

OVERSEAS EDITION



From **H. W. HUMPHREYS**
B.S.A. Agent **BROADWOOD**

Motor Cycles, Cycles and Accessories

B.S.A. *Motor Cycles*

BARNSTORMERS.CO.UK

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 inserting 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: S. Smith & Sons (M.A.) Ltd., Cricklewood, London. Carburettors and Twist Grips: Amal Ltd., Perry Barr, Birmingham. Grease Guns: Tecalemit Ltd., Great West Road, Brentford, Middlesex. Oil Indicators: Rotherham & Sons, Ltd., Spon Street, Coventry.



The World-famous
B.S.A. Trademarks

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.

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

Directors: GEOFFREY D. BURTON (Chairman), J. W. BRYAN, W. F. JAMES, J. LEEK.
Telephone: Birmingham Victoria 2381 (9 lines) Telegrams and Cables: "Selcyc, Birmingham"



The Maudes Trophy
awarded to B.S.A.

by the A.C.U.

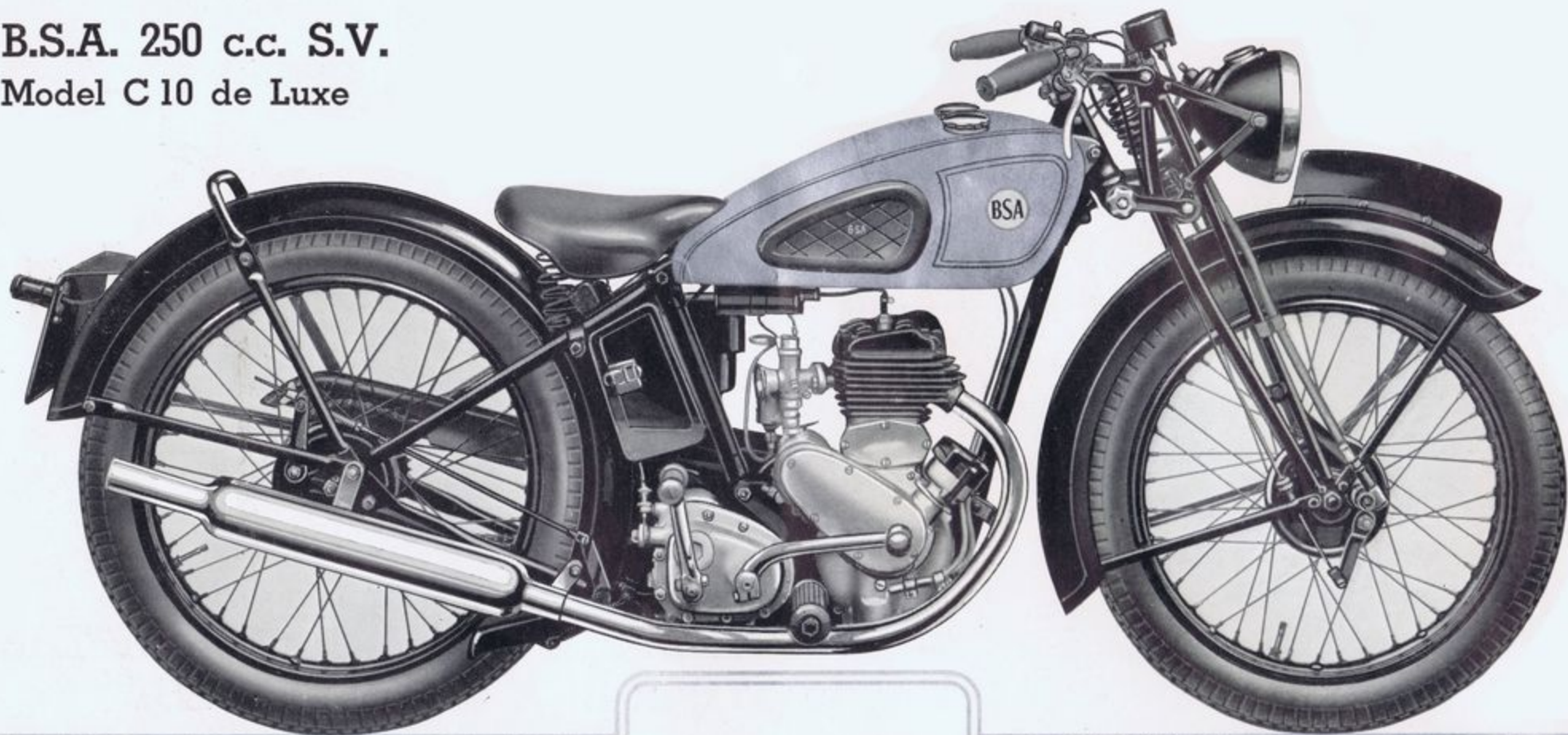
**FOR THE MOST MERITORIOUS
MOTOR CYCLE PERFORMANCE OF THE
YEAR IN A CERTIFIED TEST**

In February, 1938, two B.S.A. Motor Cycles—a 500 O.H.V. Empire Star and a 600 S.V. with Sidecar—were selected from dealers' stocks by the A.C.U. and submitted to a gruelling eight-days test under A.C.U. observation. This test comprised 20 consecutive non-stop ascents of the famous Bwlch-y-Groes, high-speed touring, acceleration and brake tests at Brooklands, a further 20 non-stop ascents of Bwlch-y-Groes, and finally a 35-miles Flexibility Test across London, from East to West and North to South, SEALED IN TOP GEAR.

The two B.S.A.'s, which were absolutely the-same-as-you-can-buy, came through the test with flying colours, and in recognition of this outstanding achievement the A.C.U. awarded the coveted Maudes Trophy to B.S.A.

B.S.A. 250 c.c. S.V.

Model C 10 de Luxe



Engine. Single cylinder S.V., 63 mm. bore x 80 mm. stroke, 249 c.c.; B.S.A. dry sump lubrication with oil compartment in tank; enclosed valve gear; roller bearing big-end; ball bearing on drive side of mainshaft; detachable cylinder head; Amal carburetter with Burgess air cleaner; coil ignition with car type distributor and automatic advance.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in. with oil bath; rear chain $\frac{1}{2}$ in. x .305 in.; two plate cork clutch; B.S.A. three-speed gearbox of improved design; enclosed foot gear change, screw adjustment for front chain; gear ratios 6.6, 9.8, 14.5.

A new edition of
the popular
model C 10 with
foot-change and
oil bath.

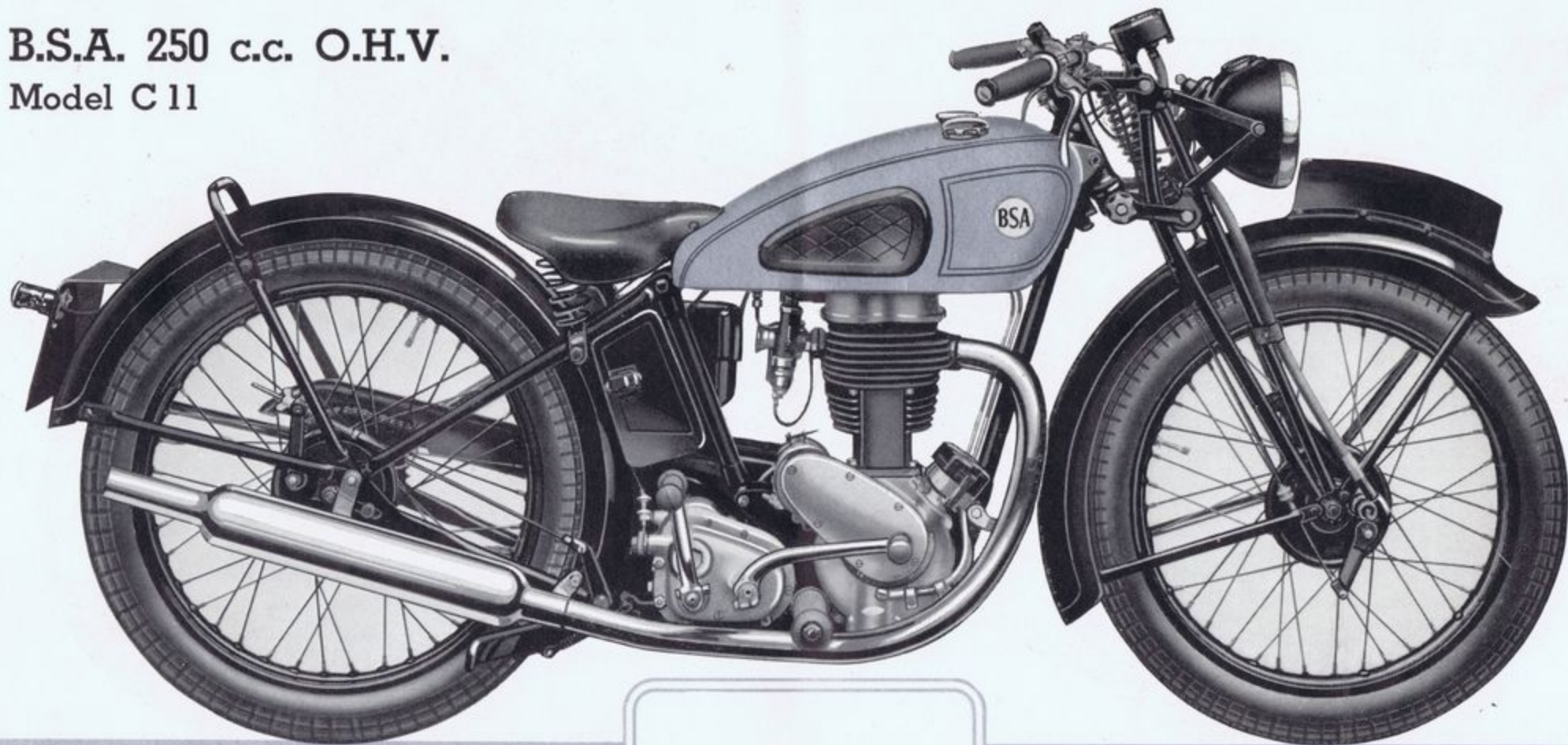
Frame. Triangulated frame of robust design; front fork shock absorber; tank holds 2 gallons petrol and 4 pints oil; knee grips; Dunlop 3.00—19 tyres; $5\frac{1}{2}$ in. dia. brakes front and rear, with finger adjustment; central stand; lifting handle on rear guard.

Equipment. Dunlop saddle; metal toolbox with complete tool kit; inflator; Lucas 6-volt dynamo lighting set with compensated voltage control; handlebar headlamp dipper control; anti-vibration battery; electric horn.

Finish. Black and chromium; matt silver tank with maroon lining. Wheelbase 51 in.; ground clearance 4 in.; saddle height 26 in.

