

BOB'S CYCLE SHOP
100 N. MAIN ST.
ATHENS, PENNA



BSA

THE MOST POPULAR MOTOR CYCLE IN THE WORLD



Karachi. Empress Market.



The River Tiber, Rome, showing the St. Angelo Bridge and part of the fortress and the Dome of St. Peter's in the background.



Piazza San Marco. Venice.



The mountain village of Chateau d'Oex in the Canton of Vaud, Central Switzerland.

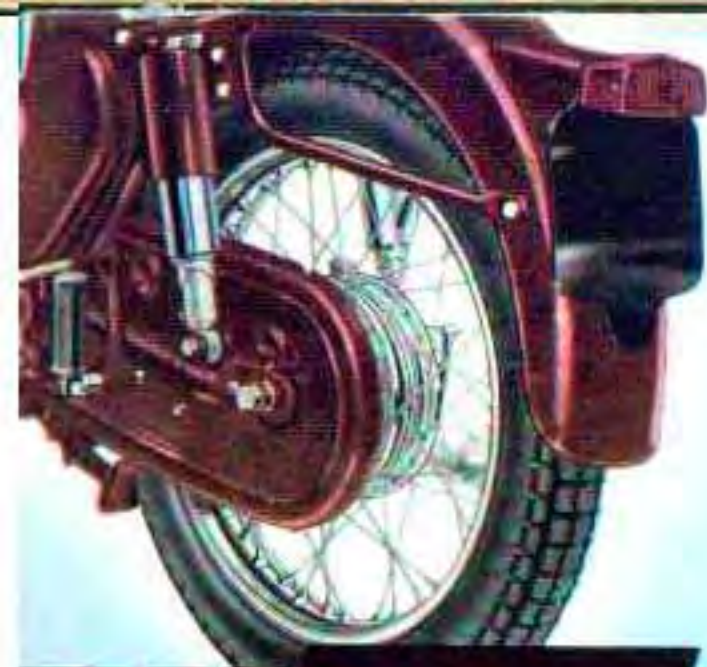


Looking towards Alcázar Street and Retiro Park, Madrid.



The Harbour and Valide Mosque at Ortakoy, Istanbul.

TAKES YOU EVERYWHERE



Total enclosure for rear chain for greater efficiency and longer life. Extra on A and B models with swinging-arm.



High-efficiency aluminium alloy cylinder head. On A7 Shooting Star and Road Rocket.

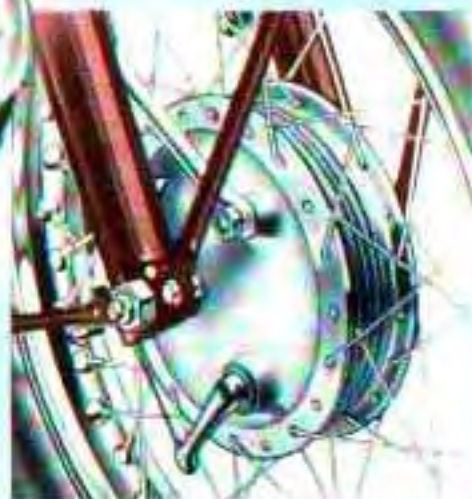


Only **BSA** gives you ALL these features



Chrome-panelled petrol tank, 100% rubber mounted, single-bolt fixing for easy access to engine. On A and B models.

Full-width aluminium hubs with central cast-iron alloy brake drums—extremely powerful. On A and B models with swinging-arm.

