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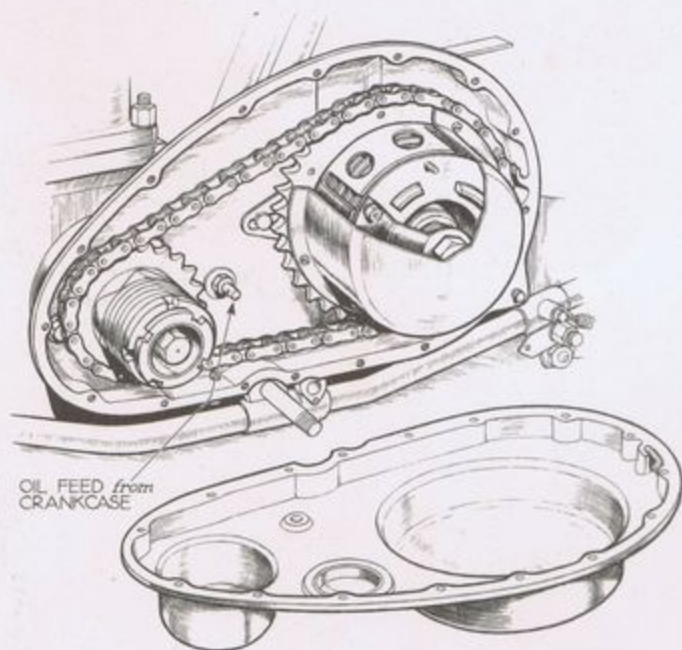
B.S.A.



MOTOR CYCLING ANNUAL

Features of B.S.A. Motor Cycles

which mean greater convenience for the rider and greater reliability in the machine



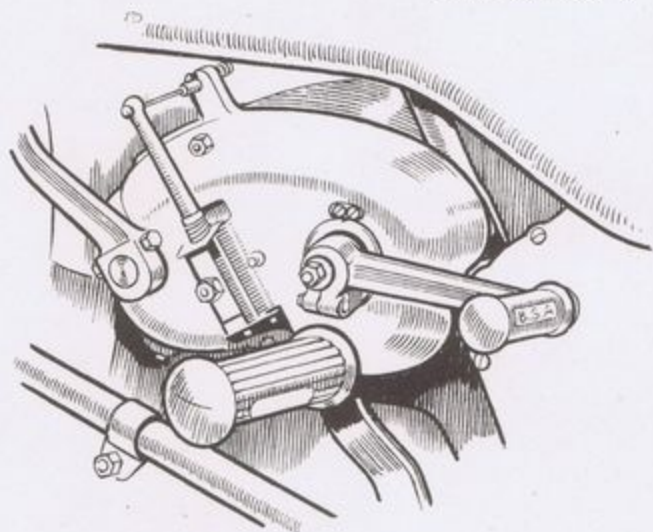
The "Empire Star" machines have a handsome oil-bath which is fed from the crankcase. The clutch plates are protected from the lubricant by a cover.

Illustration from "The Motor Cycle".



The new B.S.A. filler cap with special cam-locking action, combining quick release with freedom from petrol leakage.

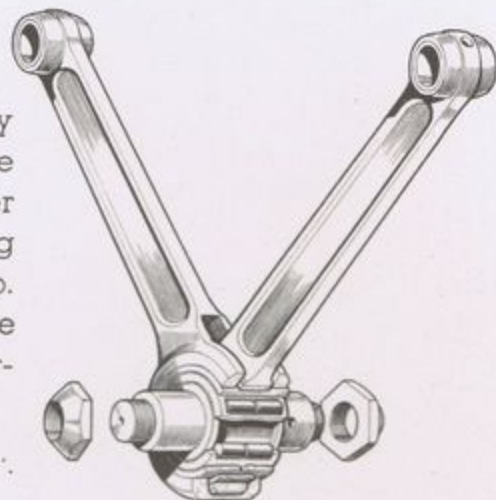
Illustration from "The Motor Cycle".



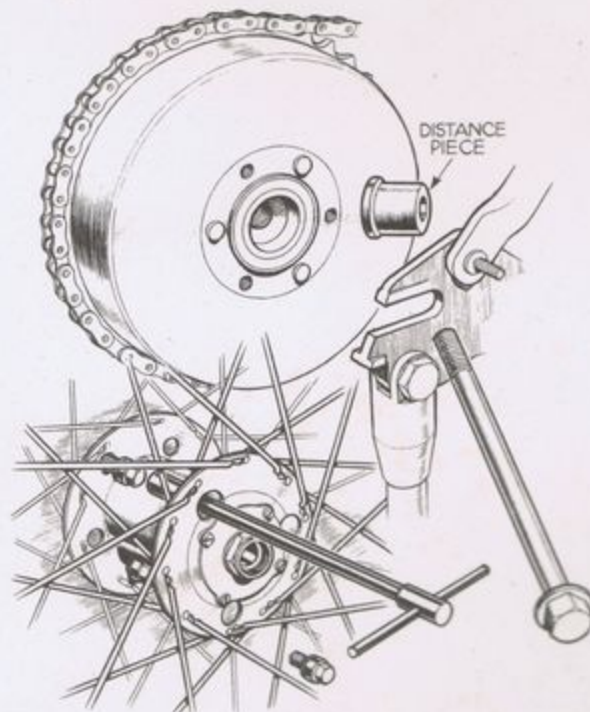
The neat totally-enclosed and lubricated mechanism fitted to foot gear change models.

