



The New **BSA** **GOLDEN FLASH**

Embodying the attractive design and specification features which have contributed to the remarkable popularity of model A 7, the entirely 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.

Engine Even-firing Vertical Twin Cylinder O.H.V. 70 mm. bore by 84 mm. stroke; 646 c.c. (40 cu. in.). One-piece forged steel crankshaft with integral bobweights and bolted-on central flywheel also incorporating a bob-weight. Roller journal bearing on drive-side mainshaft. Plain bearing big-ends with replaceable indium-flashed lead-bronze liners. Plain bearing for mainshaft timing side. Forged light alloy connecting rods with phosphor-bronze bushes for small-end bearings; low expansion aluminium silicon alloy pistons, with two compression rings, and slotted scraper ring in special duplex oil control groove. 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. Separate exhaust rocker box for each cylinder with twin inlet rocker box at rear; special cylinder fin arrangement ensures maximum air flow between ports and over the combustion heads.

Valves operated by overhead rockers, and push rods actuated by a single camshaft at rear through large car-type tappets with specially generous bearing surfaces. Camshaft gear-driven from engine-shaft through idler pinion, and incorporating timed mechanical breather. Twin exhaust pipes with cylindrical 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. Metered pressure oil feed to overhead rocker spindles, with return to crankcase. Camshaft operates in specially-designed oil trough. Other moving parts lubricated by oil mist. Capacity of oil-tank—four Imperial pints.

Induction System Bifurcated inlet manifold cast in cylinder head, ensuring correct gas flow from Amal carburettor specially adapted to accommodate large capacity built-in air cleaner, mounted on seat tube between oil tank and tool box.

Ignition Lucas magneto, gear driven from camshaft with centrifugal type automatic advance.

Transmission Primary drive from engine by $\frac{3}{8}$ " duplex roller chain, running in cast aluminium oil-bath chaincase, inner portion forming part of crankcase. Chain tension correctly maintained by adjustable slipper-type

tensioner with hard-chrome bearing surface and external adjustment. Twin cam-type spring-loaded engine shaft crush drive. Rear chain $\frac{3}{8}$ " x $\frac{1}{2}$ " roller, lubricated by special breather-pipe from oil tank. Five-plate clutch with oil-proof fabric inserts; six radially disposed springs designed for uniform pressure distribution; clutch centre mounted on roller bearing to ensure correct alignment when disengaged. Clutch operation by hardened steel push-rod through centre of hollow gearbox mainshaft.

Gearbox B.S.A. four-speed constant mesh gearbox with built-in positive stop foot change. Gearbox main-shaft mounted on ball journal bearings.

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, and special oil seals at sliding members. Wheels quickly detachable, front with the 8" brake incorporating duplex type ribbed shoes of great strength operating in high MOLYBDENUM cast iron drum; rear of straight spoke type with 7" brake; Dunlop tyres, front 3.25-19, rear 3.50-19. Welded pressed steel petrol tank—capacity 4½ Imperial gallons (5 U.S. 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 of handlebar, clutch lever and head-lamp dip-switch; on right of handlebar, front brake, air lever and horn button; damper knob on steering head; ignition cut-out button on nearside back stay; rear brake operated by left toe pedal; kickstarter and gear-change pedals on right, both provided with rubber sleeves. Twin petrol taps at rear of tank, both with reserve levers and fine mesh gauze filters. 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.

EXTRAS

Spring Frame, as illustrated.

Colour Finish—frame, forks and mudguards in beige enamel; petrol tank beige and chrome with attractive motif; wheel rims chrome with beige centres.

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

B.S.A. Cycles Limited reserve the right to alter designs or any constructional details of their manufacturers at any time without giving notice.

The Latest addition to the World's Widest and Finest range of Motor Cycles —



BSA

MOTO-SERVICE

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GOLDEN
O.H.V.

FLASH
TWIN



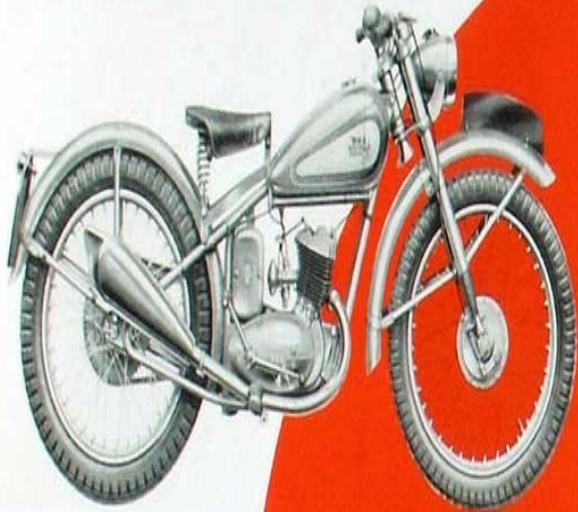
Les plus grands fabricants de
motocyclettes du monde.