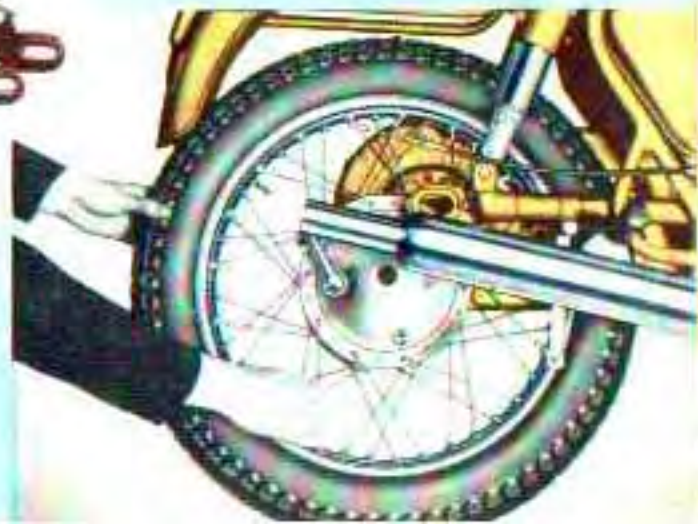


Thief-proof headlock—locks at acute angle. On C12, M, B and A models. Extra on D3 and C10L models.



Swinging-arm rear suspension with hydraulic damping and silentbloc bearings is standard on D3, C12 and B and A models. The type illustrated incorporating duplex frame construction as used on B and A models possesses great lateral rigidity for high speed performance.

Quickly-detachable rear wheel. On A and B (as illustrated) and M77 and M71 shrink frame.



