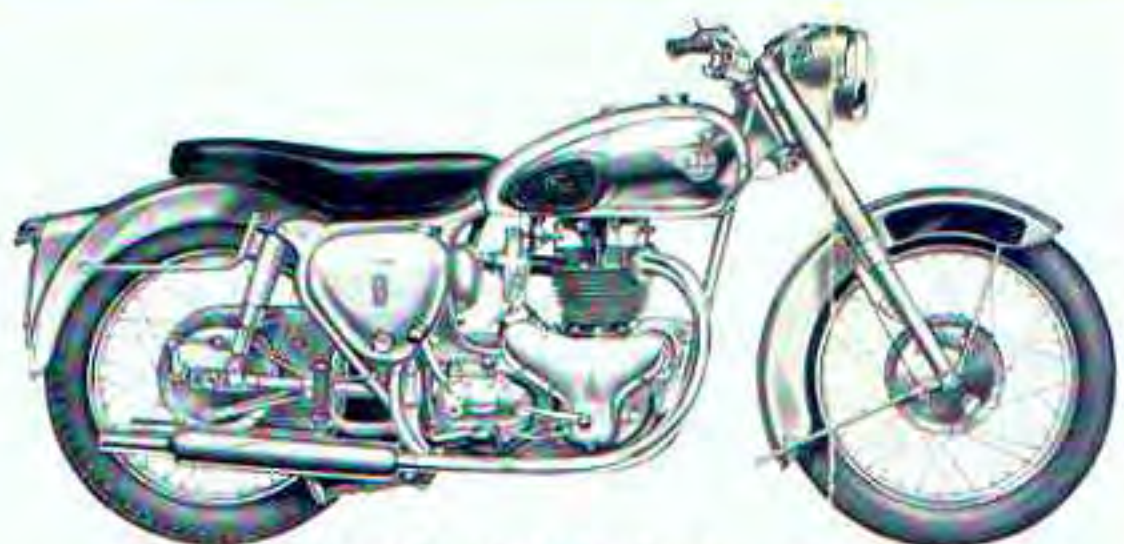
BSA

600 S.V.
500 O.H.V.

All over the world for 30 years and more B.S.A. Motor Cycles have been giving long and reliable service to all kinds of public bodies. Police, Postal Departments, various Municipal Corporations, Military Forces, and so on, and for this kind of slogging, never-ending duty the B.S.A. M models excel. Road patrols of the Automobile Association in Britain and many other countries use these machines exclusively.

600 c.c. Side-Valve. An 8" front brake and valanced mudguards are now standard on this all-purpose machine with its heavy-duty frame suitable for sidecar work and any similar kind of punishing duty. The new panelled petrol tank, cream panels on maroon, is attractive and serviceable.

500 c.c. O.H.V. Similar in general specification to the side-valve model but with plunger rear suspension, this machine is built with the lively powerful overhead valve engine of model B33 and is admirable for day-after-day duty, solo or sidecar.



MODEL A10 GOLDEN FLASH 650 c.c. O.H.V. TWIN



MODEL A10 ROAD ROCKET 650 c.c. O.H.V. TWIN

BSA

Golden Flash and
Road Rocket
650 O.H.V. Twins

An extremely popular motor cycle in all world motor cycle markets the "Flash" has outstanding performance characteristics—exhilarating acceleration, extreme flexibility, perfect road-holding and rock-steady steering, superb comfort and striking appearance. To get the feel of this powerful 650 engine when the twist-grip is turned is to know the thrill of road-supremacy at its best.

Golden Flash. Features which contribute to its remarkable performance include duplex cradle frame, swinging-arm rear suspension, and full-width aluminium hubs with powerful brakes. The rear wheel is quickly detachable, while a rear chain cover giving complete enclosure can be fitted to order. Plunger rear suspension is an alternative if the machine is to be used with a sidecar.