BSA

*The World's Largest
Motor Cycle Manufacturers*

Leave it to your BSA

Faites confiance à votre B.S.A.



Pour Trials
et
Moto Cross



B.S.A.

BANTAM 125 D1 Compétition

Ce modèle est le jeune frère des bien connues B32 et B34 Compétition et fut créé par la demande répétée de ce modèle.

Sa spécification est bien étudiée et incorpore les détails suivants: décompresseur dans la tête de cylindre, roulements à galets à la roue avant, pot d'échappement relevé, garde-boue sans a-côtes, plus grosse section pour le pneu arrière, repose-pieds ajustables, position relevée de la selle, kick starter articulé et un plus grand pignon arrière donnant une plus petite vitesse pour les trials.

B.S.A. 350 B32 Gold Star

B.S.A. 500 B34 Gold Star

Depuis son introduction dans la saison 1949 le modèle B32 a tenu amplement ce qu'il avait promis et une 500 cc. a été ajoutée à la gamme pour 1950. Ces 2 machines ont une spécification similaire à l'exception de la capacité du moteur et continuent la tradition bien établie des Gold Star. Leur composition qui comprend la suspension arrière, est très souple car l'acheteur peut choisir les cames, pignons et le taux de compression utiles pour le genre de compétition qu'il favorise. Pour course sur route, la pédale de changement de vitesse au pied peut être placée à l'arrière, avec le mécanisme à l'intérieur de la boîte de vitesse, dans la position la plus normale de mouvement, par exemple pédale levée pour engager la petite vitesse, ou inversement.

BSA

Modèles de Compétition
et Gold Star



B.S.A. 350 B32 Compétition

B.S.A. 500 B34 Compétition

Avec une liste impressionnante de succès à leurs actifs, gagnés en trials et en moto-cross, dans toutes les parties du monde, ces 2 modèles B.S.A. ont prouvé être les machines les plus victorieuses d'après guerre. Suspension arrière comme supplément. (Cette dernière livrable seulement avec tube d'échappement non relevé.)

CHARTE TECHNIQUE—Tous modèles

Modèle	Rapport de vitesses	Dimension des pneus Avant Arrière	Contenance du réservoir Essence Huile Litres Litres
D1	7.0 1.7	22.0 —	2.75-19 2.75-19 8 —
D1 Comp.	8.6 9.5	27.1 —	2.75-19 3.25-19 8 —
C10	8.8	14.5 —	3.00-19 3.00-19 11.4 2.3
C11	8.8	14.5 —	3.00-20 3.00-20 11.4 2.3
B31	5.8	7.4 11.5 16.7	3.25-19 3.25-19 13.6 2.3
B32	7.1	9.3 14.5 21.1	2.75-21 4.00-19 13.6 2.3
B32 Gold Star	*5.6 7.4 11.5 16.7	2.75-21 4.00-19 13.6 2.3	
B33	5.0	6.6 10.3 14.9	3.25-19 3.50-19 13.6 2.3
B34	5.6 7.4 11.8 16.8	2.75-21 4.00-19 13.6 2.3	
B34 Gold Star	*5.0 6.6 10.3 14.9	2.75-21 4.00-19 13.6 2.3	
H20	5.3	7.0 10.9 15.8	3.25-19 3.25-19 13.6 2.8
H20 S-Car	5.5	7.8 12.2 17.7	3.25-19 3.50-19 13.6 2.8
H33 Solo	4.8	6.3 9.8 14.2	3.25-19 3.50-19 13.6 2.8
A7 Solo	5.1	6.2 9.0 13.2	3.25-19 3.50-19 13.9 2.3
A10 (Solo)	4.4	5.4 7.8 11.4	3.25-19 3.50-19 18.2 2.3
A10 (Sidecar)	5.2	6.3 9.1 13.3	