This cut-away sketch shows the articulated roller big-end bearing on the 7.48 h.p. O.H.V. Twin. Note the generous bearing dimension.

Illustration from "The Motor Cycle".



The new low-expansion alloy piston fitted with special oil-control slotted scraper ring which allows greater oil circulation without increasing consumption.

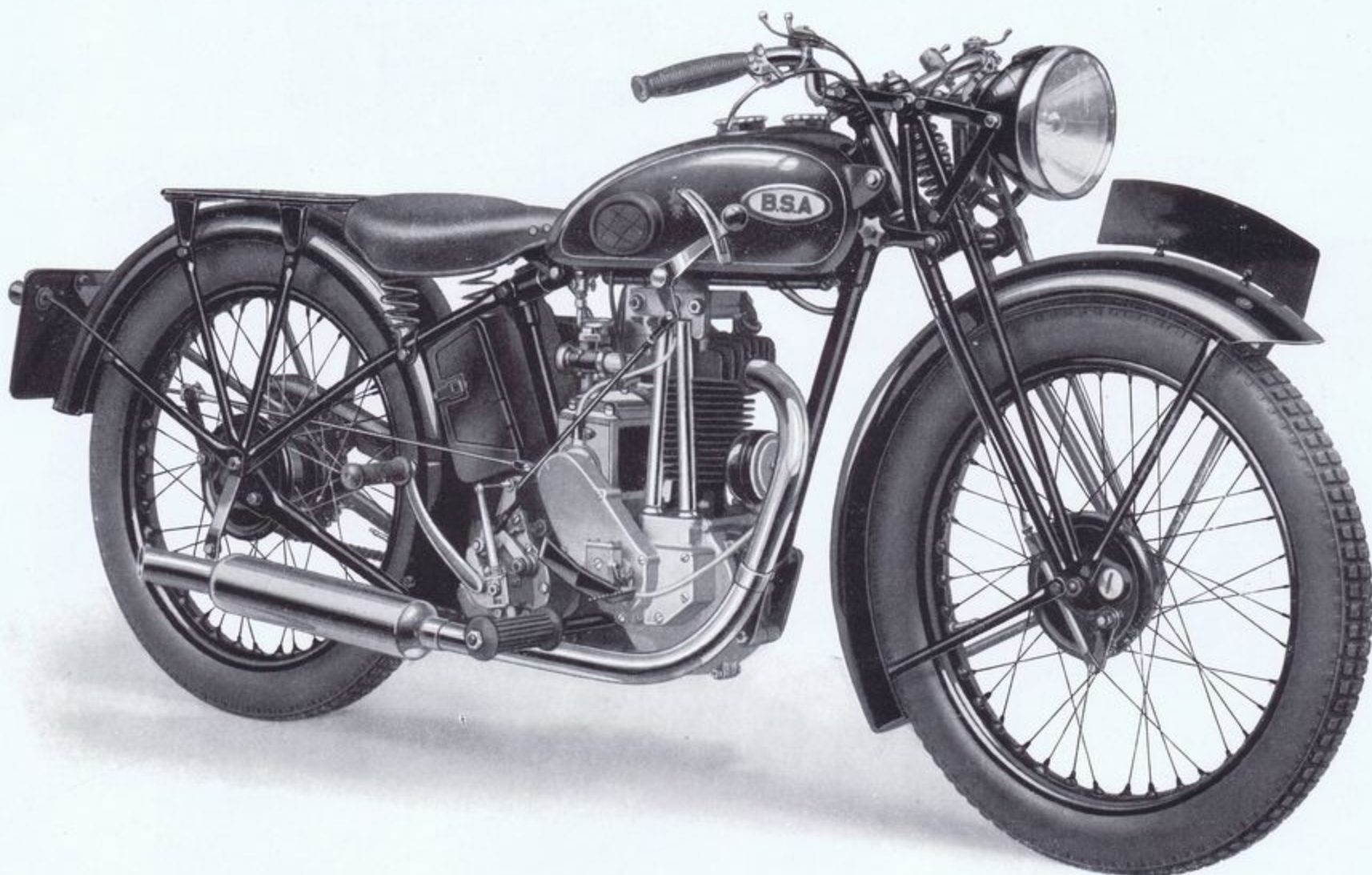


The quickly detachable rear wheel has a three-bolt fixing with independent driving studs and knock-out spindle.

Illustration from "The Motor Cycle".

B.S.A 1.49 h.p. O.H.V. (S.P.)

Model XO



An inexpensive model with a really fine performance. The extremely low running and maintenance costs will appeal to everyday riders who require an economical utility machine.