Road Rocket. An exceptionally fast standard road machine as its name implies, the Road Rocket has a specially tuned and brake-tested engine, alloy cylinder head with high-compression pistons, Amal T.T. racing carburettor, sports camshaft, etc. Its appearance matches its performance, with smart-looking tank in silver with chromium panels and plastic badges, chromium guards, polished chaincase and covers, and rocket motif on the front guard.



B.S.A. Golden Flash models in use by the Traffic Department at Pretoria, the capital of South Africa.



IN AUSTRALIA, as in Britain, the postal authorities make good use of motor cycles. Here four members of the Postmaster General's Department of Perth have just taken delivery of new B.S.A. 250 c.c. side-valve machines (Model C10L).

SWEDISH ROAD PATROLS of the Motorvännens Riksförbund, the equivalent of the British Automobile Association, are seen in formation on their 600 c.c. S.V. B.S.A. machines—M21s—of which they are taking further deliveries in the near future.



The French Customs have recently taken delivery of 15 B.S.A. 500 c.c. (A7) machines. This photograph was taken during a brief halt in the Bois de Boulogne, as the Customs Officers were on their way to their headquarters.



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

B.S.A. Motor Cycles Limited, Birmingham 11, England, reserve the right to alter design or any constructional details of their manufactures at any time without giving notice.

MCE 781-50

Printed in England: September, 1935.

better performance and value

High-efficiency aluminum alloy cylinder head... On A7 Shuntin Star and A10 Road Rocket.



New A.C. gears—easy turning—rubber couplers for smooth running on Choppers.



New shock—easy adjustment for changing 65-120 mm.



Overhauled frame when On A and A-10—strengthened and A7 model.



Triumph roadster—less of maintenance... On C1, M, and A models. Even in 22-24 C101 model.



Chrome plated petrol tank 100... (other text is partially obscured)



Full-width stainless hubs with larger cast-iron alloy brake drums — extremely powerful. On A and B models and on Choppers.



Double chain for extra power... (other text is partially obscured)



New alloy rear seat... (other text is partially obscured)



Full width... (other text is partially obscured)