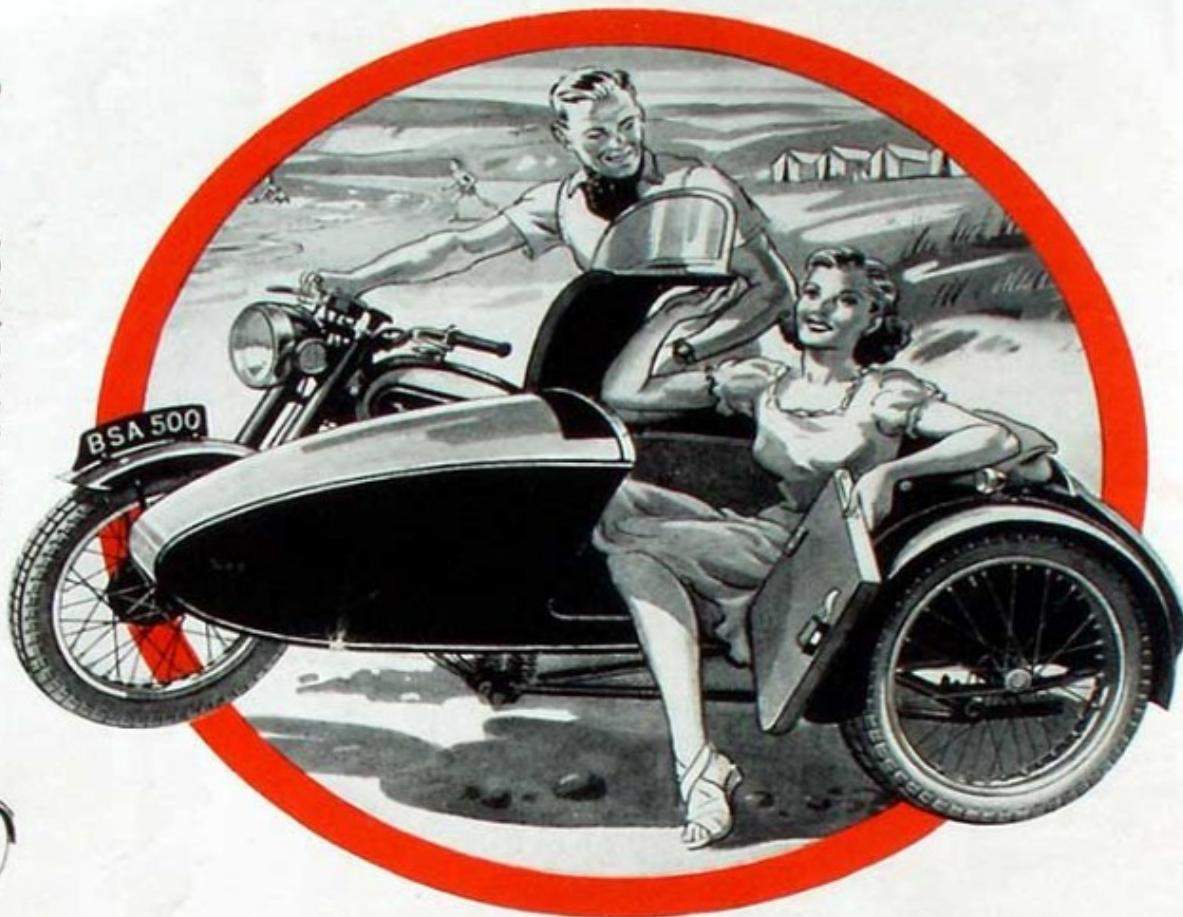
* Différents rapports pour trials, moto-cross, course sur route, sont obtenables.

BSA — Leaders in the Industry

B.S.A. de luxe, Side-car de Tourisme Mod. 22/47

Un side-car spacieux, confortable et bien suspendu avec ample place pour les bagages. Un pare-brise bien ajusté donne au passager une parfaite protection contre les intempéries.

Convenant pour les modèles B.S.A. M 20-M 33-A 7-A 10.



Finis des Motocyclettes B.S.A.

Modèles	Finis
D 1 Bantam	Vert pastel et chromé.
C 10	Argenté mat et réservoir chromé.
C 11	
C 11 de Luxe	Bleu avec réservoir et roues chromés.
B 31	Vert avec réservoir et roues chromés. Garde-boue chromés à la B 32.
B 32	
B 33	Rouge avec réservoir et roues chromés. Garde-boue chromés à la B 34.
B 34	
B 32 } Gold Star	Argenté avec réservoir et roues chromés.
B 34 }	
M 20	Réservoir argenté mat, roues noires. Réservoir argenté mat et chromé, ainsi que roues, avec supplément.
M 21	
M 33	Argenté, réservoir et roues chromés.
A 7	Rouge ou noir, réservoir et roues chromés.
A 7 Star Twin	Argenté, réservoir et roues chromés.
A 10	Noir, réservoir et roues chromés. Beige avec réservoir chromé, fourche, roues et garde-boue beige en supplément.