ENGINE. Single cylinder O.H.V. 52 mm. bore x 70 mm. stroke. 149 c.c. capacity. Lubrication by mechanical pump incorporating sight feed and accessible adjustment; Roller big-end bearing; Ball journal bearing on drive side of mainshaft; Aluminium alloy piston with slotted scraper oil control ring; Enclosed O.H.V. gear; Detachable cylinder head; Enclosed chain drive for Maglita; Amal Carburettor; Efficient exhaust silencing.

TRANSMISSION. Front chain $\frac{1}{2}$ " x .305" specially lubricated; Rear chain $\frac{1}{2}$ " x .305". Improved dry plate clutch; B.S.A. three-speed constant mesh gearbox with inclined gear lever on tank; Gear ratios: 7.1, 12.4, 19.8.

FRAME. Diamond frame of great strength. Constant wheelbase front forks with adjustable shock absorbers;

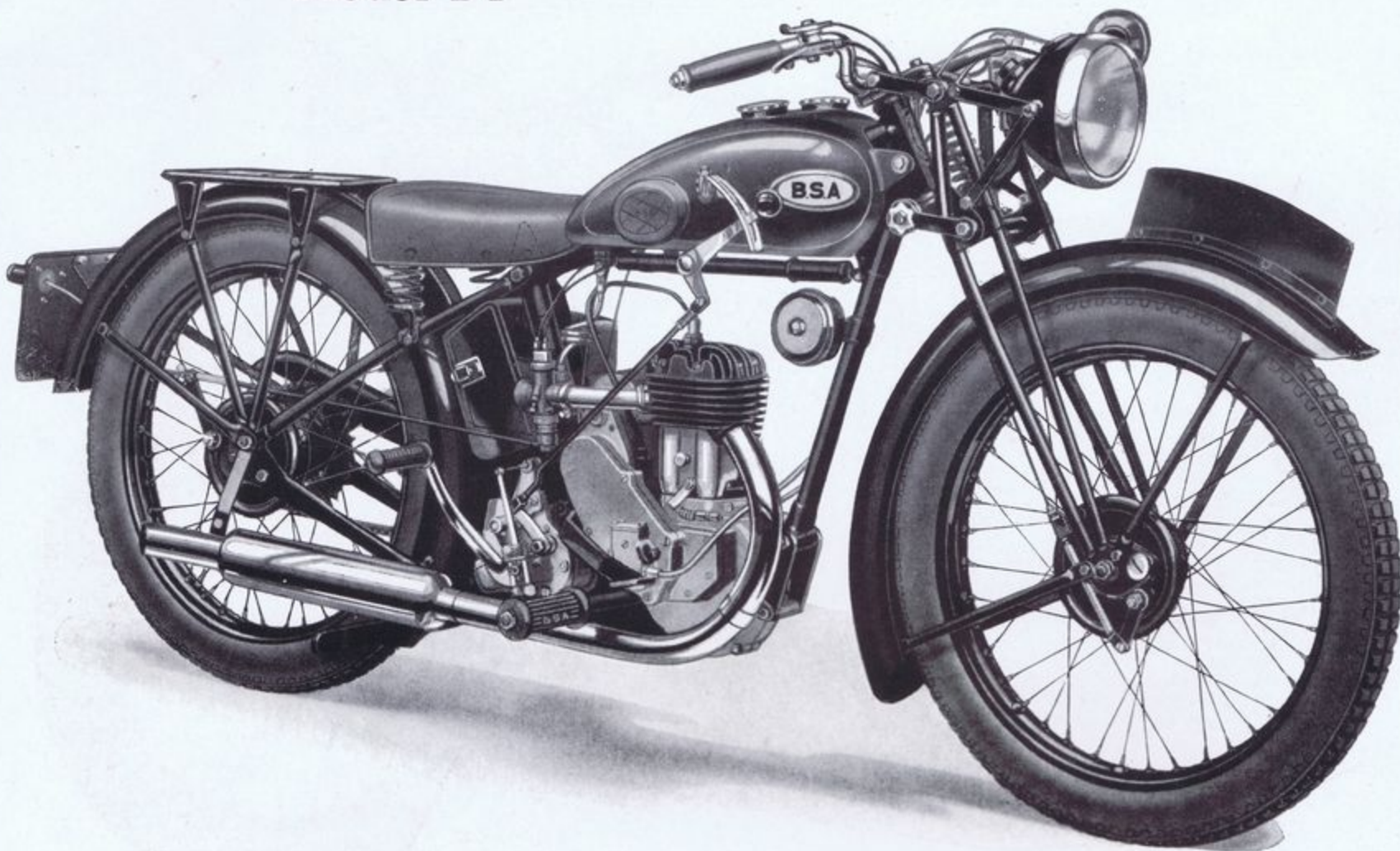
Central spring-up stand; Saddle tank holding 2 gallons petrol and 3 pints oil; Knee grips; Dunlop Fort 3.00—20 tyres; $5\frac{1}{2}$ " dia. brakes, front operated by lever on handlebar, rear by right toe pedal, both with finger adjustment.