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B.S.A. 250 c.c. O.H.V. Model C 11



Engine. Single cylinder O.H.V., 63 mm. bore x 80 mm. stroke, 249 c.c.; B.S.A. dry sump lubrication with oil compartment in tank; enclosed push rods and rockers with automatic lubrication; roller bearing big-end; ball bearing on drive side of mainshaft; Amal carburettor with Burgess air cleaner; coil ignition with car type distributor and automatic advance.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in. with oil bath; rear chain $\frac{1}{2}$ in. x .305 in.; two plate cork clutch; B.S.A. three-speed gearbox of improved design; enclosed foot gear change; screw adjustment for front chain; gear ratios 6.6, 9.8, 14.5.

Frame. Triangulated frame of robust design; front fork

An entirely new
250 O.H.V. which
sets a new stan-
dard in the
sports - utility
class.

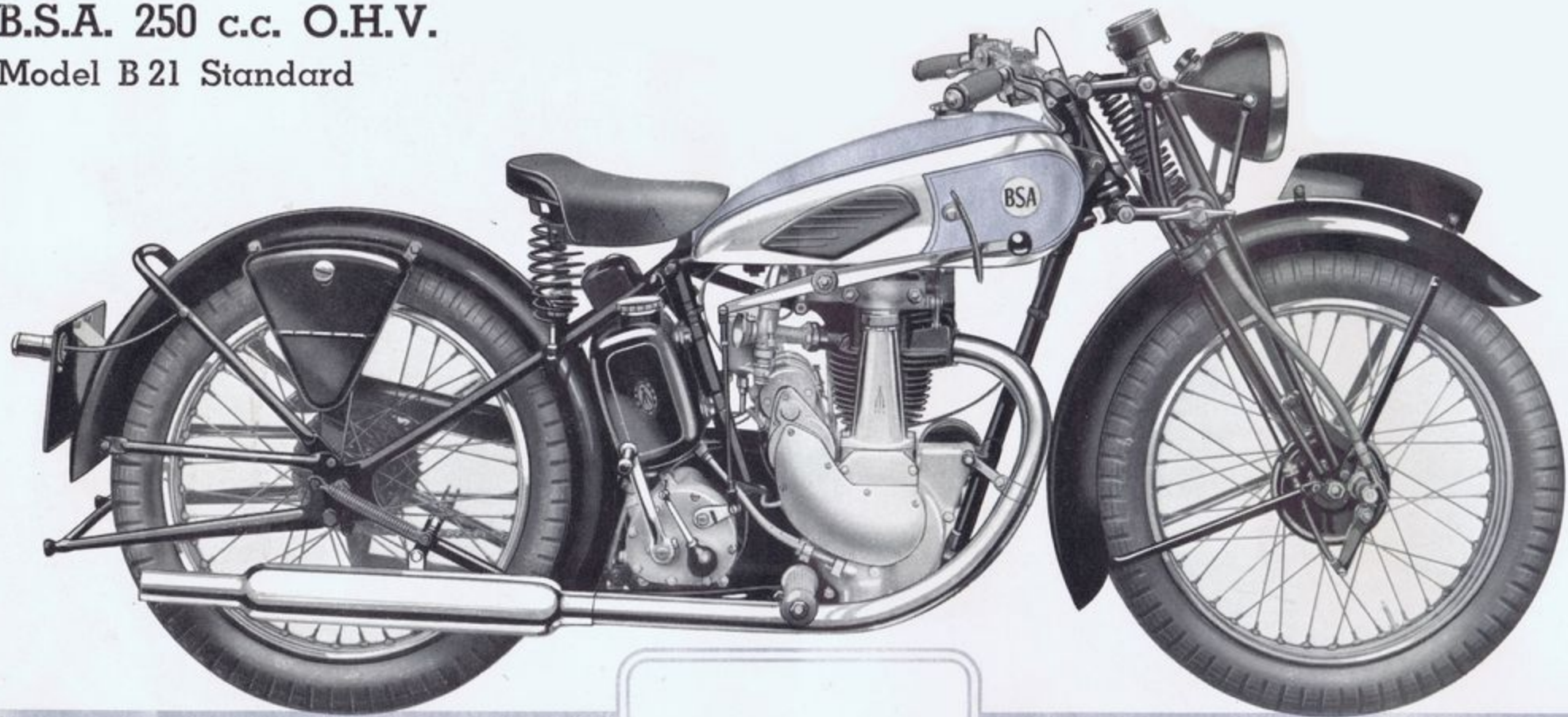
shock absorber; tank holds 2 gallons petrol and 4 pints oil; knee grips; Dunlop Fort 3.00—20 in. tyres; $5\frac{1}{2}$ in. brakes front and rear, with finger adjustment; central stand; lifting handle on rear guard.

Equipment. Twist grip throttle; Dunlop saddle; metal toolbox with complete tool kit; inflator; Lucas 6-volt dynamo lighting set with compensated voltage control; handlebar headlamp dipper control; anti-vibration battery; electric horn.

Finish. Black and chromium; matt silver tank with maroon lining. Wheelbase 51 in.; ground clearance 4 in.; saddle height 26 in.

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B.S.A. 250 c.c. O.H.V. Model B 21 Standard



Engine. Single cylinder single port O.H.V., 63 mm. bore x 80 mm. stroke, 249 c.c.; upswept exhaust pipe if specified at an extra charge; B.S.A. dry sump lubrication with 4-pint oil tank under saddle; roller big-end bearing; ball journal bearing on drive side of mainshaft; enclosed O.H.V. gear with pressure oil feed from engine; Amal carburetter with Burgess air cleaner.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in., with oil bath; rear chain $\frac{1}{2}$ in. x .305 in.; two plate cork clutch; B.S.A. four-speed gearbox; gear lever on tank; screw adjustment for front chain; gear ratios 6.2, 8.1, 12.4, 18.2.

Frame. Triangulated frame of great strength; front

A popular priced
250 O.H.V. with
four-speed gear
and Magdyno.

fork shock absorber with finger adjustment; 2 $\frac{1}{4}$ -gallon tank; knee grips; Dunlop Fort 3.00—19 tyres; 5 $\frac{1}{2}$ in. dia. brakes, front and rear with finger adjustment; spring-up rear stand; lifting handle on rear guard.

Equipment. Twist grip throttle; adjustable Terry saddle; metal toolbox with complete tool kit; inflator; gear-driven Lucas 6-volt Magdyno lighting set with compensated voltage control; handlebar headlamp dipper control; anti-vibration battery; electric horn; provision for pillion footrests.

Finish. Black and chromium; chromium tank with matt silver panels; wheelbase 62 in.; clearance 5 $\frac{1}{2}$ in.; saddle height 28 $\frac{1}{2}$ in.

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B.S.A. 250 c.c. O.H.V.

Model B 21 de Luxe



Engine. Single cylinder single port O.H.V.; 63 mm. bore x 80 mm. stroke, 249 c.c.; upswept exhaust pipe if specified at an extra charge; B.S.A. dry sump lubrication with 5-pint oil tank under saddle; enclosed O.H.V. gear with pressure oil feed from engine; roller big-end bearing; ball and roller bearings on drive side of mainshaft; new design silent timing gear; improved tappet construction, facilitating adjustment; Amal carburetter with Burgess air cleaner.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in., with oil bath; rear chain $\frac{1}{2}$ in. x .305 in.; two plate cork clutch on double row ball bearing centre; B.S.A. four-speed gearbox; enclosed foot gear change; screw adjustment for front chain; gear ratios 6.5, 8.5, 13, 18.6.

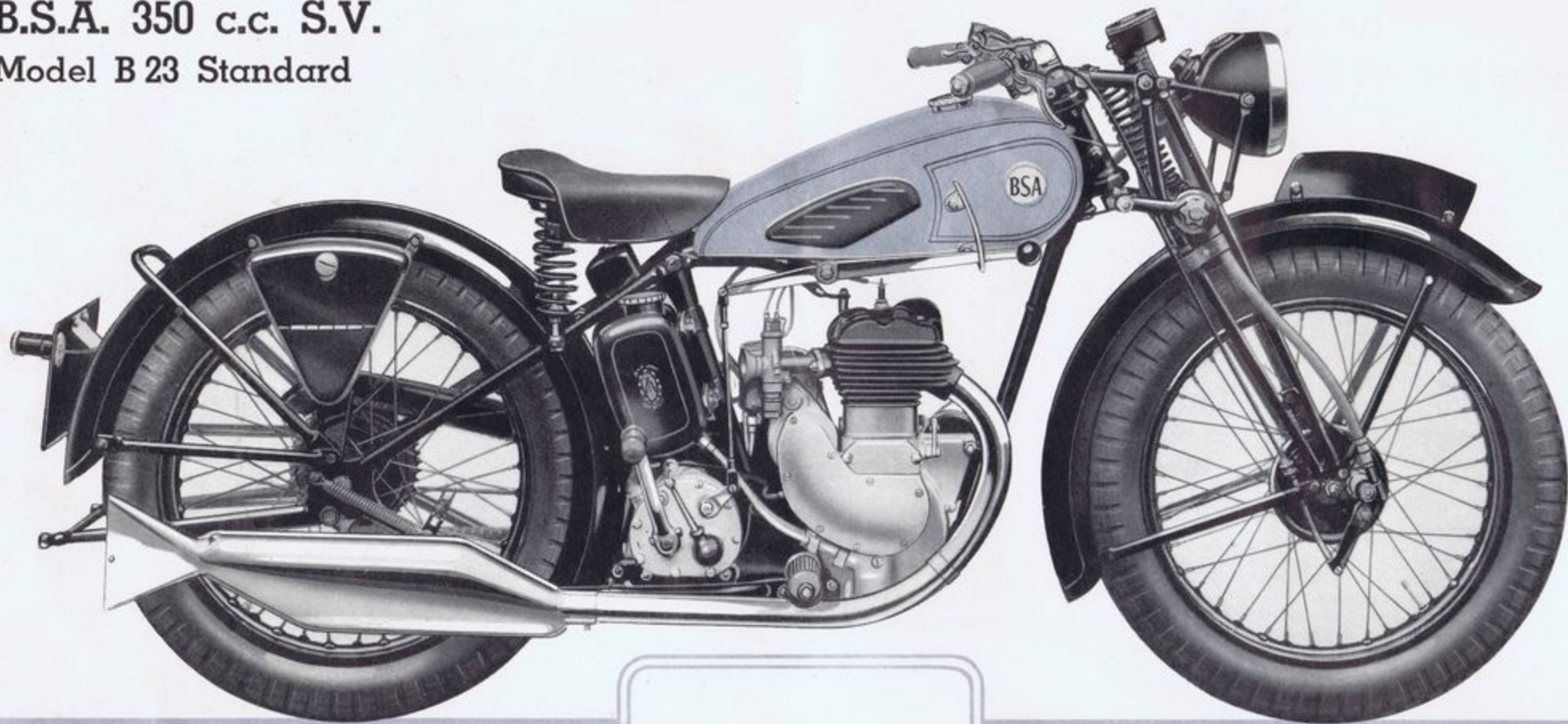
A de Luxe 250
O.H.V. with foot-
change and new
engine refine-
ments.