En Supplément

Suspension arrière.

Sur les modèles A 7-A 10-D 1-C 10-C 11, aussi B 32 et B 34 avec tube d'échappement surbaissé.

Eclairage par batterie.

Au modèle D 1 Bantam.

Moteur en alliage.

Aux modèles B 32 et B 34.

Compteur de vitesse.

Au modèle D 1 seulement.

Protège genoux.

Aux modèles D 1-C 10-C 11.

Porte-bagages ou coussin arrière.

A tous les modèles sauf D 1.

Repose-pieds articulés pour second siège.

A tous les modèles sauf D 1.

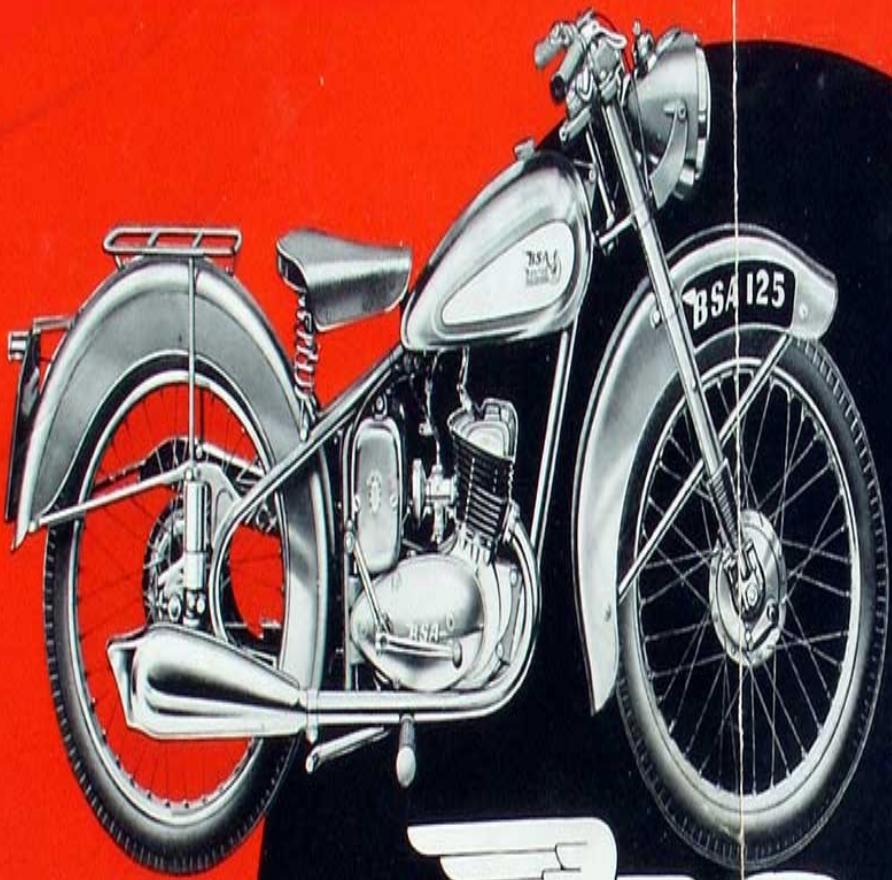
Pied de moto.

A tous les modèles sauf D 1.

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B.S.A. Cycles Limited reserve the right to alter designs or any constructional details of their manufacture at any time without giving notice.
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125 cc

BSA—La seule marque
au monde à offrir une
gamme aussi étendue de
modèles de première
valeur.

BSA

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

Nouvelle B.S.A.
Golden Flash 650
2 Cylindres
Modèle A 10

Comportant l'attractif modèle et la
spécification qui ont contribué à la
remarquable popularité de la A 7, le
moteur complètement nouveau, de
puissance supérieure possède un
rendement exceptionnel à toute la
gamme des vitesses. En même temps,
le moteur est si flexible et la machine
si souple qu'ils fournissent une per-
formance inconnue jusqu'à présent
pour le side-car et peuvent satisfaire
le plus ardent enthousiaste de vitesses
en solo.