EQUIPMENT. B.S.A. controls with twist grips; ratchet front brake; Dunlop saddle; detachable carrier; Dunlop pillion seat in place of carrier extra; Metal toolbox with complete kit of tools; Inflator; Lucas ML 6-volt lighting set with handlebar head lamp dipper control; Lucas Magdyno extra; High frequency electric horn.

FINISH. Black and chromium; Green tank; Chromium tank with green panels extra. Wheelbase 52"; clearance 5"; saddle height 27 $\frac{1}{2}$ ".

B.S.A 2.49 h.p. S.V.

Model B1



This is the model for the rider who wants a light utility machine which will give consistently reliable service without the need for constant attention. It has ample power for solo and pillion work, and is very economical to run.

ENGINE. Single cylinder S.V. 63 mm. bore x 80 mm. stroke. 249 c.c. capacity. Lubrication by mechanical pump incorporating sight feed and accessible adjustment; Roller big-end bearing; Ball journal bearing on drive side of mainshaft; Aluminium alloy piston with slotted scraper oil control ring; Enclosed valves with inlet valve stem lubrication; Detachable cylinder head; Enclosed chain drive for Magdyno; Amal carburettor; Efficient exhaust silencing.

TRANSMISSION. Engine-shaft cush drive. Front chain $\frac{1}{2}$ " x .305 specially lubricated; Rear chain $\frac{1}{2}$ " x .305"; Improved dry plate clutch; B.S.A. three-speed constant mesh gearbox with inclined gear lever on tank; Gear ratios: 6.6, 9.8, 14.5.

FRAME. Diamond frame of great strength; Constant wheelbase front forks with adjustable shock absorbers;

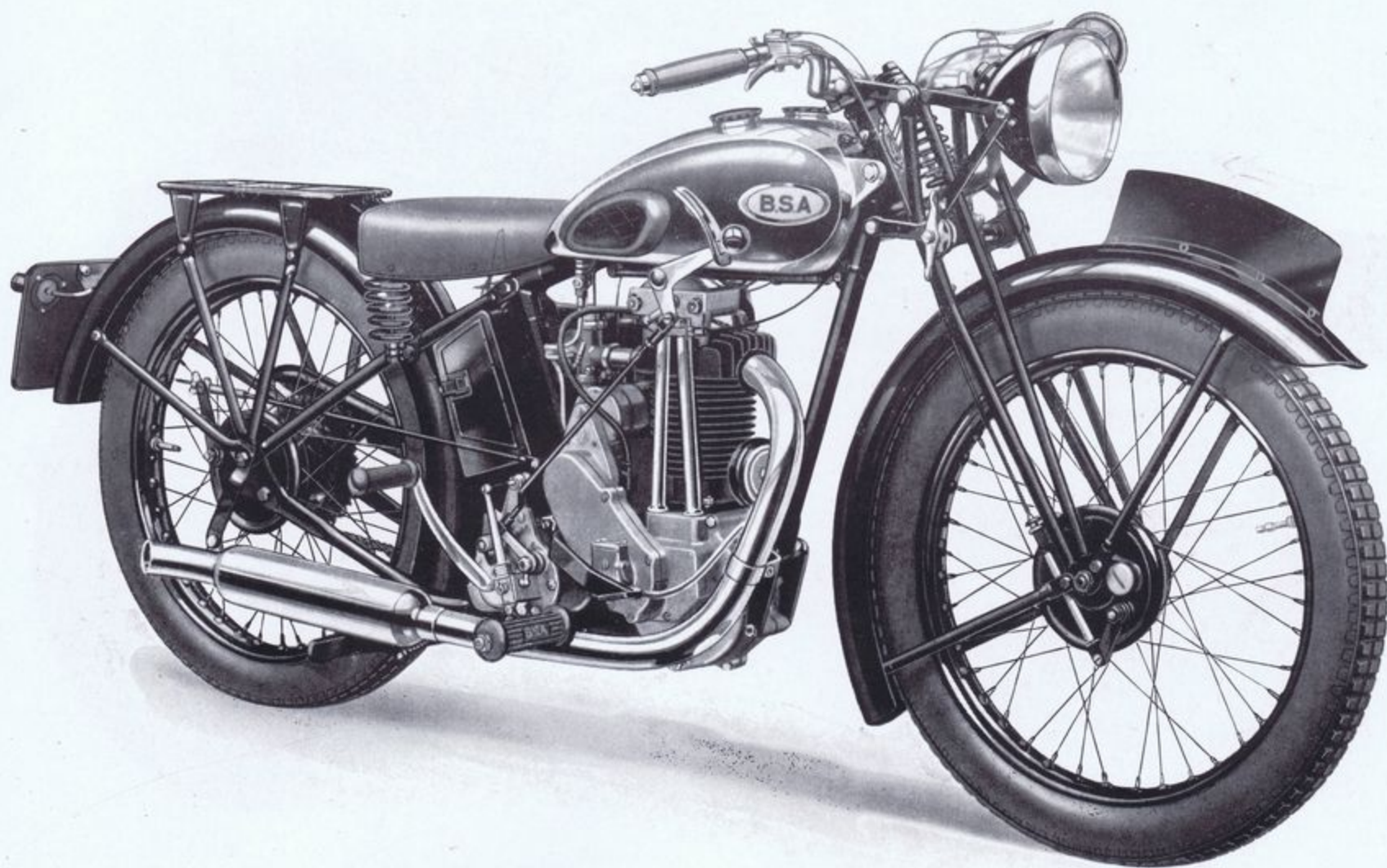
Central spring-up stand; Saddle tank holding 2 gallons petrol and 3 pints oil; Knee grips; Dunlop Fort 3.00—20 tyres; $5\frac{1}{2}$ " dia. brakes, front operated by lever on handlebar, rear by right toe pedal, both with finger adjustment.