COMPLETE SPECIFICATIONS OF THE **BSA** RANGE

MODELS	ENGINE	CARBURETTOR	TRANSMISSION	IGNITION AND LIGHTING	FUEL CAPACITY	TYRES	BRAKES	SUSPENSION	FRAME	EXTRA FITTINGS	FINISH	GENERAL DIMENSIONS
BSA Bantam and Bantam Major D models	D1 — 123 c.c. (52 x 58 mm.), D3 — 148 c.c. (57 x 58 mm.), single cylinder two-stroke; roller bearing big end; timing side supported by ball race, drive-side by two ball races; petrol lubrication; silencer with detachable baffle unit.	Amal with twist grip throttle control; air cleaner.	B.S.A. three-speed gearbox with positive-stop foot control, built in unit construction with engine; gear ratios, 7.0, 11.7, 22.1; multi-plate cork insert clutch; primary chain $\frac{1}{8}$ x .259" in oil-bath case; rear chain $\frac{1}{2}$ x .335" with guard over top run.	Wico-Pacy fly-wheel generator with direct lighting; 6" diameter cowl-mounted headlamp; bulb horn; battery lighting set with stop and tail lamp, rear reflector, electric horn and 8 amp. hr. battery extra; illuminated speedometer.	1 $\frac{1}{2}$ gallons.	Dunlop reinforced light-weight 2.75 x 19" front and rear.	5" diameter with finger-operated adjusters.	B.S.A. telescopic forks with flexible gaiters; plunger rear suspension on D1; hydraulically damped swinging arm rear suspension on D3.	Tubular cradle type; all welded on D1; of brazed and welded construction on D3. Spring-up central stand; B.S.A. dual seat and pillion footrests on D3.	B.S.A. dual seat and pillion footrests on D1. Legshields; safety bars; battery operated electric horn on direct lighting model. Key operated steering head lock on D3.	Pastel green D1, pastel grey D3; alternative colours both models; maroon or black to order; cream panels on petrol tank; chrome wheel rims; all other bright parts chromed.	Wheelbase, D1 50", D3 51"; ground clearance, D1 3 $\frac{1}{2}$ ", D3 5"; overall length, D1 77", D3 78 $\frac{1}{2}$ "; dry weight, D1 180 lb., D3 216 lb.
BSA 250 S.V. 250 O.H.V. C models	249 c.c. (63 x 80 mm.) single cylinder four-stroke with fully enclosed valve gear operation, S.V. on C10L and O.H.V. on C12 with pressure oil feed to overhead rocker gear; ball race for drive-side mainshaft, big plain bearing on timing side; roller big end; dry sump lubrication with double gear type oil pump; oil tank 4 pints.	Amal Monobloc type with twist grip throttle control; air cleaner.	New B.S.A. four-speed gearbox with layshaft running on needle roller bearings; positive-stop foot control; gear ratios C10L, 6.6, 8.8, 17.7, 17.1; C12, 6.26, 7.64, 11.1, 16.15; Multi-plate cork insert clutch incorporating a rubber cush drive; primary chain $\frac{1}{8}$ x .305"; rear chain $\frac{1}{2}$ x .335" on C10L and $\frac{1}{2}$ x .305" on C12; primary chain running in oil bath and geared over top run of the rear chain.	Coil ignition incorporating A.C. generator with rectifier for D.C. battery lighting; contact breaker and automatic advance and retard unit on timing side; special lighting position for emergency starting. C10L Wico-Pacy equipment with 6" diam. headlamp, rear reflector. C12 Lucas equipment with 7 $\frac{1}{2}$ " diam. headlamp and 12 amp. hr. battery. Stop and tail lamp incorporating rear reflector; electric horn; headlamp mounted in cowl on C12; illuminated speedometer.	2 $\frac{1}{2}$ gallons.	Dunlop reinforced light-weight 2.75 x 19" on C10L. Dunlop Universal 3.00 x 19" on C12.	5 $\frac{1}{2}$ " diam. front and 5" rear on C10L. New full width light style on C12; 7" diam. front, 5 $\frac{1}{2}$ " diam. rear; finger-operated adjusters.	B.S.A. hydraulically damped telescopic front forks. Plunger rear suspension on C10L; hydraulically damped swinging arm rear suspension on C12.	All welded tubular construction on C10L; brazed and welded construction for C12. Spring-up central stand. Key operated steering head lock on C12. B.S.A. dual seat and pillion footrests on C12.	B.S.A. dual seat and pillion footrests on C10L. Legshields; safety bars; key operated steering head lock on Model C10L.	C10L, two coxa greases with gold lead petrol tank. C12 maroon with chrome strips on petrol tank; chrome wheel rims; polished gearbox, and contact breaker cover; all other bright parts chromed. Chrome and maroon tank extra.	C10L, wheelbase 52 $\frac{1}{2}$ "; ground clearance 5 $\frac{1}{2}$ "; overall length 81"; dry weight 256 lb. C12 wheelbase 54"; ground clearance 4 $\frac{1}{2}$ "; overall length 82 $\frac{1}{2}$ "; dry weight 312 lb.