650 cc



Nouvelle B.S.A. Bantam
avec suspension arrière
Modèle D1

La suspension arrière à plongeur,
disponible avec supplément à ce
modèle D1, suit le principe général
des autres suspensions fournies avec
les plus gros modèles de la gamme.
Ce modèle peut-être également livré
avec générateur Lucas de 45 Watt
alternatif, batterie à bobine. Dis-
positif spécial pour démarer même
avec la batterie à plat. Par l'inclusion
de ces perfectionnements l'acheteur
de la plus simple et plus légère
machine de la gamme B.S.A. à
l'option d'un confort luxueux avec un
modeste supplément.

BSA -

The Popular Choice



BSA. BANTAM 125 - 2 Temps Mod. D1

SPECIFICATION GENERALE



BSA. 500 Soupapes à Culbuteurs Mod. B33



BSA. 250 Soupapes Latérales Mod. C10

MOTEUR. Refroidissement à air avec cylindres et culasse en fonte (alliage d'aluminium pour les Gold Star et alliage de la culasse sur les D1 et C10) bielle en acier à haute teneur (bielle en alliage léger sur la A10) pied de bielle avec roulement à galets sauf sur les modèles A, qui ont des coussinets lisses en indium plomb et bronze. Coussinets pleins du côté distribution aux modèles A7, A10 et C. Roulements à billes ou à galets du côté commande de tous les modèles et du côté distribution de tous les autres modèles. Distribution par engrenages, les poussoirs des modèles A7 et A10 commandés par un simple arbre à comes à l'arrière du moteur. Tiges de soupapes cernées de stéellite aux modèles A7 Star Twin, A10 et Gold Star. Carburateur Amal (avec filtre d'air incorporé aux modèles A7 et A10); Double carburateur avec filtre en gaze au modèle A7 Star Twin; filtre à trous à tous les autres modèles, sauf aux Gold Star.

GRAISSAGE (excepté D1). Système par carter sec avec réservoir séparé placé en dessous de la selle et pompe à double engrenage. Modèle D1 système huile+essence.

ALLUMAGE. À bobine avec distributeur type

voiture incorporant l'avance automatique aux modèles C, magdyno aux modèles B et M, magneto avec avance automatique aux modèles A. Wico-Pacy volant magnétique et générateur aux D1 ou allumage à bobine avec générateur Lucas AC (extra) sur demande.

TRANSMISSION. Boîte 3 vitesses aux modèles D et C. 4 vitesses aux autres modèles tous avec changement au pied. Bain d'huile à la chaîne primaire.

CADRE. Raccords de side-car aux modèles M et A. Moyeu avant avec frein de 20 cm. aux Gold Star et A10; suspension arrière avec roue arrière rapidement détachable aux modèles Gold Star et A7 Star Twin, en supplément sur les modèles B et A. Roue arrière rapidement détachable aux modèles A7 et A10. Pied à ressort (arrière aux modèles M, central aux autres modèles).

EQUIPEMENT. Eclairage Lucas 6 volt 60 watt (excepté aux D1, voir allumage) avec dynamo séparée aux modèles C et A. Magdyno aux autres, control compense de voltage, phare à réflecteur fixe, klaxon électrique (en supplément au modèle D1) sacoches d'outillage, pompe.