THE BSA COMPLETE SPECIFICATIONS OF THE RANGE

MODELS	ENGINE	CARBURETTER	TRANSMISSION	IGNITION AND LIGHTING	FUEL CAPACITY	TYRES	BRAKES	SUSPENSION	FRAME	EXTRA FITTINGS	FINISH	GENERAL DIMENSIONS
 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 $\frac{1}{2}$ x .335" in oil-bath case; rear chain $\frac{1}{2}$ x .335" with guard over top run.	Wico-Pacy flywheel generator with direct lighting; 6" diameter cowl-mounted headlamp; bulb horn; illuminated speedometer. Battery lighting set with stop and tail lamp, rear reflector, electric horn and 8 amp. hr. battery extra.	1½ 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.	Wheel base, D1 50", D3 51"; ground clearance, D1 4½", D3 5"; overall length, D1 77", D3 78½"; dry weight, D1 180 lb.; D3 216 lb.
 250 S.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, and 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, 8.0, 11.7, 17.1; C12, 6.26, 7.64, 11.1, 16.15; Multi-plate cork insert clutch incorporating a rubber cush drive; primary chain $\frac{1}{2}$ 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 guard 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 switch position for emergency starting. C10L Wico-Pacy equipment with 6" diam. headlamp, rear reflector. C12 Lucas equipment with 7½" diam. headlamp and 12 amp. hr. battery. Stop and tail lamp incorporating rear reflector; electric horn; headlamp mounted in cowl on C12; illuminated speedometer.	2½ gallons.	Dunlop reinforced light weight 2.75 x 19" on C10L, Dunlop Universal 3.00 x 19" on C12.	5½" diam. front and 5" rear on C10L. New full width style on C12; 7" diam. front, 5½" 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 footrest on C12.	Legshields; safety bars; B.S.A. dual seat and pillion footrests on C10L; key operated steering head lock on C10L.	C10L, two tone green with gold lined petrol tank. C12 maroon or black with cream panels on petrol tank; chrome strips on petrol tank; chrome wheel rims; polished gearbox and contact breaker covers; all other bright parts chromed. Chrome panels on tank extra.	C10L, wheelbase 52½"; ground clearance 5½"; overall length 81"; dry weight 260 lb. C12, wheelbase 54"; ground clearance 4"; overall length 82"; dry weight 312 lb.
 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 5½ 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, 9.86, 14.42; B33, 5.0, 6.05, 8.79, 12.9; Multi-plate fabric insert clutch plates with cork insert chain wheel on B31; all fabric inserts on B33; primary chain $\frac{1}{2}$ x .305" in oil-bath; double cam cush drive on engine shaft; rear chain $\frac{1}{2}$ x $\frac{1}{4}$ " with guard over top run.	Lucas 6-volt C.V.C. magdyno with manual ignition control (pull to retard) on handlebar; 7½" 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 1½" wide; fulcrum point adjustment.	B.S.A. hydraulically damped telescopic front forks; hydraulically damped swinging arm rear adjustable for weight in three positions.	All welded duplex tubular cradle; spring up central stand; front stand; key operated steering head lock; quickly detachable rear wheel; B.S.A. dual seat and pillion footrests.	Legshields; safety bars; prop stand; rear chaincase giving total enclosure.	Maroon; petrol tank chrome and maroon; alternative colour black; chrome wheel rims; polished primary chaincase, gearbox and timing covers; all other bright parts chromed.	Wheelbase 56"; ground clearance 5"; overall length 85"; dry weight B31, 410 lb.; B33, 421 lb.
 600 S.V. 500 O.H.V. M 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; sidecar ratios: M21, 5.94, 7.82, 12.2, 17.7; M33, 5.59, 7.37, 11.5, 16.72; primary chain $\frac{1}{2}$ x .305" running in oil-bath case; double cam cush drive on engine shaft; rear chain $\frac{1}{2}$ x $\frac{1}{4}$ " 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; 7½" 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 M21. Extra on M33.	Brazed triangular tubular cradle with integral sidecar lugs; spring-up central stand (rear on M21 rigid); front stand; 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 panels on tank extra.	Wheelbase 54"; ground clearance 5½"; overall length 85"; dry weight M21, Spring Frame, 396 lb.; M33, 406 lb.
 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 magdyno; dry sump lubrication with double gear type oil pump; oil tank 5½ pints; 4½ pints on A10 Golden Flash with plunger suspension; twin absorption silencers.	Amal Monobloc type on all models (except A10 with 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 and A10 Road Rocket swinging arm model 4.53, 5.48, 7.96, 11.68, 11.41; sidecar 5.16, 6.26, 9.06, 13.3; multi-plate fabric insert clutch and a fabric lined chain-wheel on swing ing arm models; primary chain $\frac{1}{2}$ x .305" with double cam cush drive on engine shaft; $\frac{1}{2}$ duplex on Golden Flash plunger model; chain running in an oil-bath case; rear chain $\frac{1}{2}$ x $\frac{1}{4}$ " with a guard over the top run.	Lucas magdyno with automatic advance and retard (manual control on Shooting Star and Road Rocket) and separate chain driven 6-volt C.V.C. dynamo; 7½" diameter cowl-mounted headlamp with prefocus light unit and incorporating pilot light (except Road Rocket); 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 4½ 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 centrally disposed cast-in alloy iron drums; 7" diameter x 1½" 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 stand; key operated 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; alternative colour black; A7 Shooting Star duo-green; petrol tank chrome and green; A10 Golden Flash black; petrol tank chrome panelled (alternative colour beige); A10 Road Rocket black, chrome and silver tank, (or bright red instead of silver); chrome mudguards; all models chrome wheel rims; polished primary chaincase, gearbox and timing covers; all other bright parts chromed.	Wheelbase 56"; ground clearance 6"; overall length 85"; dry weight A7 425 lb.; A7 Shooting Star 416 lb.; A10 Swinging Arm 430 lb.; A10 Road Rocket 418 lb.; A10 Golden Flash plunger model wheelbase 54½"; ground clearance 4½"; overall length 84"; dry weight 415 lb.

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

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BSA 125 c.c. model DI BANTAM

A thoroughly reliable lightweight of proven performance, so easy to ride and the ideal motor cycle for the beginner. No other machine in the history of motor cycling has achieved such world-wide popularity. In price, economy, ease of handling and maintenance the Bantam has no equal. Finish is pastel green (as illustrated), maroon or black.