BSA 350 O.H.V. 500 O.H.V. B models	B31 — 348 c.c. (71 x 88 mm.) B33 — 499 c.c. (85 x 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; gear driven magdyno; dry sump lubrication with double gear type oil pump; tank capacity 5 $\frac{1}{2}$ pints; absorption silencer.	Amal Monobloc type with twist grip throttle control; air slide operated by handlebar lever; air cleaner.	B.S.A. four-speed gearbox with positive-stop foot control; gear ratios B31, 5.6, 6.77, 9.56, 14.42; B33, 5.0, 6.05, 8.79, 12.9; Multi-plate fabric insert clutch places with cork insert chain wheel on B31; all fabric inserts on B33; primary chain $\frac{1}{8}$ x .305" in oil-bath; double cam cush drive on engine shaft; rear chain $\frac{1}{2}$ x $\frac{1}{2}$ " with guard over top run.	Lucas 6-volt C.V.C. magdyno with manual ignition control (pull to retard) on handlebar; 7 $\frac{1}{2}$ " diameter cowl-mounted headlamp with prefocus light unit and incorporating pilot light; stop and tail lamp incorporating rear reflector; electric horn; 12 amp. hr. battery; illuminated speedometer.	4 gallons, or 2 gallon tank.	Dunlop ribbed front, Universal rear, 3.25 x 19" front and rear on B31; 3.25 x 19" front and 3.50 x 19" rear, B33.	New full width aluminium alloy hubs with centrally disposed cast-in alloy iron drums; 7" diameter x 1 $\frac{1}{2}$ " wide; fulcrum point adjustment.	B.S.A. hydraulically damped telescopic front forks; hydraulically damped swinging arm rear suspension, adjustable for weight in three positions.	All welded duplex tubular cradle; spring-up central stand; front steering head lock; quickly detachable dual seat and pillion footrests.	Legshields; safety bars; prop stand; rear chain-case giving total enclosure, timing covers; all other bright parts chromed.	Maroon; petrol tank chrome and maroon; chrome wheel rims; polished primary chaincase, gearbox and timing covers; all other bright parts chromed.	Wheelbase 56"; ground clearance 5"; overall length 85 $\frac{1}{2}$ "; dry weight B31, 410 lb.; B33, 421 lb.
BSA 600 S.V. 500 O.H.V. H models	M21 — 591 c.c. (82 x 112 mm.), four-stroke single cylinder side valve; ball and roller bearings support drive-side mainshaft, ball and roller bearings and a plain outrigger bearing support on timing side mainshaft; double row roller big end bearing; gear driven magdyno; dry sump lubrication with double gear type oil pump; oil tank capacity 5 pints. M33 engine is identical to model B33.	Amal Monobloc type with twist grip throttle control; air slide operated by handlebar lever; air cleaner.	B.S.A. four-speed gearbox with positive-stop foot control; solo gear ratios 4.75, 6.25, 9.77, 14.15; side-car ratios: M21, 5.94, 7.82, 12.2, 17.0; M33 5.59, 7.31, 11.5, 16.72; primary chain $\frac{1}{8}$ x .305" running in oil-bath case; double cam cush drive on engine shaft; rear chain $\frac{1}{2}$ x $\frac{1}{2}$ " with guard over top run; multi-plate fabric insert clutch with fabric lined chain-wheel.	Lucas 6-volt C.V.C. magdyno with manual ignition control (pull to retard) on handlebar; 7 $\frac{1}{2}$ " diameter cowl-mounted headlamp with prefocus light unit and incorporating pilot light; stop and tail lamp incorporating rear reflector; electric horn; 12 amp. hr. battery; illuminated speedometer.	3 gallons.	Dunlop Universal 3.25 x 19" front and 3.50 x 19" rear.	Front brake 8" diameter; rear brake 7" diameter, both with finger adjustment.	B.S.A. hydraulically damped telescopic front forks; plunger rear suspension on M33. Extra on M21.	Brazed triangular tubular cradle with integral sidecar legs; spring-up central stand; front steering head lock; key operated steering head lock; quickly detachable rear wheel on M33.	B.S.A. dual seat; pillion footrests; legshields; safety bars; prop stand; carrier.	Black; petrol tank maroon with cream panels; chrome wheel rims; polished gearbox and timing cover; all other bright parts chromed. Chrome and maroon tank extra.	Wheelbase 54"; ground clearance 5 $\frac{1}{2}$ "; overall length 85"; dry weight M21, 396 lb.; M33, 406 lb.