BSA. 500 Soupapes à Culbuteurs Mod. M33



BSA.
250 Soupapes à Culbuteurs Mod. C11 de Luxe



BSA. 350 Soupapes à Culbuteurs Mod. B31



BSA. 500 Soupapes à Culbuteurs 2 cylindres Mod. A7 STAR



BSA. 500 Soupapes à Culbuteurs 2 cylindres Mod. M20



BSA. 600 Soupapes Latérales Mod. M21

BSA. Les Chefs de File de L'Industrie Motocycliste

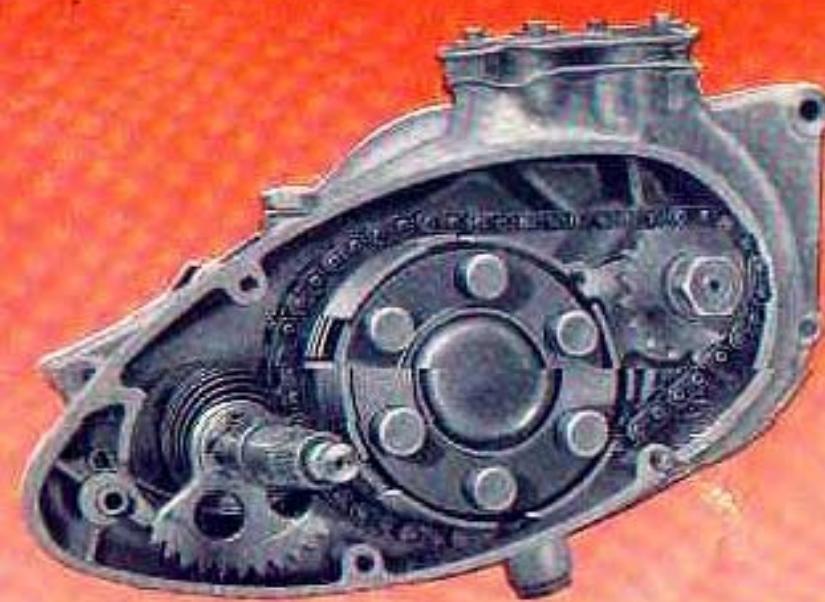


BSA - Leaders in the Industry



BSA

The Worlds Largest
Motorcycle Manufacturers.



The unit construction of the B.S.A. Bantam engine and gearbox. Note that primary drive, kick-start and gear-change mechanism are totally enclosed.

The car-type distributor on the coil-ignition C models is shown below. It is a feature which ensures instant starting under all weather conditions.



BSA Features



The cylinder head and barrel of the B.S.A. Gold Star models are of aluminium alloy, with the push rod cover cast integral.

Below is shown the cylinder head of the A7 and A10 models. Note the finning around the exhaust ports and valve spring chambers, which encourages a generous flow of cooling air over the vital surfaces of the combustion head.



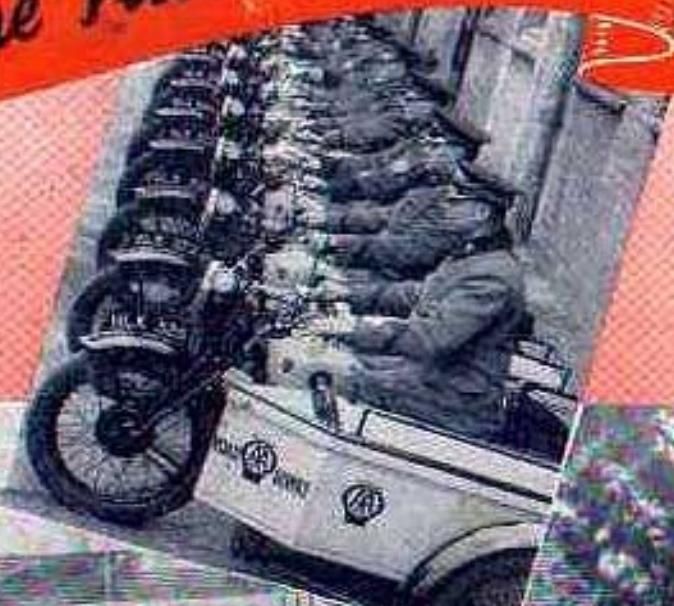


BSA Motor Cycles have always been widely used in the Public Service all over the world. British, Dominion and Foreign Government Departments, Municipal Corporation Public Utility Companies, Police and Fire Services have all proved through long years of service the reliability of B.S.A. Motor Cycles for arduous duty.

BSA

in the Public Service

Top pictures show East Sussex Constabulary (England), and a member of the South Australian Police on B.S.A. Golden Flash 650 Twins. On right, the British Automobile Association who are large users of B.S.A.s; below are the Singapore Police on B.S.A. 350 models.



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reserve the right to
alter the designs or
specifications
without notice
or liability
for any
consequential
loss or damage
arising out of
any such change.

General Specification

ENGINE. Air cooled with cast iron cylinder barrel and head (aluminium alloy for Gold Star models and aluminium alloy head or D 1 and side valve models); high tensile steel connecting rod (light alloy rods on A models). Big-end—roller bearing except on A models, which have detachable indium-lead-bronze plain bearings. Main bearings—plain timing side on A 7, A 10 and C models; Ball end/or roller bearings on drive side on all models, and on timing side on remainder of range. Gear driven timing mechanism; tappets on models A 7 and A 10 operated by a single cam-shaft at rear of engine. Stellite-tipped valves standard on A 7 Star Twin, A 10 and Gold Star models. Amal carburettor with air cleaner (built-in on models A 7 and A 10).

LUBRICATION. (Except D 1). Dry sump system with separate oil tank under saddle and double gear pump. Model D 1, petroil 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 1 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 and extra on C models; all with positive stop foot gear change; oil bath primary chain drive.