EQUIPMENT. B.S.A. controls with twist grips; Ratchet front brake; Terry spring seat; Detachable carrier; Dunlop pillion seat in place of carrier extra; Metal toolbox with complete kit of tools; Inflator; Lucas 6-volt Magdyno lighting set with handlebar head lamp dipper control; Anti-vibration battery; High frequency electric horn; Air cleaner.

FINISH. Black and chromium; Green tank; Chromium tank with green panels extra; Wheelbase 52", clearance 5"; saddle height 27 $\frac{1}{4}$ ".

B.S.A 2.49 h.p. O.H.V. (S.P.)

Model B2



Here is the model for those who want a machine suitable for solo and pillion riding and which combines a snappy performance with remarkably low running costs.

ENGINE. Single cylinder O.H.V. 63 mm. bore x 80 mm. stroke. 249 c.c. capacity. Lubrication by mechanical pump incorporating sight feed and accessible adjustment; Roller big-end bearing; Ball journal bearing on drive side of mainshaft; Aluminium alloy piston with slotted scraper oil control ring; Enclosed O.H.V. gear, with inlet valve stem lubrication; Detachable cylinder head; Enclosed chain drive for Magdyno; Amal carburettor; Efficient exhaust silencing.

TRANSMISSION. Front chain $\frac{1}{2}$ " x .305" specially lubricated; Rear chain $\frac{1}{2}$ " x .305". Multi dry plate clutch; B.S.A. three-speed constant mesh gearbox with inclined gear lever on tank; Gear ratios: 6.6, 9.8, 14.5.

FRAME. Diamond frame of great strength; Constant wheelbase front forks with adjustable shock absorbers;

Central spring-up stand; Saddle tank holding 2 gallons petrol and 3 pints oil; Knee grips; Dunlop Fort 3.00—20 tyres; $5\frac{1}{2}$ " dia. brakes, front operated by lever on handlebar, rear by right toe pedal, both with finger adjustment.

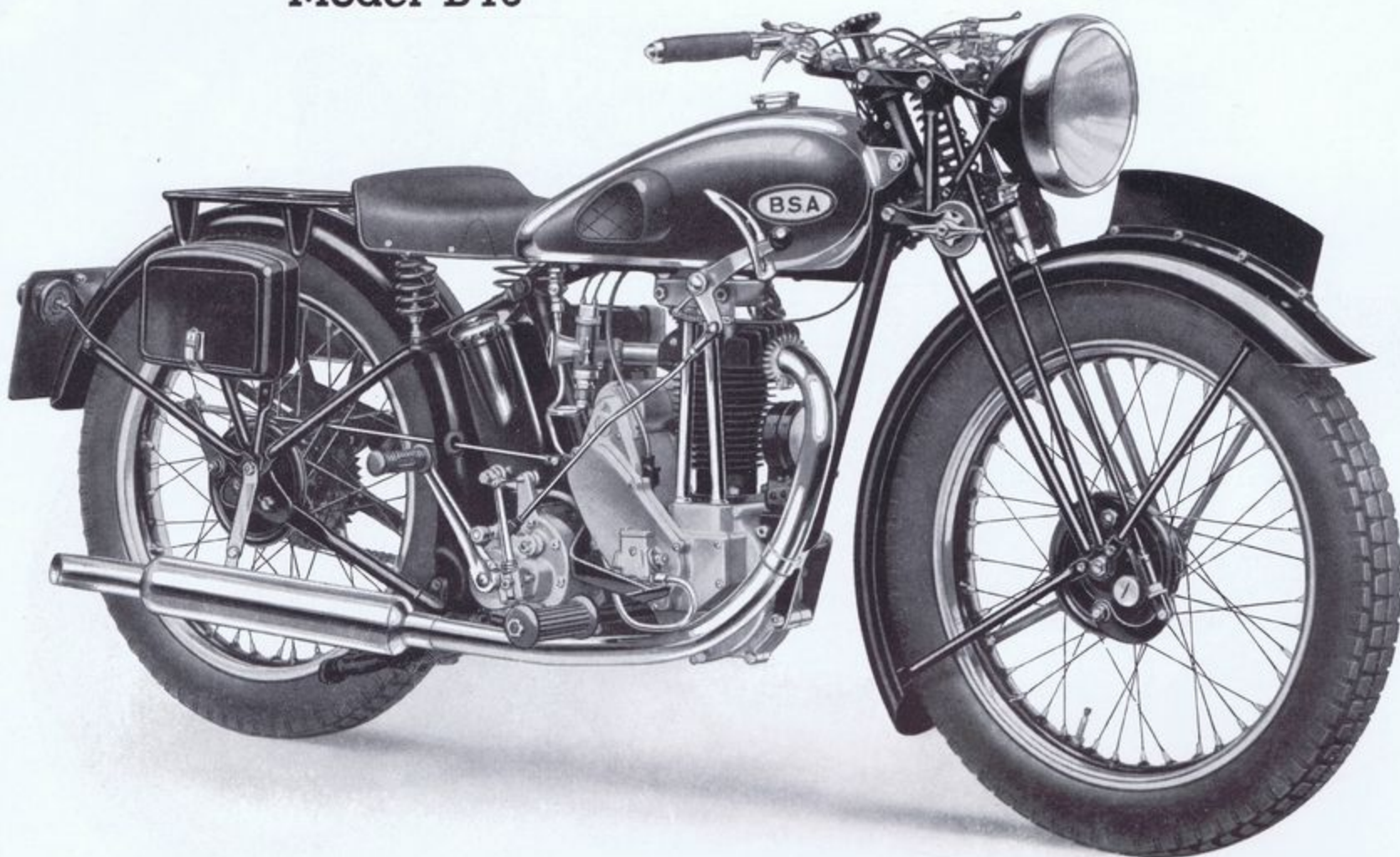
EQUIPMENT. B.S.A. controls with twist grips; Ratchet front brake; Terry spring seat; Detachable carrier; Dunlop pillion seat in place of carrier extra; Metal toolbox with complete kit of tools; Inflator; Lucas 6-volt Magdyno electric lighting set; Anti-vibration battery; High frequency electric horn; Air cleaner.