Frame. Triangulated frame of great strength; front fork shock absorber with finger adjustment; 3-gallon tank; knee grips; Dunlop Fort 3.25—19 in. tyres; $5\frac{1}{2}$ in. dia. brakes front and rear, with finger adjustment; spring-up rear stand; lifting handle on rear guard.

Equipment. Twist grip throttle; adjustable Terry saddle; metal toolbox with complete tool kit; inflator; gear-driven Lucas 6-volt Magdyno lighting set with compensated voltage control; handlebar headlamp dipper control; anti-vibration battery; electric horn; provision for pillion footrests.

Finish. Black and chromium; chromium tank with matt silver panels; matt silver wheels. Wheelbase 52 in.; clearance $5\frac{3}{4}$ in.; saddle height 28 $\frac{1}{2}$ in.

B.S.A. 350 c.c. S.V. Model B 23 Standard



Engine. Single cylinder S.V., 71 mm. bore x 88 mm. stroke, 348 c.c.; cylinder barrel fitted with wear-resisting liner; B.S.A. dry sump lubrication with 4-pint oil tank under saddle; totally enclosed valves; ball journal bearing on drive side of mainshaft; detachable cylinder head; Amal carburetter with Burgess air cleaner.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in., with oil bath; rear chain $\frac{1}{2}$ in. x .305 in.; three plate cork clutch; B.S.A. four-speed gearbox; gear lever on tank; screw adjustment for front chain; gear ratios 6.2, 8.1, 12.4, 18.2.

Frame. Triangulated frame of great strength, iron fork with shock absorber; 2 $\frac{1}{4}$ -gallon tank; knee grips;

The best value
in 350 side-valve
models on the
market.

Dunlop Fort 3.25—19 tyres; 5 $\frac{1}{2}$ in. dia. brakes front and rear, with finger adjustment; spring-up rear stand; lifting handle on rear guard.

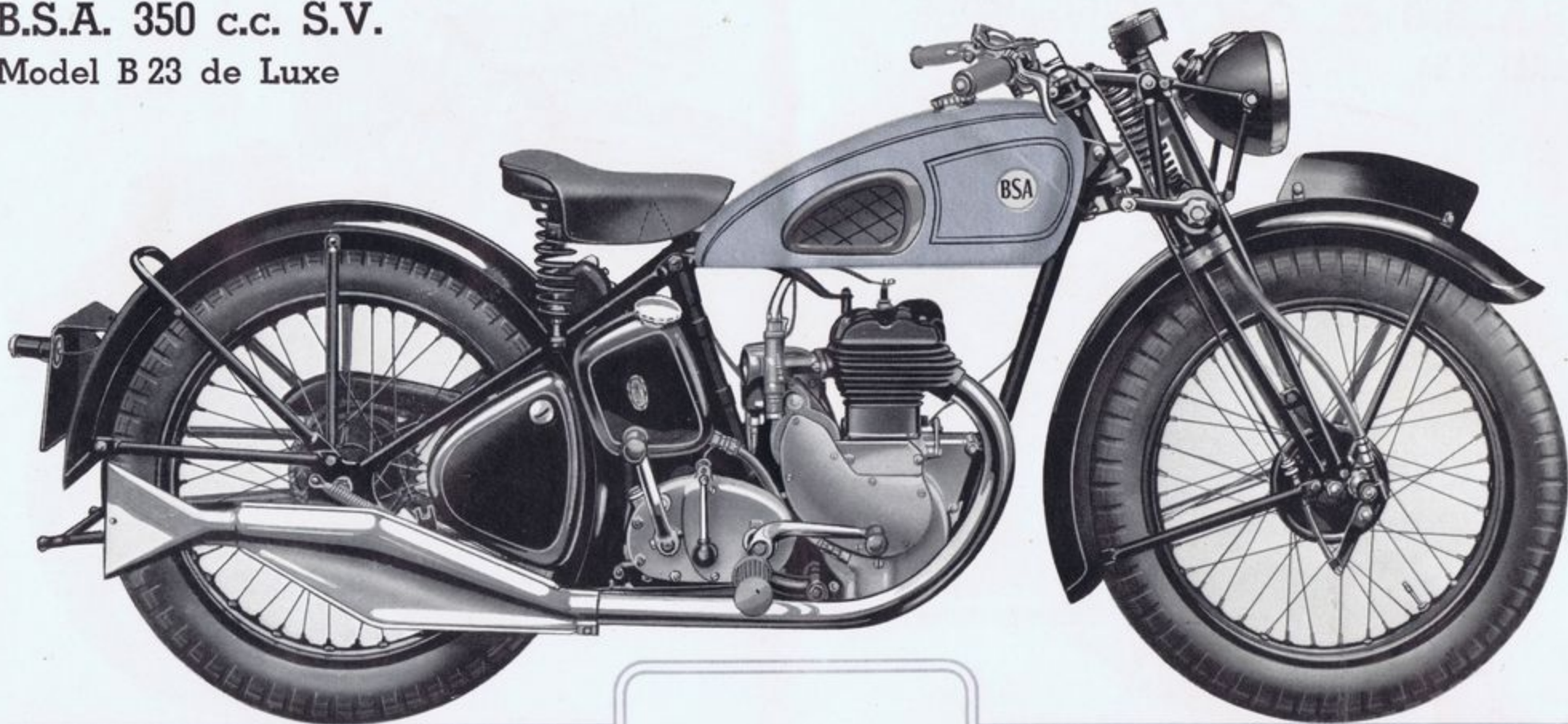
Equipment. Twist grip throttle; adjustable Terry saddle; metal toolbox with complete tool kit; inflator; gear-driven Lucas 6-volt Magdyno lighting set with compensated voltage control; handlebar headlamp dipper control; anti-vibration battery; electric horn; provision for pillion footrests.

Finish. Black and chromium; matt silver tank with red and black lining; wheelbase 52 in.; clearance 5 $\frac{1}{2}$ in.; saddle height 28 $\frac{1}{2}$ in.

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B.S.A. 350 c.c. S.V.

Model B 23 de Luxe



Engine. Single cylinder S.V., 71 mm. bore x 88 mm. stroke, 348 c.c.; cylinder barrel fitted with wear-resisting liner; B.S.A. dry sump lubrication with 5-pint oil tank under saddle; totally enclosed valve gear; roller big-end bearing; ball and roller bearings on drive side of mainshaft; new design silent timing gear; detachable cylinder head; Amal carburetter with Burgess air cleaner.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in., with oil bath; rear chain $\frac{1}{2}$ in. x .305 in.; three plate cork clutch on double row ball bearing centre; B.S.A. four-speed gearbox; enclosed foot gear change; screw adjustment for front chain; gear ratios 6.2, 8.1, 12.3, 17.6.

Frame. Triangulated frame of great strength; front fork

This model has all the good points of the standard model plus foot-change and new engine features.

shock absorber; 3-gallon tank; knee grips; Dunlop Fort 3.25—19 in. tyres; $5\frac{1}{2}$ in. dia. brakes front and rear, with finger adjustment; spring-up rear stand; lifting handle on rear guard.

Equipment. Twist grip throttle; adjustable Terry saddle; metal toolbox with complete tool kit; inflator; gear-driven Lucas 6-volt Magdyno lighting set with compensated voltage control; handlebar headlamp dipper control; anti-vibration battery; electric horn; provision for pillion footrests.

Finish. Black and chromium; matt silver tank with chromium lining. Wheelbase 52 in.; clearance $5\frac{1}{2}$ in.; saddle height $28\frac{1}{2}$ in.

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B.S.A. 350 c.c. O.H.V. Silver Star

Model B 24



The new 350
Silver Star —
amazing value
in the 350 sports
class.

2-port head with upswept
pipes and tubular silencers
can be fitted at an extra
charge.

Engine. Single cylinder single port O.H.V., 71 mm. bore x 88 mm. stroke, 348 c.c.; specially tuned; air-hardened cylinder; upswept exhaust pipe if specified; B.S.A. dry sump lubrication with 5-pint oil tank under saddle; enclosed O.H.V. gear with pressure oil feed from engine; ball and roller bearings on drive side of main-shaft; new design silent timing gear; new tappets facilitating adjustment; Amal carburetter with Burgess air cleaner.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in., with oil bath; rear chain $\frac{3}{8}$ in. x $\frac{1}{4}$ in.; four plate cork clutch on double row ball bearing centre; B.S.A. four-speed gearbox; enclosed foot gear change; screw adjustment for front chain; gear ratios 5.6, 7.8, 11.1, 15.9.

Frame. Triangulated frame of great strength; 531 tubing; front fork shock absorber with finger adjust-

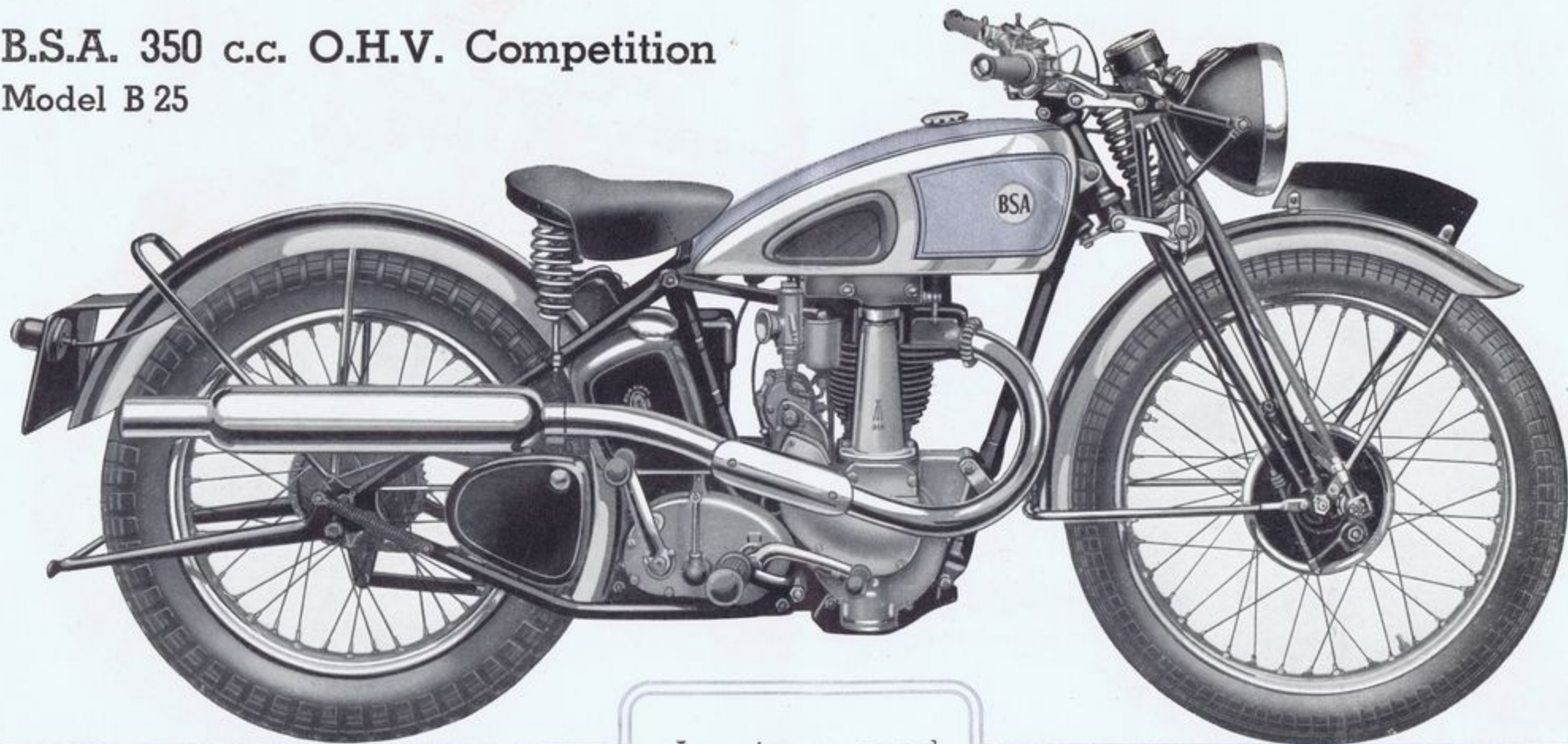
ment; steering damper; 3-gallon tank; knee grips; Dunlop Fort tyres, 3.00—20 front, 3.25—19 rear; 7 in. dia. brakes front and rear, with finger adjustment; spring-up rear stand; front stand; adjustable footrests.