FRAME. Left-hand or right-hand sidecar lugs on M and A models; 8 in. front brake on Gold Star models and model A 10; 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 models; spring-up stand (rear on M models, central on other models).

EQUIPMENT. Lucas 6-volt 60 watt lighting (except D 1; 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 1); toolkit; tyre inflator.

FINISH. Pastel green and chromium on D 1; 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 31 and B 32 Competition, Red and chromium on B 33, B 34 Competition and A 7 (alternative black and chromium on A 7). Silver-and-chromium on 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 B 32 and B 34 Competition models.

EXTRAS

SPRING FRAME on Models D 1, A 7, A 10, B 31, B 33; also B 32 and B 34 with downswipt pipes only. Four-speed gearbox on C models. **LUCAS A.C. GENERATOR SET** with electric horn on Model D 1. **BATTERY OPERATED ELECTRIC HORN** on Wico-Pacy equipped Model D 1. **SPEEDOMETER** on Model D 1. **LEGGSHIELDS** on Models D 1, C 10 and C 11. **PILLION SEAT OR CARRIER** on all Models except D 1. **FOLDING PILLION FOOTRESTS** on all Models except D 1. **PROP STAND** on all Models except D 1. **ALLOY ENGINE** on Models B 33 and B 31 Competition models. **COLOUR FINISH** beige and chromium finish on Model A 10. Matt Silver and Chromium finish on Models M 20 and M 21.

Competition and Gold Star Models

B.S.A. 350 and 500 c.c. Competition Models

are designed and equipped specifically for the Trials enthusiast. They have upswept exhaust pipe (downswept optional); wide clearance mudguards without valances; lower gear ratios of 7.1, 9.3, 14.5, 21.1, on the 350 model; 5.6, 7.4, 11.6, 16.8 on the 500 model. Both machines have chromium plated mudguards and stays, rear chainguard, chaincase and brake cover plates. A 2-gallon petrol tank is optional. The 350 has green and chromium tank and wheels; the 500 is finished in red and chromium. Spring Frame (with downswept exhaust pipe only) is available at an extra charge.

B.S.A. 350 and 500 c.c. Gold Star Models

are high-performance machines with specially-tuned engine and aluminium cylinder head and barrel. Specification is variable to suit the type of event for which the machine is required. High, medium or low compression ratio can be supplied, with port sizes, cams, valve springs, carburettor, etc., to suit. A close-ratio gearbox is available and variations in engine shaft sprocket can be specified. Lucas magdyno or racing magneto with battery lighting and electric horn, and rev counter in lieu of speedometer are optional items of equipment. Both models have spring frame and 8 in. front brake.

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	14	—
D1 Comp.	8.65	14.5	27.1	—	2.75-19	3.25-19	14	—
C10	6.6	9.8	14.5	—	3.00-19	3.00-19	24	4
C11	6.6	9.8	14.5	—	3.00-20	3.00-20	24	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	5
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	7.9	12.2	17.7	3.25-19	3.50-19	3	5
M33 Solo	4.8	6.3	9.0	14.2	3.25-19	3.50-19	3	5
A7 Solo	5.1	6.2	9.0	13.1	3.25-19	3.50-19	3½	4
A10 (Solo)	4.4	5.4	7.5	11.4	3.25-19	3.50-19	4	4
A10 (Sidecar)	5.2	6.3	9.1	13.1				

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

BSA BANTAM

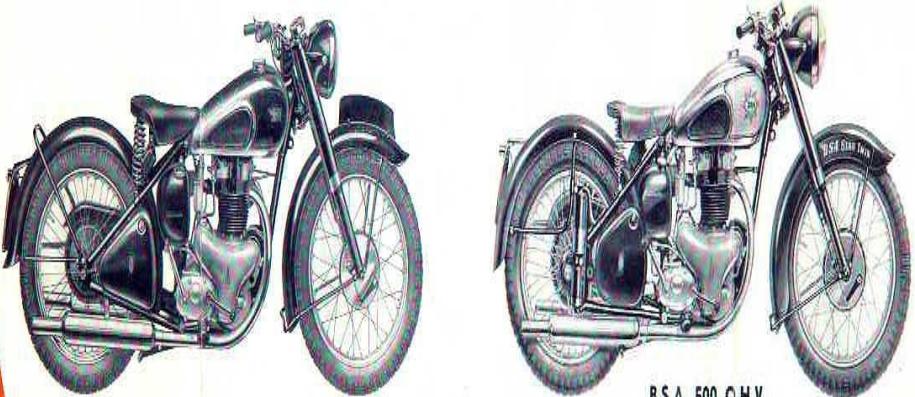
125 c.c.