FINISH. Black and chromium; Chromium tank with green panels.

Wheelbase 52"; clearance 5"; saddle height 27 $\frac{1}{2}$ ".

B.S.A 2.49 h.p. O.H.V. Light de Luxe (S.P.)

Model B18



For the man who wants something a little better than the standard 2.49 h.p. O.H.V., this B.S.A. 2.49 h.p. O.H.V. de luxe is just the model. It has numerous detail refinements, such as separate oil tank, B.S.A. four-speed gearbox, steering damper, adjustable handlebar, etc.

ENGINE. Single cylinder O.H.V. 63 mm. bore x 80 mm. stroke. 249 c.c. capacity. Lubrication by mechanical pump incorporating sight feed and accessible adjustment; Roller big-end bearing; Ball journal bearing on drive side of mainshaft; Aluminium alloy piston with slotted scraper oil control ring; Enclosed O.H.V. gear; Inlet valve stem lubrication; Detachable cylinder head; Enclosed chain drive for Magdyno; Amal Carburettor; Efficient exhaust silencing.

TRANSMISSION. Front chain $\frac{1}{2}$ " x .305" specially lubricated; Rear chain $\frac{1}{2}$ " x .305"; Multi dry plate clutch; B.S.A. four-speed constant mesh gearbox with inclined gear lever on tank; Gear ratios: 6.6, 8.6, 13.2, 18.7.

FRAME. Diamond frame of great strength; Constant wheelbase front forks with adjustable shock absorbers

having finger adjustment; Steering damper; Central spring-up stand; Saddle tank holding $2\frac{1}{2}$ gallons petrol; Two-level petrol tap; Separate oil tank of $2\frac{1}{2}$ pints capacity; Large knee grips; Dunlop Fort 3.25-19 tyres; $5\frac{1}{2}$ " dia. brakes, front operated by lever on handlebar, rear by right toe pedal, both with finger adjustment.