Equipment. B.S.A. controls with racing twist grip throttle; adjustable Terry saddle; metal toolbox with complete toolkit; inflator; gear-driven Lucas 6-volt Mag-dyno lighting set with compensated voltage control; handlebar headlamp dipper control; anti-vibration battery; electric horn; valances to front and rear mudguards; provision for pillion footrests.

Finish. Black and chromium; chromium tank with matt silver panels; chromium wheel rims with matt silver centres. Wheelbase 52 in.; clearance $5\frac{1}{2}$ in.; saddle height 28 $\frac{1}{2}$ in.

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B.S.A. 350 c.c. O.H.V. Competition Model B 25



Engine. Single cylinder single port O.H.V., 71 mm. bore x 88 mm. stroke, 348 c.c.; specially tuned; air-hardened cylinder; B.S.A. dry sump lubrication with 5-pint oil tank under saddle; enclosed O.H.V. gear with pressure oil feed from engine; ball and roller journal bearing on drive side of mainshaft; new design silent timing gear; improved tappet construction, facilitating adjustment; upswept exhaust pipe; Amal carburetter with Burgess air cleaner.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in., with oil bath; rear chain $\frac{3}{8}$ in. x $\frac{1}{4}$ in.; four plate fabric insert clutch on double row ball bearing centre; B.S.A. four-speed gearbox; enclosed foot gear change; screw adjustment for front chain; gear ratios 6.0, 7.8, 12.0, 17.0.

Frame. Triangulated frame of great strength; 531

An improved version of the well-known B.S.A. Competition model which has won so many trophies.

2-port head can be fitted at an extra charge.

tubing; front fork shock absorber with finger adjustment; steering damper; 3-gallon tank; knee grips; Dunlop Fort tyres, 2.75—21 front, 4.00—19 rear; 7 in. dia. brakes front and rear with finger adjustment; spring-up rear stand; front stand; adjustable footrests.

Equipment. B.S.A. controls, with racing twist grip throttle; adjustable Terry saddle; metal toolbox with complete tool kit; inflator; gear-driven Lucas 6-volt Magdyno lighting set with compensated voltage control; handlebar headlamp dipper control; anti-vibration battery; electric horn; mudguard pad; provision for pillion footrests.

Finish. Black and chromium; chromium tank with matt silver panels; chromium wheel rims, silver centres; chromium mudguards. Wheelbase 52 in.; clearance $5\frac{1}{2}$ in.; saddle height $28\frac{1}{2}$ in.

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B.S.A. 350 c.c. O.H.V. Model B 26



Engine. Single cylinder single port O.H.V., 71 mm. bore x 88 mm. stroke, 348 c.c.; upswept exhaust pipe if specified at an extra charge; B.S.A. dry sump lubrication with 5-pint oil tank under saddle; enclosed O.H.V. gear with pressure oil feed from engine; ball and roller journal bearing on drive side of mainshaft; new design silent timing gear; improved tappet construction facilitating adjustment; Amal carburetter with Burgess air cleaner.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in., with oil bath; rear chain $\frac{3}{8}$ in. x $\frac{1}{2}$ in.; four plate cork clutch on double row ball bearing centre. B.S.A. four-speed gearbox; enclosed foot gear change screw adjustment for front chain; gear ratios 5.6, 7.3, 11.1, 15.9.

A popular priced
350 O.H.V. with
a v a s t l y
improved speci-
fication.

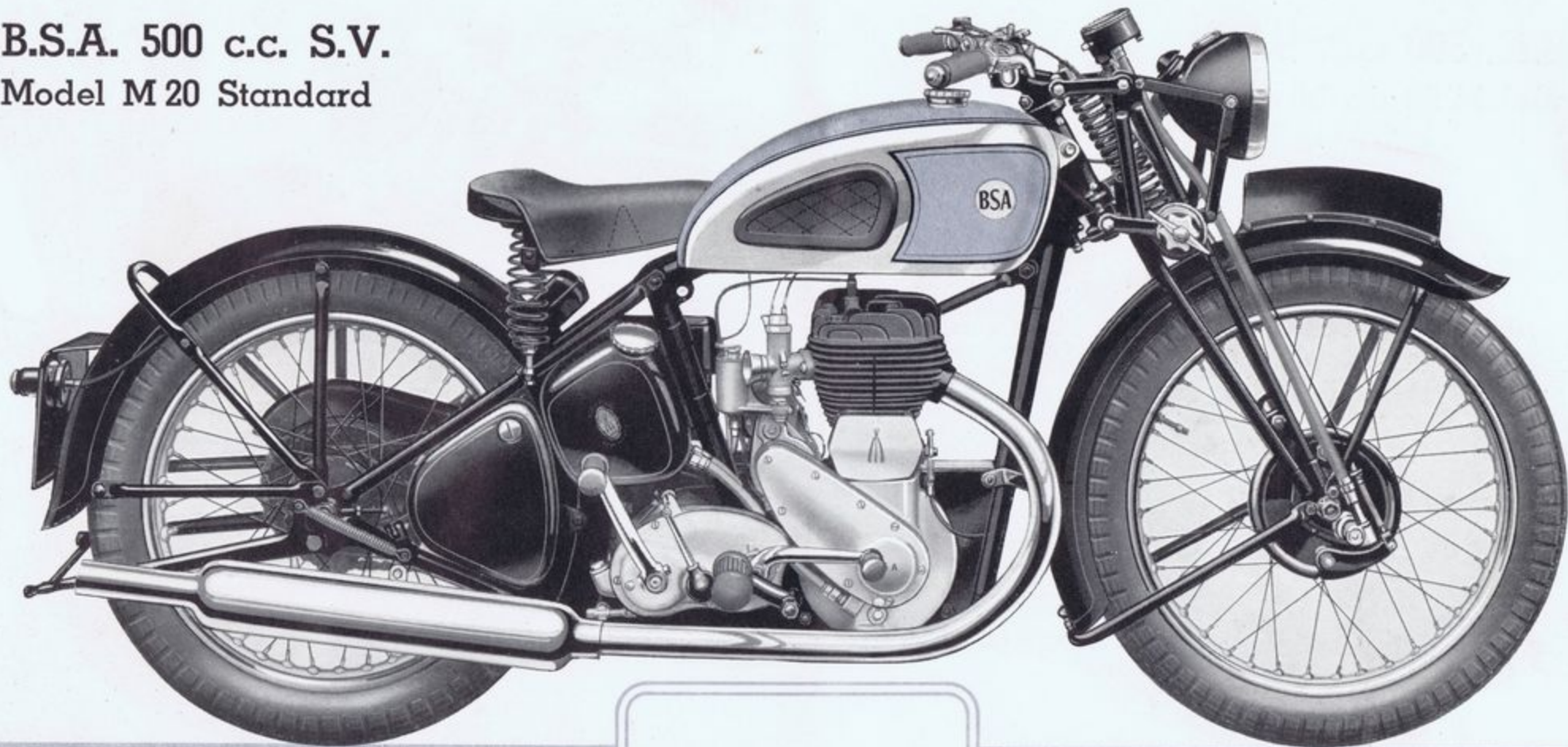
2-port head with upswept
pipes and tubular silencers
can be fitted at an extra
charge.

Frame. Triangulated frame of great strength; 531 tubing; front fork shock absorber with finger adjustment; steering damper; 3-gallon tank; knee grips; Dunlop Fort 3.25-19 tyres; 7 in. dia. brakes front and rear with finger adjustment; spring-up rear stand; front stand; adjustable footrests.

Equipment. Twist grip throttle; adjustable Terry saddle; metal toolbox with complete tool kit; inflator; gear-driven Lucas 6-volt Magdyno lighting set with compensated voltage control; handlebar headlamp dipper control; anti-vibration battery; electric horn; provision for pillion footrests.

Finish. Black and chromium; chromium tank with matt silver panels. Wheelbase 52 in.; clearance $5\frac{1}{2}$ in.; saddle height 28 $\frac{1}{2}$ in.

B.S.A. 500 c.c. S.V. Model M 20 Standard



Engine. Single cylinder S.V., 82 mm. bore x 94 mm. stroke, 496 c.c.; cylinder barrel fitted with wear-resisting liner; B.S.A. dry sump lubrication with 5-pint oil tank under saddle; enclosed side valves; detachable cylinder head; ball and roller bearings on drive side of mainshaft; ball bearing on gear side; new design silent timing gear; Amal carburetter with Burgess air cleaner.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in., with oil bath; rear chain $\frac{5}{8}$ in. x $\frac{1}{4}$ in., with five plate clutch embodying fabric inserts, on double row ball bearing centre; B.S.A. four-speed gearbox; enclosed foot gear change; screw adjustment for front chain; gear ratios: 5.3, 7.0, 10.9, 15.8 sidecar; and 5.9, 7.8, 12.2, 17.6 sidecar.

Frame. Triangulated cradle type with integral sidecar

A new popular
model with a
specification that
makes it out-
standing for 500
S.V. value.

lugs; front fork shock absorber with finger adjustment; steering damper; 3-gallon tank; knee grips; Dunlop Fort tyres, 3.00—20 front, 3.25—19 rear; 7 in. dia. x $1\frac{1}{8}$ in. wide brakes, front with quick release, both with finger adjustment; spring-up rear stand; lifting handle on rear guard; adjustable footrests.