**BS.A. Bantam 125 c.c. Model D1**

Now firmly established as 'leader of the lightweights', the B.S.A. Bantam offers really attractive performance with easy handling and amazing economy.

**BS.A. Bantam 125 c.c. Model D1**

With Spring Frame and Lucas generator, battery and coil ignition gives the purchaser of the simplest and lightest B.S.A. model the option of luxury motor cycling at moderate extra cost.

**BS.A. 500 O.H.V. Twin Model A7**

now has an entirely redesigned engine incorporating new cylinder head and rocker box, modified crankcase with positive oil supply to camshaft, and forged aluminium alloy connecting rods. The frame also has been modified to incorporate sidecar lugs suitable for left or right-hand sidecar. Spring Frame extra.

The BSA Twins**B.S.A. 500 O.H.V.
Model A7 Star Twin**

Now with redesigned engine as Model A7, but with slightly higher compression ratio, the B.S.A. Star Twin offers brilliant performance, whilst the plunger type rear suspension ensures maximum comfort.

**BS.A. 250 S.V. Model C10**

A thoroughly reliable and economical 250 which will meet the requirements of the everyday utility rider.

**BS.A. Golden Flash 650 Twin
Model A10**

The B.S.A. Golden Flash is now firmly established as the leader of the Twins. It combines remarkable performance with extreme flexibility and it is ideal machine for either solo or sidecar riding. Spring Frame, as illustrated, extra.

**BS.A. 250 O.H.V. Model C11 de luxe**

The de luxe model illustrated has blue and chromium tank and wheels. Standard model has matt silver and chromium tank and black wheels.

BSA*The most popular Motor Cycle in the World***BS.A. 350 O.H.V. Model B31**

One of the most popular 350's on the road, this B.S.A. model combines a sparkling performance with a high degree of reliability. Spring Frame extra.

**BS.A.
Bantam 125 c.c.
Competition Model**

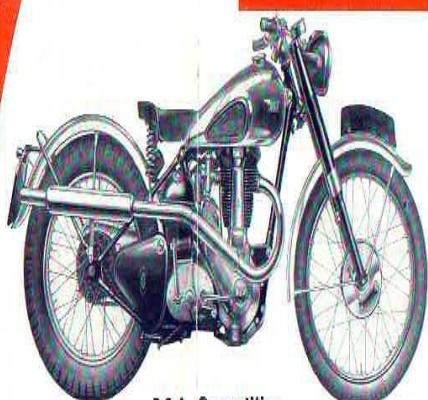
Introduced to meet a popular demand, this lightweight competition model has achieved outstanding success in sporting events everywhere. It has compression release valve in cylinder head, roller bearing to front wheel, up-swept exhaust, unbalanced guards, larger rear tire, adjustable footrests, folding kick start and larger rear wheel sprocket giving lower gear for trials.

**BS.A.
500 S.V. Model M20. 600 S.V. Model M21**

Two machines which are equally reliable as solo or heavy-duty sidecar models.

**BS.A. 500 O.H.V. Model B33**

A sturdy 500 of exceptional value, with a high power-weight ratio which gives outstanding performance with economy. Spring Frame extra.

**BS.A. Competition
350 c.c. Model B32 500 c.c. Model B34**

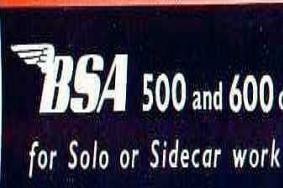
These models have built up an enviable reputation as the result of their successes in Trials and Scramble events in all parts of the world. They are supplied with Lucas magdyno standard, but alternative lighting equipment is available. Spring Frame extra (with downswep exhaust pipe only).

**BS.A.
B32 Gold Star 500 B34 Gold Star**

The specification of these high-performance models is extremely versatile. They can be supplied with cams, gears and compression ratios to suit whichever type of sporting event the buyer favours. For road racing, foot gear change pedal can be fitted in rearward position, with mechanism inside the box modified to give normal movement.

**BS.A. 500 O.H.V. Model M33**

A lively robust machine capable of maintaining high touring speeds either solo or with sidecar.

**BS.A. 500 and 600 c.c.**

for Solo or Sidecar work

**BSA 350 and 500 O.H.V.
for fast Solo riding**