BSA 250 c.c. S.V. model C10L

For the man who wants a lightweight model that combines economy, easy handling, simplicity of maintenance and a satisfying performance, the answer is the B.S.A. 250 side valve model. It is attractively finished in two tones of green enamel.



BSA 350 c.c. O.H.V. model B31

Described by *The Motor Cycle* as "most economical, comfortable and fast, handy in traffic, excellent steering and brakes", the B31 is one of the most popular machines on the road. Many outstanding features combine to make this machine far ahead in performance and value—duplex cradle frame, swinging arm rear suspension, full width aluminium alloy hubs and powerful brakes, quickly detachable rear wheel—are but a few.



BSA 150 c.c. model D3 BANTAM MAJOR

The Bantam's big brother has a frame incorporating swinging-arm rear suspension, an improved design of silencer, and is finished in pastel grey (as illustrated), maroon or black. Over 150,000 Bantam 2-stroke models are giving wonderful service to their riders all over the world, and numerous long-distance tours have been undertaken by Bantam riders.



BSA 250 c.c. O.H.V. model C12

For extra comfort this sturdy 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 panel (chromium to order) on the petrol tank, or black in place of maroon, if preferred.



BSA 500 c.c. O.H.V. model M33

All the world over for 30 years and more, B.S.A. motor cycles have been giving long and reliable service to all kinds of public bodies and wherever motor cycles are used for public service. 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 the model B33, and is admirable for day after day duty—solo or sidecar.



BSA 500 c.c. O.H.V. TWIN model A7

A smart, tractable touring mount capable of high-speed touring with marked comfort for two people. With duplex cradle frame, swinging arm suspension, full width hubs and superb engine performance, this B.S.A. 500 Twin makes a wide appeal to knowledgeable motor cyclists. It's a smart looking model, too, in maroon (or black if preferred) and chromium, including chromium panels on the petrol tank.



BSA 500 c.c. O.H.V. model B33

A powerful single-cylinder model which has for so many years and on so many occasions proved the truth of the saying—"You can leave it to your B.S.A." The high power-weight ratio of the B33 with its 500 O.H.V. engine gives this machine an exhilarating performance. It has all the outstanding features of the 350 O.H.V., including chromium panelled petrol tank, rubber mounted with single-bolt fixing, thief-proof headlock, fully valenced guards, dual seat and pillion footrests.



BSA 650 c.c. O.H.V. TWIN model A10 GOLDEN FLASH

Exhilarating acceleration, extreme flexibility, perfect road holding and rock-steady steering, superb comfort and striking appearance make the Golden Flash popular as either a powerful solo or sidecar mount. 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 available to order.



BSA 600 c.c. S.V. model M21

For sheer dependability there's nothing to touch this B.S.A. machine. It has proved its worth for Police, Postal Departments, Municipal Corporations, Military Forces and so on, and in this kind of slogging, never-ending duty it excels. With 8 in. front brake and valenced mudguards this all-purpose machine with its heavy duty frame is suitable for sidecar work and any similar kind of punishing duty.



BSA 500 c.c. O.H.V. TWIN model A7 SHOOTING STAR

"Ease of handling, sweet transmission and smooch low-speed pulling make the Shooting Star a delightful machine to ride in traffic, while zestful acceleration in all gears, a tireless engine and superb braking and steering cater admirably for the rider who wants something out of the ordinary in 500 c.c. performance"—that's what *The Motor Cycle* says about the Shooting Star. The basic specification of the engine is similar to model A7 but has an aluminium alloy cylinder head with special valve seat inserts, high compression pistons, sports camshaft, and manual ignition control.



BSA 650 c.c. O.H.V. TWIN model A10 ROAD ROCKET

An exceptionally fast standard road machine, as its name implies, the Road Rocket has a specially tuned and brake-tested engine, light alloy cylinder head with high compression pistons, Amal T.T. racing carburettor, sports camshaft, etc. It is undoubtedly the world's greatest motor cycle, and 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.



The most popular Motor Cycle in the World