Equipment. Twist grip throttle; adjustable Terry saddle; metal toolbox with complete tool kit; inflater; gear-driven Lucas 6-volt Magdyno lighting set with compensated voltage control; handlebar headlamp dipper control; anti-vibration battery; electric horn; provision for pillion footrests.

Finish. Black and chromium; chromium tank with matt silver panels; matt silver wheel rims with black lines. Wheelbase 54 in.; clearance $4\frac{1}{8}$ in.; saddle height $28\frac{1}{2}$ in.

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B.S.A. 500 c.c. S.V. Model M 20 de Luxe



Engine. Single cylinder S.V., 82 mm. bore x 94 mm. stroke, 496 c.c.; cylinder barrel fitted with wear-resisting liner; B.S.A. dry sump lubrication with 5-pint oil tank under saddle; oil indicator in tank panel; enclosed side valves; detachable cylinder head; roller bearings on drive side of mainshaft; ball and roller bearings on gear side; new design silent timing gear; Amal carburettor with Burgess air cleaner.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in., with oil bath; rear chain $\frac{5}{8}$ in. x $\frac{1}{4}$ in. with lower run guard; five plate clutch embodying fabric inserts, on double row ball bearing centre; B.S.A. four-speed gearbox; enclosed foot gear change; screw adjustment for front chain; gear ratios: 5.3, 7.0, 10.9, 15.8 solo; and 5.9, 7.8, 12.2, 17.6 sidecar.

Frame. Triangulated cradle type with integral sidecar lugs; front fork shock absorber with finger adjustment; steering damper; $3\frac{1}{2}$ -gallon tank; knee grips; Dunlop

A side-valve B.S.A. that is remarkable value with improved specification and lower price. It is fitted with **quickly detachable rear wheel.**

Fort 3.25—19 tyres; 7 in. dia. x $1\frac{1}{8}$ in. wide brakes; spring-up rear stand; lifting handle on rear guard; **quickly detachable rear wheel**; front stand; adjustable footrests.

Equipment. B.S.A. flexibly mounted handlebar with special controls; twist grip throttle; ratchet lever for front brake; adjustable Terry saddle; metal toolbox with complete tool kit; inflator; gear-driven Lucas 6-volt Magdyno lighting set with compensated voltage control; tank instrument panel; anti-vibration battery; electric horn; valances to front and rear mudguards; provision for pillion footrests. Prop Stand.

Finish. Black and chromium; chromium tank with matt silver panels; chromium wheel rims with matt silver centres. Wheelbase 54 in.; clearance $4\frac{1}{2}$ in.; saddle height $28\frac{1}{2}$ in.

B.S.A. 600 c.c. S.V. Model M 21



Engine. Single cylinder S.V., 82 mm. bore x 112 mm. stroke, 591 c.c.; cylinder barrel fitted with wear-resisting liner; B.S.A. dry sump lubrication with 5-pint oil tank under saddle; oil indicator in tank panel; enclosed side valves; detachable cylinder head; roller bearings on drive side of mainshaft; ball and roller bearings on gear side; new design silent timing gear; Amal carburettor with Burgess air cleaner.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in., with oil bath; rear chain $\frac{1}{2}$ in. x $\frac{1}{4}$ in. with lower run guard; five plate clutch embodying fabric inserts, on double row ball bearing centre; B.S.A. four-speed gearbox; enclosed foot gear change; screw adjustment for front chain; gear ratios: 4.8, 6.3, 9.9, 14.3 solo; and 5.9, 7.8, 12.2, 17.6 sidecar. Sidecar gears fitted unless otherwise ordered.

Frame. Triangulated cradle type with integral sidecar lugs; front fork shock absorber with finger adjustment;

Here is a real dual - purpose model — a delightful solo and a sturdy sidecar mount. It is fitted with **quickly detachable rear**

wheel

steering damper; $3\frac{1}{2}$ -gallon tank; knee grips; Dunlop Fort 3.50—19 tyres; 7 in. dia. x $1\frac{1}{2}$ in. wide brakes; spring-up rear stand; lifting handle on rear guard; **quickly detachable rear wheel**; front stand; adjustable footrests.

Equipment. B.S.A. flexibly mounted handlebar with special controls; twist grip throttle; ratchet lever for front brake; adjustable Terry saddle; metal toolbox with complete tool kit; inflator; gear-driven Lucas 6-volt Magdyno lighting set with compensated voltage control; tank instrument panel; anti-vibration battery; electric horn; valances to front and rear mudguard; provision for pillion footrests. Prop Stand.

Finish. Black and chromium; chromium tank with matt silver panels; chromium wheel rims with matt silver centres. Wheelbase 54 in.; clearance $4\frac{1}{2}$ in.; saddle height 28 $\frac{1}{2}$ in.

B.S.A. 500 c.c. O.H.V. Model M 22



Engine. Single cylinder single port O.H.V., 82 mm. bore x 94 mm. stroke, 496 c.c.; air-hardened cylinder; upswept exhaust pipe if specified at an extra charge; B.S.A. dry sump lubrication with 4-pint oil tank under saddle; oil indicator in tank panel; ball and roller journal bearings on drive side of mainshaft, roller bearing on gear side; enclosed O.H.V. gear with pressure oil feed from engine; Amal carburettor with Burgess air cleaner.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in., with oil bath; rear chain $\frac{5}{8}$ in. x $\frac{1}{4}$ in., with lower run guard; five plate clutch with special fabric and cork inserts; B.S.A. four-speed gearbox; enclosed foot gear change; screw adjustment for front chain; gear ratios: 4.8, 6.3, 9.9, 14.3 solo; and 5.6, 7.8, 11.5, 16.6 sidecar.

Frame. Triangulated cradle type with integral sidecar

A fast and flexible 500 O.H.V., equally suitable for solo or sidecar. It is fitted with **quickly detachable rear wheel.**

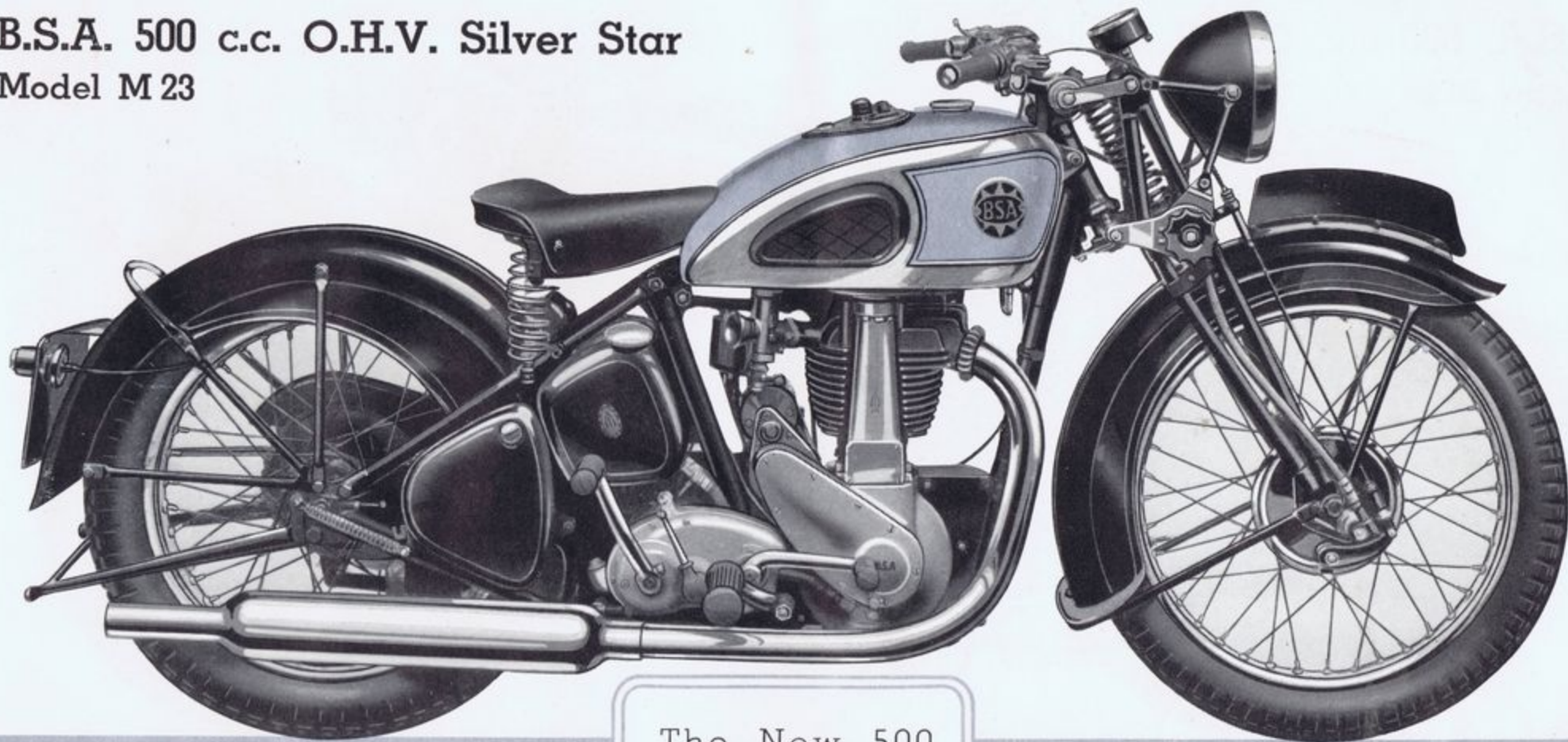
2-port head with upswept pipes and tubular silencers can be fitted at an extra charge.

lugs; front fork shock absorber with finger adjustment; steering damper; 3-gallon tank; knee grips; Dunlop Fort 3.25—19 tyres; 7 in. dia. x $1\frac{1}{2}$ in. wide brakes, front with quick release, both with finger adjustment; spring-up rear stand; lifting handle on rear guard; **quickly detachable rear wheel**; front stand; adjustable footrests.

Equipment. B.S.A. flexibly mounted handlebar with special controls; twist grip throttle; ratchet lever for front brake; adjustable Terry saddle; metal toolboxes with complete tool kit; inflator; gear-driven Lucas 6-volt Magdyno lighting set with compensated voltage control; handlebar headlamp dipper control; tank instrument panel; anti-vibration battery; electric horn; provision for pillion footrests.

Finish. Black and chromium; chromium tank with matt silver panels; chromium wheel rims, silver centres. Wheelbase 54 in.; clearance $4\frac{1}{2}$ in.; saddle height $28\frac{1}{2}$ in.