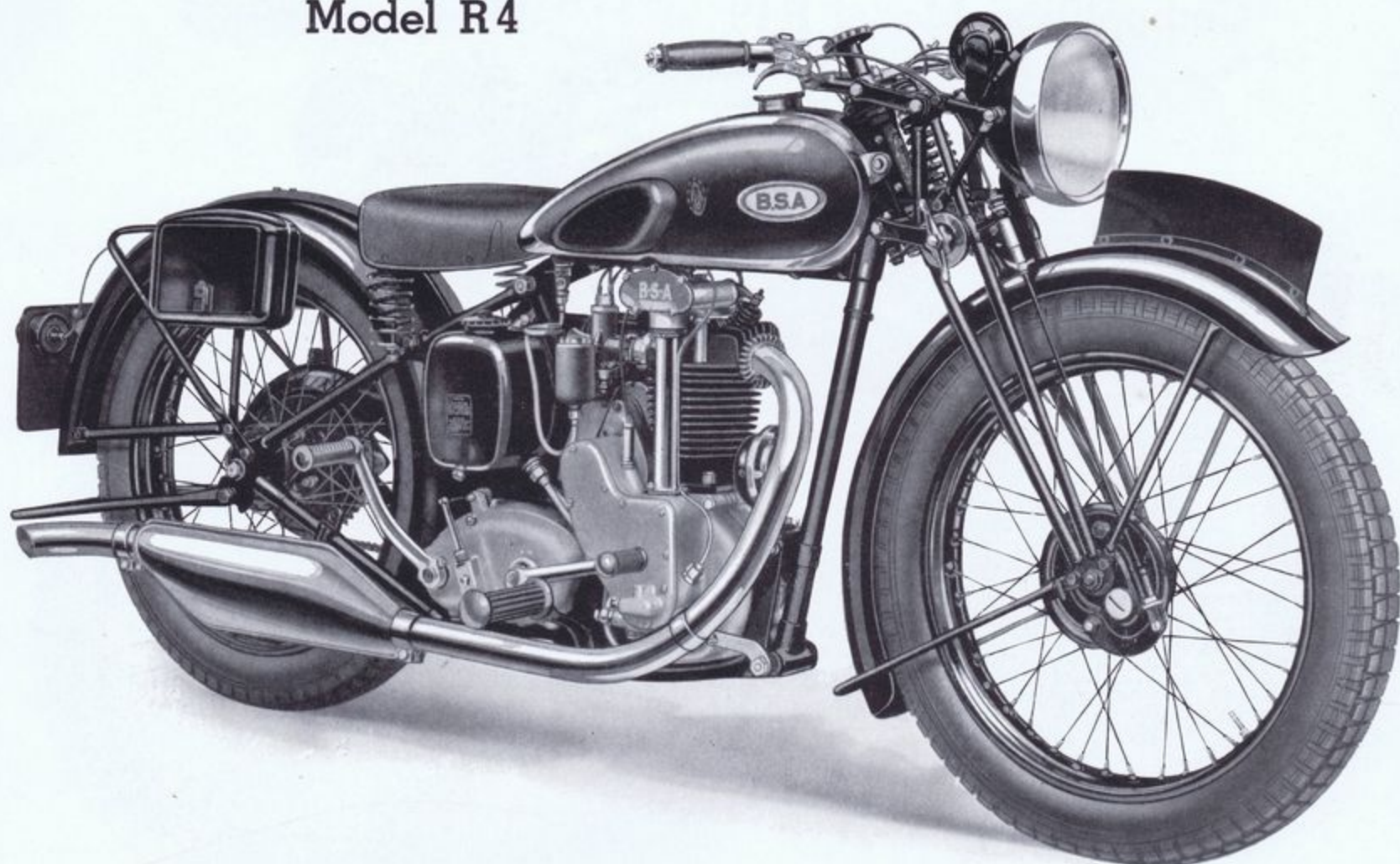
EQUIPMENT. B.S.A. controls with twist grips; Ratchet front brake; Adjustable Terry spring seat; Twin metal tool boxes with complete kit of tools; Inflator; Detachable carrier; Dunlop pillion seat in place of carrier extra; Lucas 6-volt Magdyno lighting set with large head lamp; Anti-vibration battery; High frequency electric horn; Air cleaner.

FINISH. Black and chromium; Chromium tank with green panels.

Wheelbase 52"; clearance 5"; saddle height $27\frac{1}{2}$ ".

B.S.A 3.48 h.p. O.H.V. De Luxe (S.P.)

Model R4



Sporting performance, low running costs, perfect steering and road-holding—these are a few of the characteristics which made this B.S.A. model extremely popular amongst those who favour a machine in the 350 c.c. class.

ENGINE. Single cylinder single-port O.H.V. 71 mm. x 88 mm. stroke. 348 c.c. capacity. Dry sump lubrication by twin gear pump feeding oil under pressure to double roller big-end bearing and overhead rocker gear; lubricated inlet valve stem; Enclosed inlet valve mechanism; Ball and roller journal bearings on drive side of mainshaft, ball journal bearing on timing side; Low-expansion aluminium alloy piston with slotted scraper oil control ring; Gear driven Magdyno; Amal carburettor; Large capacity silencer giving subdued exhaust note.

TRANSMISSION. Engine-shaft cush drive. Front chain $\frac{1}{2}$ " x .305" lubricated by oil well in chaincase, with adjustable feed from crankcase; Special oil seal plate at rear of chaincase; Rear chain $\frac{1}{2}$ " x .305; Multi dry plate clutch; B.S.A. four-speed constant mesh gearbox with enclosed foot control with indicator for gear position; Screw adjustment for front chain; Gear ratios: 5.8, 7.6, 12.0, 17.4.

FRAME. Rigid cradle of great strength; Constant

wheelbase front forks with quickly adjustable shock absorber and steering damper; Saddle tank holding 2 $\frac{1}{2}$ gallons, Two-level petrol tap; Separate oil tank of 3 $\frac{1}{2}$ pints capacity; Large knee grips; Spring-up rear stand and quick-action prop stand; Lifting handle on hinged rear guard; Quickly detachable rear wheel; Dunlop Fort 3.25-19 tyres; Rear brake 7" dia. operated by left toe pedal, front 5 $\frac{1}{2}$ " dia. operated by lever in handlebar, both with finger adjustment; Quick release front brake.