BSA 500 O.H.V. Twin 650 O.H.V. Twin A models	A7 — 497 c.c. (66 x 72.6 mm.), A10 — 646 c.c. (70 x 84 mm.), O.H.V. four-stroke with fully enclosed valve gear; aluminium alloy cylinder head on A7 Shooting Star, and A10 Road Rocket; crankshaft drive-side supported by roller bearing. Timing side by white metal bush; indium flashed lead bronze big end bearings; single camshaft at rear, with gear drive to magneto; dry sump lubrication with double gear type oil pump; oil tank 5 $\frac{1}{2}$ pints; 4 $\frac{1}{2}$ pints on A10 Golden Flash with plunger suspension; twin absorption silencers.	Amal Monobloc type on A10 models (except plunger rear suspension which has standard Amal, and A10 Road Rocket which has Amal T.T.); large capacity air cleaner (except A10 Road Rocket and A7 Shooting Star); twist grip throttle; air slide operated by handlebar lever.	B.S.A. four-speed gearbox with positive-stop foot control; gear ratios A7 and A7 Shooting Star 5.28, 6.38, 9.28, 13.62; A10 Golden Flash (winging arm model) 4.52, 5.47, 7.95, 11.67; Golden Flash plunger model solo 4.42, 5.36, 7.77, 11.41; sidecar 5.16, 6.26, 9.06, 13.3; multi-plate fabric insert clutch and a fabric lined chain-wheel on swinging arm models; primary chain $\frac{1}{8}$ x .305" with double-cam cush drive on engine shaft; $\frac{1}{2}$ " duplex on Golden Flash model; chain running in an oil-bath case; rear chain $\frac{1}{2}$ x $\frac{1}{2}$ " with a guard over the top run.	Lucas magneto with automatic advance and retard (manual control on Shooting Star and Road Rocket) and separate chain driven 6-volt C.V.C. dynamo; 7 $\frac{1}{2}$ " diameter cowl-mounted headlamp with prefocus light unit and incorporating pilot light; stop and tail lamp incorporating rear reflector; electric horn; 12 amp. hr. battery; illuminated speedometer.	4 gallons, or 2 gallon tank; Golden Flash plunger model 4 $\frac{1}{2}$ gallons.	Dunlop 3.25 x 19" ribbed front and 3.50 x 19" Universal rear. Universal front on A10 Golden Flash with plunger rear suspension.	New full width aluminium hubs with centrally disposed cast-in alloy iron drums; 7" diameter x 1 $\frac{1}{2}$ " wide; fulcrum point adjustment. Steel hubs with 8" diameter front brake and 7" diameter rear brake, both with finger adjustment, on A10 Golden Flash with plunger rear suspension.	Hydraulically damped telescopic front forks; hydraulically damped swinging arm rear suspension, adjustable for weight in three positions; plunger rear suspension available on A10 only.	All welded duplex tubular cradle; spring-up central stand; front steering head lock; quickly detachable rear wheel; B.S.A. dual seat and pillion footrests. Plunger rear suspension A10 frame when fitted is of brazed tubular construction, with standard saddle.	Legshields; safety bars; prop stand; B.S.A. dual seat and pillion footrests on Model A10 with plunger rear suspension. Rear chaincase on swinging arm models giving total enclosure.	A7 maroon; petrol tank chrome and maroon; A7 Shooting Star duo-green; petrol tank chrome and green; A10 Golden Flash black; petrol tank chrome and black (alternative colour beige); A10 Road Rocket black, chrome and silver tank, chrome mudguards; all models chrome wheel rims; polished primary chaincase, gearbox and timing covers; other bright parts chromed.	Wheelbase 56"; ground clearance 6"; overall length 85 $\frac{1}{2}$ "; dry weight A7 425 lb.; A7 Shooting Star 416 lb.; A10 Swinging Arm 430 lb.;

All models are equipped with a toolkit and tyre inflator.
Note—Alternative strengths of spring available to suit requirements on swinging arm models.