B.S.A. 500 c.c. O.H.V. Silver Star Model M 23



The New 500
O.H.V. Silver
Star—a magnifi-
cent mount for
the sporting
rider. It is fitted
with **quickly de-
tachable rear
wheel.**

Engine. Single cylinder single port O.H.V., 82 mm. bore x 94 mm. stroke, 496 c.c.; specially tuned; air-hardened cylinder; upswept exhaust pipe if specified; B.S.A. dry sump lubrication with 5-pint oil tank under saddle; oil indicator in tank panel; enclosed O.H.V. gear; pressure oil feed; roller bearings on both drive side and gear side of mainshaft; new design silent timing gear; improved tappet construction facilitating adjustment; Amal carburettor with Burgess air cleaner.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x .305 in., with chain oilbath; rear chain $\frac{3}{8}$ in. x $\frac{1}{4}$ in. with lower run guard; five plate clutch embodying fabric inserts on double row ball bearing centre; B.S.A. four-speed gearbox; enclosed foot gear change, screw adjustment for front chain; gear ratios: 4.8, 6.3, 9.9, 14.3 solo; and 5.6, 7.3, 11.5, 16.6 sidecar. **Close-ratio gearbox if specified.**

Frame. Triangulated cradle type with integral sidecar

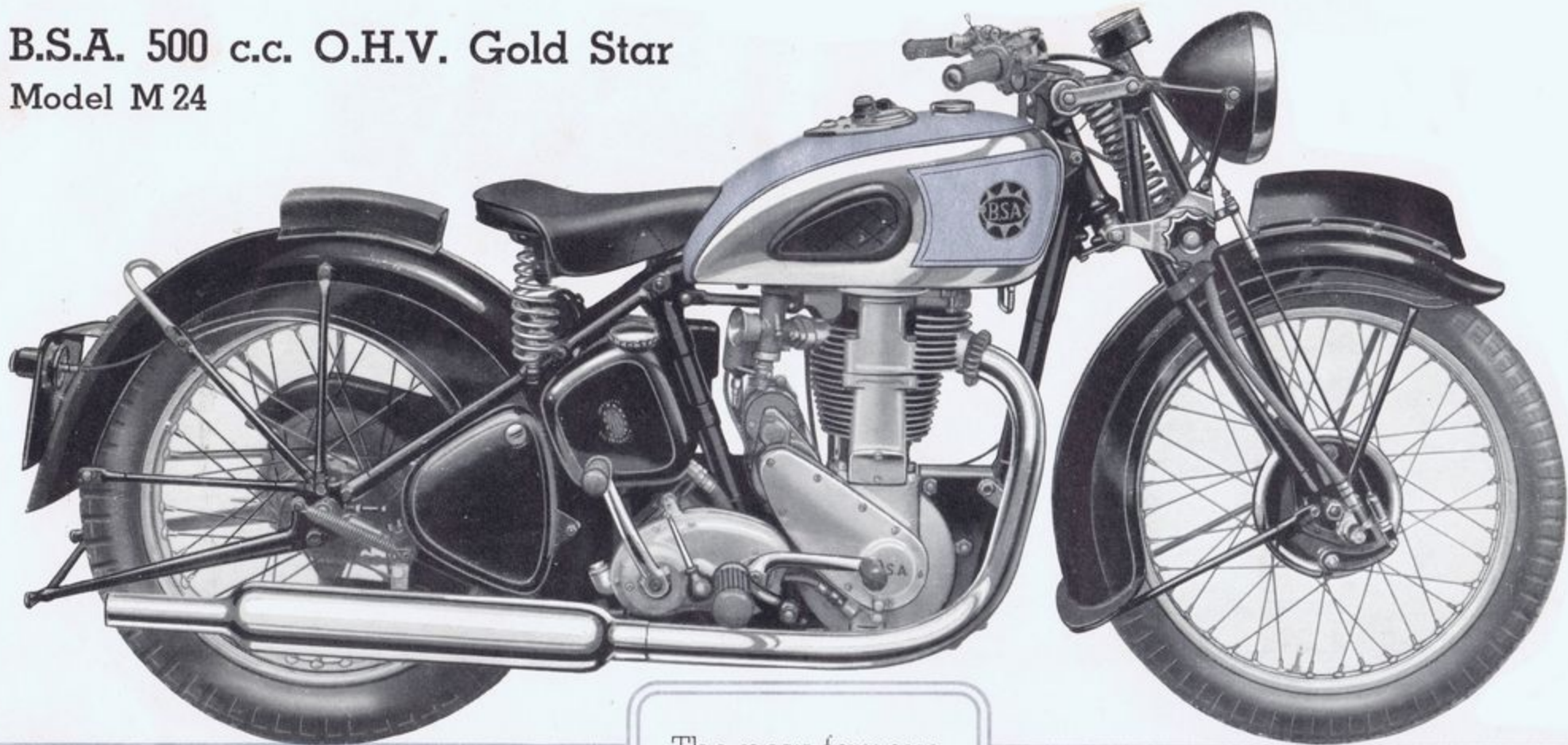
lugs; front fork shock absorber with finger adjustment; steering damper; $3\frac{1}{2}$ -gallon tank; knee grips; Dunlop Fort tyres, 3.00—20 front, 3.50—19 rear; 7 in. dia. x $1\frac{1}{2}$ in. wide brakes; spring-up rear stand; lifting handle on rear guard; **quickly detachable rear wheel**; front stand; adjustable footrests.

Equipment. B.S.A. flexibly mounted handlebar with special controls; twist grip throttle; ratchet lever for front brake; adjustable Terry saddle; metal toolbox with complete tool kit; inflator; gear-driven Lucas 6-volt Magdyno lighting set with compensated voltage control; tank instrument panel; anti-vibration battery; electric horn; valances to front and rear mudguards; provision for pillion footrests. Prop Stand.

Finish. Black and chromium; chromium tank with matt silver panels; chromium wheel rims with matt silver centres. Wheelbase 54 in.; clearance $4\frac{1}{2}$ in.; saddle height 28 $\frac{1}{2}$ in.

2-port head with upswept pipes can be fitted at an extra charge.

B.S.A. 500 c.c. O.H.V. Gold Star Model M 24



Engine. Single cylinder single port O.H.V., 82 mm bore x 94 mm. stroke, 496 c.c.; individually built and bench tested; aluminium cylinder and head; valve seat inserts; cylinder liner; B.S.A. dry sump lubrication with 5-pint oil tank under saddle; oil indicator on engine; enclosed O.H.V. gear; roller bearings on both drive side and gear side of mainshaft, new design silent timing gear; improved tappet construction facilitating adjustment; Amal T.T. carburetter with Burgess air cleaner.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x $\frac{3}{32}$ in., with oil bath; rear chain $\frac{3}{8}$ in. x $\frac{1}{4}$ in. with lower run guard; five plate clutch embodying fabric inserts, on double row ball bearing centre; B.S.A. four-speed close-ratio gearbox; enclosed foot gear change; gear ratios 4.8, 5.2, 8.15, 11.8.

Frame. Triangulated cradle type; 531 tubing; front fork shock absorber with finger adjustment; steering

The now famous
B.S.A. Gold Star
— the fastest
standard sports
machine you can
buy. It is fitted
with **quickly de-
tachably rear
wheel.**

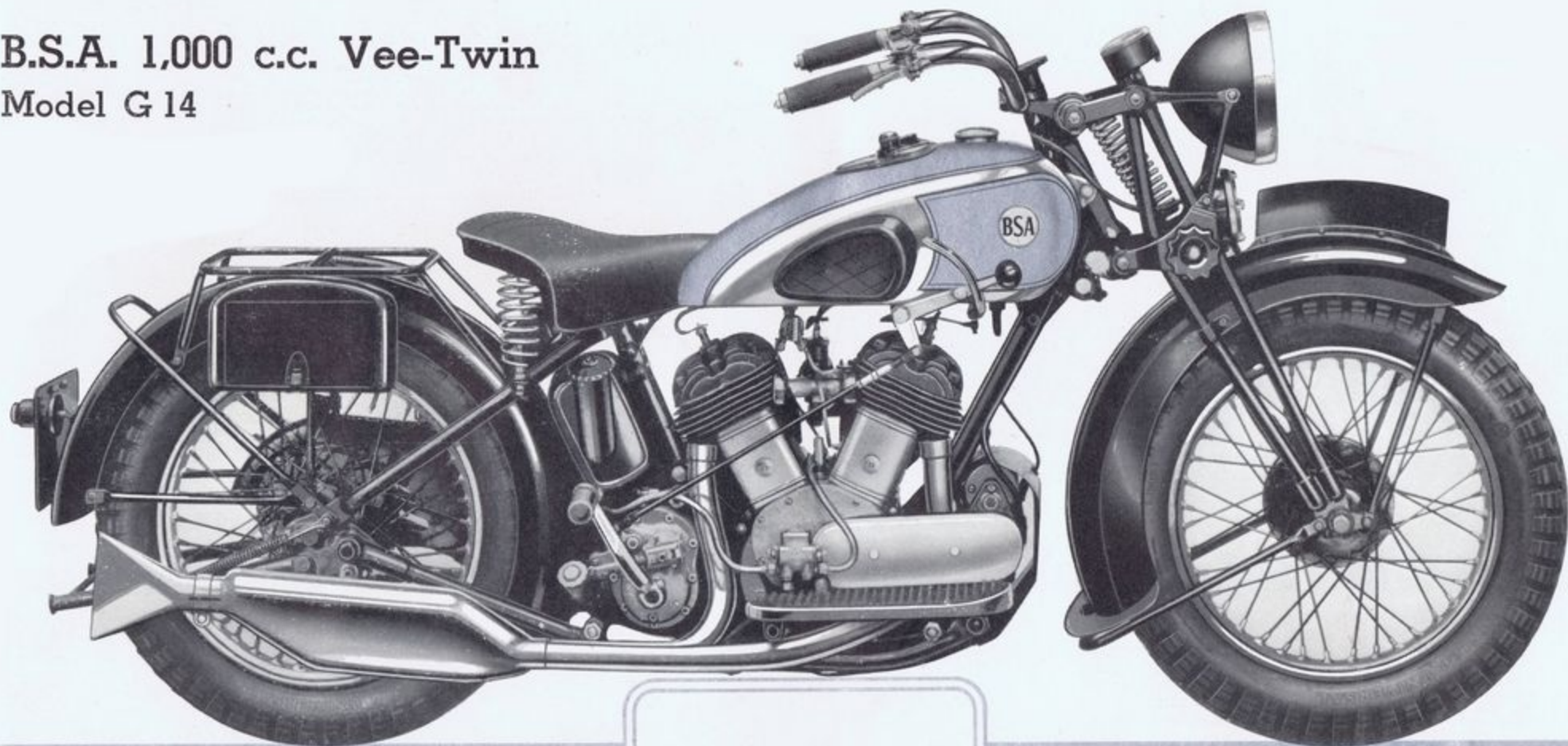
damper; $3\frac{1}{2}$ -gallon tank; knee grips; Dunlop Fort tyres, 3.00—20 front, 3.50—19 rear; 7 in. dia. x $1\frac{1}{8}$ in. wide brakes; spring-up rear stand; lifting handle on rear guard; **quickly detachably rear wheel;** front stand; adjustable footrests.

Equipment. B.S.A. flexibly mounted handlebar with special controls; racing twist grip throttle; ratchet lever for front brake; adjustable Terry saddle; metal toolbox with complete tool kit; inflator; gear-driven Lucas 6-volt Magdyno lighting set with compensated voltage control; tank instrument panel; anti-vibration battery; electric horn; valances to front and rear mudguard; provision for pillion footrests. Prop Stand. Mudguard Pad.

Finish. Black and chromium; chromium tank with matt silver panels; chromium wheel rims with matt silver centres. Wheelbase 54 in.; clearance $4\frac{1}{2}$ in.; saddle height $28\frac{1}{2}$ in.

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B.S.A. 1,000 c.c. Vee-Twin Model G 14



Engine. Twin cylinder S.V., 80 mm. bore x 98 mm. stroke, 986 c.c.; enclosed side valves; lubrication by double mechanical pump to front cylinder and double roller big-ends; oil tank under saddle (4 pints); roller bearing mainshaft; detachable heads; Amal carburetter with Burgess air cleaner; magdyno shield.

Transmission. Engine shaft cush drive; front chain $\frac{1}{2}$ in. x $\frac{305}{16}$ in., lubricated by oil well in chaincase; rear chain $\frac{1}{2}$ in. x $\frac{3}{8}$ in., with lower run guard; seven plate clutch; B.S.A. four-speed gearbox with gear lever on tank; screw adjustment for front chain; gear ratios: 4.6, 6.0, 9.5, 13.7 solo; and 4.8, 6.3, 9.9, 14.3 sidecar.

Frame. Duplex cradle with forged steel backbone and integral sidecar lugs; front fork shock absorber with finger adjustment; steering damper; $3\frac{3}{4}$ -gallon tank;

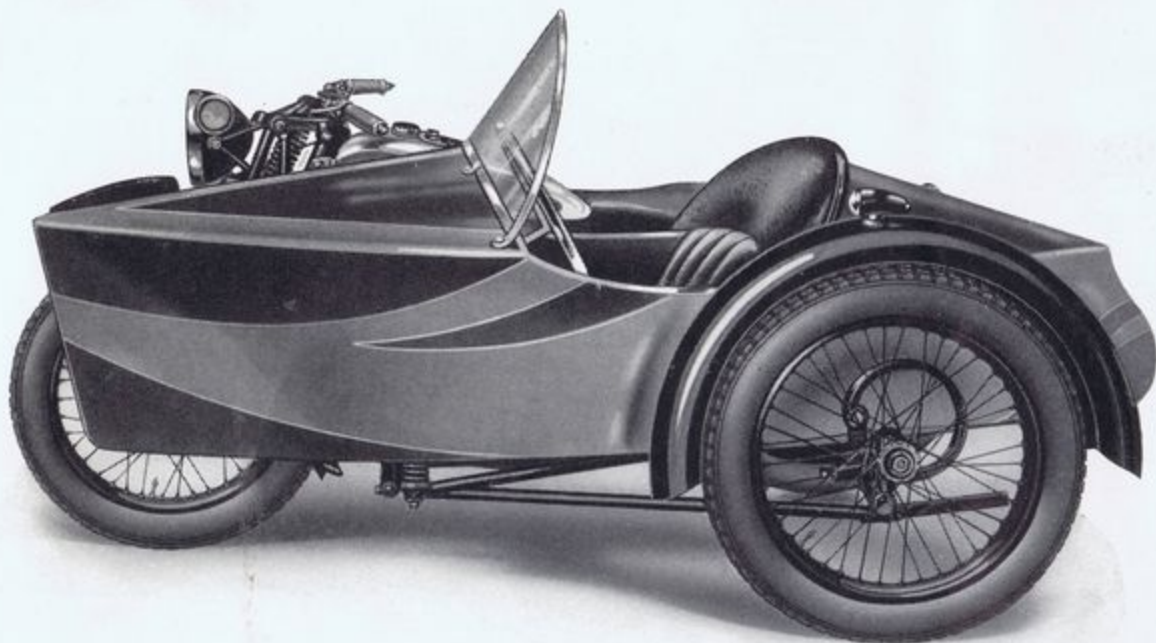
A powerful big twin, sturdy and reliable under all conditions. This model is largely used in the public service all over the world.

large knee grips; Dunlop Fort 4.00-18 tyres; brakes 7 in. dia. x $1\frac{1}{2}$ in. wide, both with finger adjustment; spring-up rear stand; lifting handle on rear guard; **quickly detachable and interchangeable wheels**; front stand; footboards.

Equipment. B.S.A. flexibly mounted handlebar with special controls; twist grip throttle and ignition; ratchet lever for front brake; adjustable Terry Dominion Pan-seat reinforced saddle; metal toolboxes with complete tool kit; inflator; Lucas 6-volt Magdyno lighting set with compensated voltage control; tank instrument panel; electric horn; anti-vibration battery; detachable carrier; crankcase shield.

Finish. Black and chromium; matt silver tank with maroon lines; chromium wheel rims, with matt silver centres.

Barnstormers.co.uk



B.S.A. Special Sports

Model 21-44

Chassis. Scientific triangular construction with immensely strong rear axle tube, giving great strength without unnecessary weight. Universal type connections adaptable to any 1939 B.S.A. Motor Cycle which is suitable for sidecar work. Cee spring rear suspension. Silentbloc oilless bearings without shackles. Two helical springs at front.

Body. Designed on modern lines, this model meets the requirements of sporting appearance and low cost. The body construction is simple and rigid, and wind resistance low. Cellulose finished in two shades of blue with blue upholstery or two shades of green with green upholstery to order. Upholstery lifts to give access to capacious locker space at rear. Sports windscreen, apron and chromium plated semi-circular hand rail fitted. Electric sidecar lamp.

B.S.A. Medium Tourer

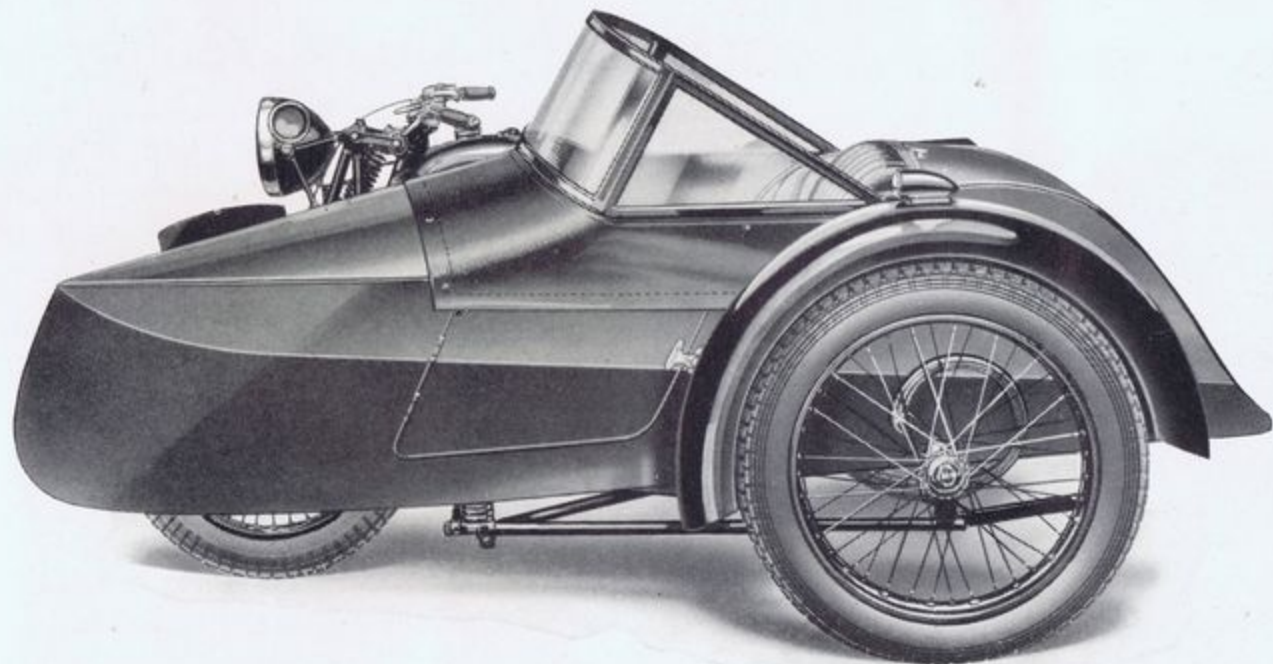
Model 21-20

Chassis. Scientific triangular construction with immensely strong rear axle tube, giving great strength without unnecessary weight. Universal type connections adaptable to any 1939 B.S.A. Motor Cycle which is suitable for sidecar work. Cee spring rear suspension. Silentbloc oilless bearings without shackles. Two helical springs at front.

Body. Cellulose finished in light green and ivory, with green upholstery. Lock-up luggage compartment behind fixed seat back. Waterproof apron and windscreen. Electric sidecar lamp.



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B.S.A. Sports Tourer

Model 21-41

Chassis. Scientific triangular construction with immensely strong rear axle tube, giving great strength without unnecessary weight. Universal type connections adaptable to any 1939 B.S.A. Motor Cycle which is suitable for sidecar work. Cee spring rear suspension. Silentbloc oilless bearings without shackles. Two helical springs at front.

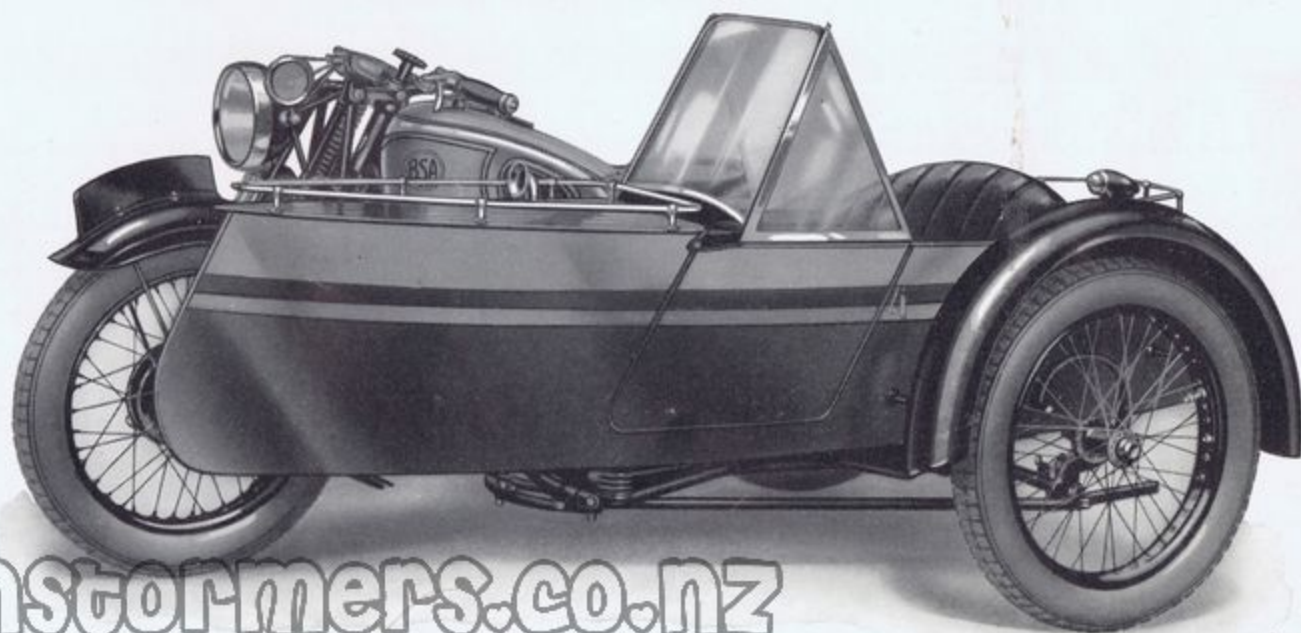
Body. A new body of large capacity giving ample accommodation, and having pleasing modern lines. Riding position is low, so that the passenger is comfortably seated and well protected. Commodious luggage locker behind seat back; locker lid shaped to blend with body contour. Electric sidecar lamp. Cellulose finished in dual green with green upholstery.

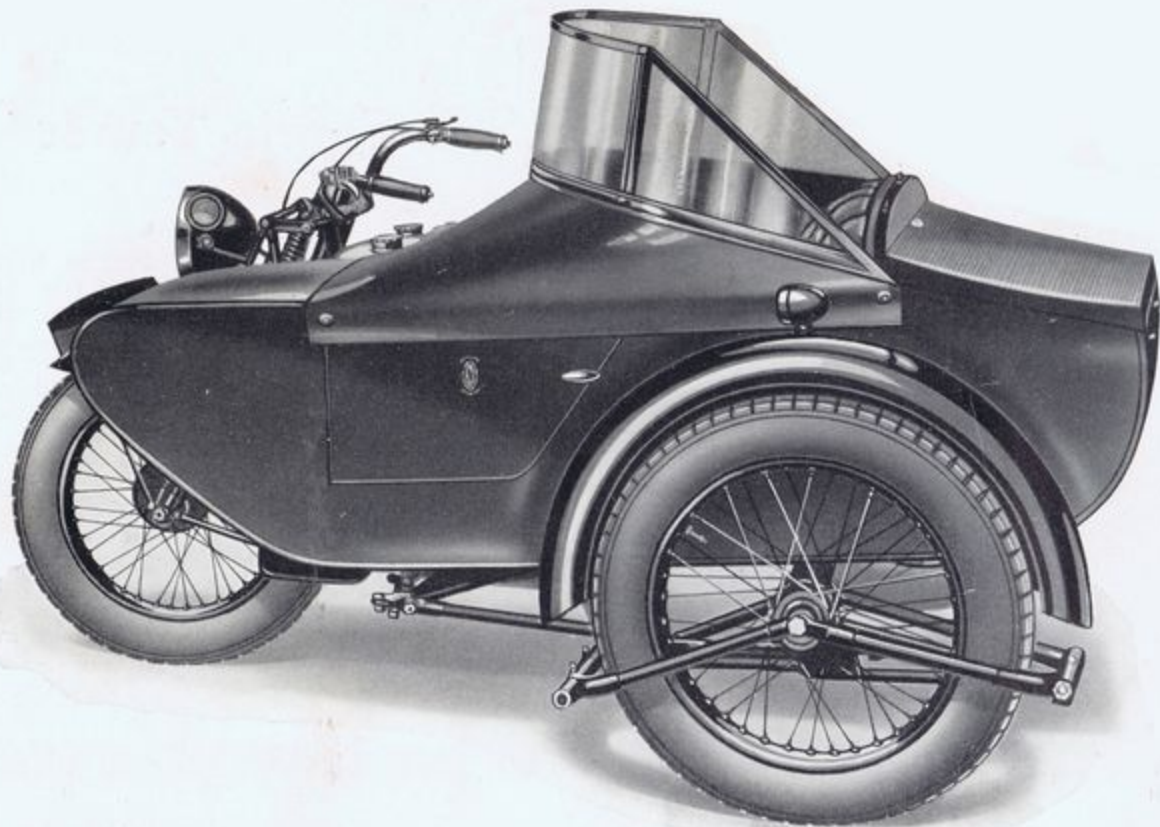
B.S.A. Launch

Model 21-42

Chassis. Scientific triangular construction with immensely strong rear axle tube, giving great strength without unnecessary weight. Universal type connections adaptable to any 1939 B.S.A. Motor Cycle which is suitable for sidecar work. Cee spring rear suspension. Silentbloc oilless bearings without shackles. Two helical springs at front.

Body. An improved model of the well-known B.S.A. Launch, with deeper sides affording great comfort and improving general appearance. Chromium plated deck rail fitted; complete weather protection provided by three-panel safety-glass windscreen, with chromium plated frame, and detachable hood. Electric sidecar lamp. Cellulose finished in maroon and ivory with maroon upholstery.





B.S.A. Standard Tourer

Chassis. Triangular construction. Four-point connection. Universal attachments as Light Touring Chassis. Transverse semi-elliptic spring at rear. Helical spring at front. Spring shackles lubricated by grease gun.

Body. Body is designed on ample lines to give the maximum room and comfort. Coach finished in B.S.A. green with upholstery to match. Arm rests. Spring-seat cushion. Tool locker under seat. Lock-up luggage compartment in back, constructed to accommodate a child's seat. Seat and squab extra. Waterproof apron and windscreen. Electric sidecar lamp. Spare wheel with tyre and fittings extra.

Model 6 B-6 As specification above

Model 6 C-6 As specification above, but with sprung wheel as illustrated

B.S.A. Sidecars.

The 250 c.c. and 350 c.c. models are intended for solo and pillion riding only, and are not suitable for sidecar work.

When ordering B.S.A. Sidecars separately from a motor cycle, it is essential that the type and year of machine should be quoted, as in some cases different front stays, front support tubes and saddle pillar tubes are required to suit each type. Full details and part numbers of the connections required

will be found in the special chart issued to B.S.A. dealers on request. Fork links of special length are provided on model G 14 when this is ordered for sidecar work. When this machine is used for solo work links of standard length must be used.

When complete combinations are ordered tank can be finished to match sidecar body to order without extra charge.

Conditions of Sale of B.S.A. Motor Cycles and Sidecars.

1. We do not appoint agents in the legal sense for the sale of our Motor Cycles or other goods. We assign to Motor Cycle Dealers who carry on business on their own account, areas in which they have the exclusive or other right to sell goods purchased from us. A Dealer purchasing from us, or a Sub-Dealer purchasing from him, may, on our behalf (as our agent for this purpose only) give the guarantee printed overleaf. Any such Dealer is not, without our express authority, to advertise, incur any debts, or transact any business whatsoever on our account, nor is he authorised, so as to bind us,

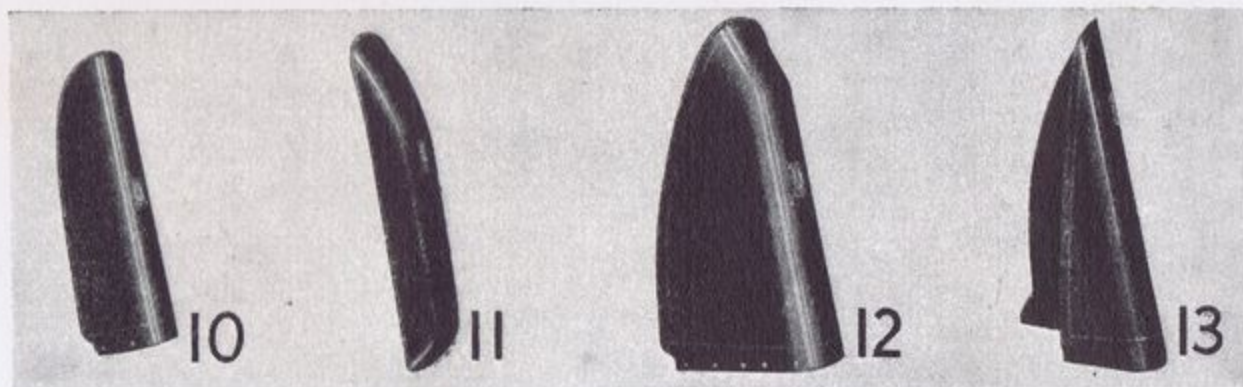
to give any warranty or make any representation on our behalf, or to sell subject to or with any conditions other than those contained in such guarantee.

2. B.S.A. Cycles Limited point out that they cannot hold themselves responsible for delivery.

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

EQUIPMENT.

Extras fitted at works to new B.S.A. Motor Cycles



Legshields.

- No. 10 Legshields when Footboards are fitted on "C" and "B" Models.
- No. 11 Legshields for all Footrest Models.
- No. 12 Legshields for Footboards on Model G14.
- No. 13 Legshields for Footboards on "M" Models.

Electrical Equipment.

Nife Battery.
Lucas Stop Light.

Speedometers.

Smith Junior Non-Trip Speedometer, C Models.
Smith Trip Speedometer, 80 m.p.h.
Smith Trip Speedometer, 140 k.p.h.
Smith Trip Speedometer, 120 m.p.h.
Smith Trip Speedometer, 180 k.p.h.

Pillion Seats, Pillion Footrests, and Carriers.

Sponge Rubber Pillion Seat.
Detachable Carrier.
Brooks B12 Pillion Footrests, C Models.
B.S.A. Pillion Footrests (Folding Pattern).

Oversize Tyres.

3.25—19 Fort Tyres on Model B21 Standard.
3.50—19 Fort Tyres on Model B21 Standard, B21 de Luxe,
B23 Standard, B23 de Luxe, B26, M20, and M22.

Special Finishes.

Chromium Plated Rims with Silver Centre where not Standard.
Chromium Plated Tank where not Standard.

Sidecar Equipment.

Spare Wheel with Tyre and Fittings, Model G14.
Spare Wheel with Tyre, less Fittings, Model G14.
Luggage Grid with Spare Wheel Carrier, Model G14.
Hood on Models 6B-6, 6C-6, and 21-20.
Dickey Seat and Squab on 6B-6 and 6C-6.

Miscellaneous.

Upswept Exhaust System on Models B21, B26 and M22.
Crankcase Shield on B and M Models.
Footboards in lieu of Footrests on S.V. Models.
Valanced Mudguards on Models B21 Standard, B21 de Luxe, B23 Standard, B23 de Luxe and B26.
B.S.A. Grouped Controls on Models B21 Standard, B21 de Luxe, B23 Standard, B23 de Luxe and B26.
Adjustable Footrests (for rider) on Models B21 Standard and B23 Standard.
Throttle Twist Grip on Models C10 Standard and C10 de Luxe.
Licence Holder.