EQUIPMENT. B.S.A. controls with twist grips; Ratchet front brake; Adjustable Terry spring seat; Pillion seat or detachable carrier extra; Twin metal toolboxes with complete tool kit in leather case; Inflator; Lucas 6-volt Magdyno electric lighting with large head lamp; High frequency electric horn; Anti-vibration battery; Air cleaner.

FINISH. Black and chromium. Tank chromium with green side panels.

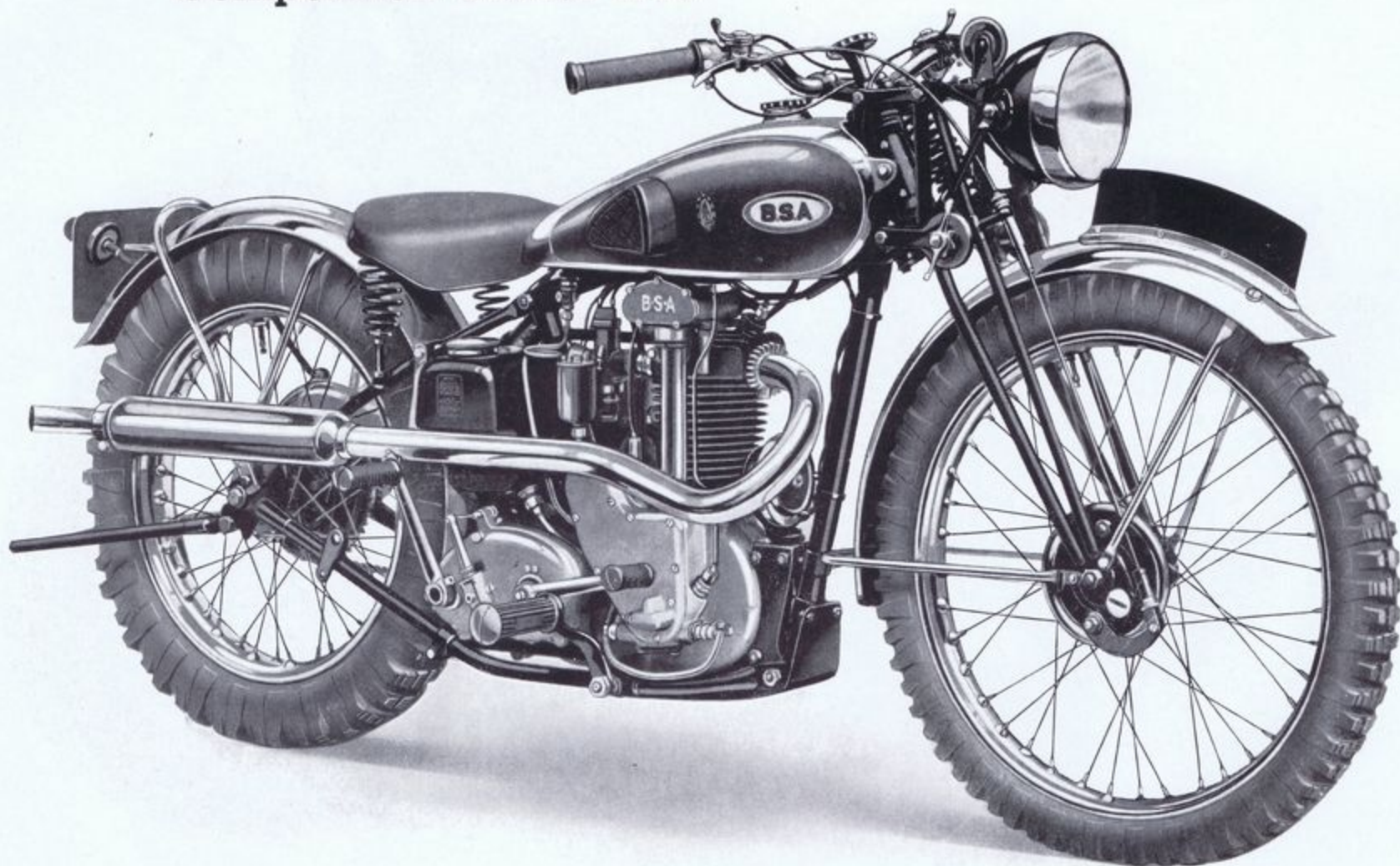
B.S.A 2.49 h.p. O.H.V. de Luxe (S.P.). Model B3

Similar in specification to the 3.48 h.p. O.H.V. de Luxe model above except for the following:

Engine, 63 mm. x 80 mm. stroke, 249 c.c. capacity. Gear ratios: 6.4, 8.4, 13.2, 19.1.

B.S.A 3.48 h.p. O.H.V. De Luxe (S.P.)

Competition Model R19



The rider who is keen on Trials riding will appreciate the inclusion in the B.S.A. range of this special Competition model which is specially built and equipped for the strenuous conditions inseparable from Trials work.

ENGINE. Specially built high efficiency single cylinder single-port O.H.V. 71 mm. x 88 mm. stroke. 348 c.c. capacity. Dry sump lubrication by twin gear pump feeding oil under pressure to double roller big-end bearing and overhead rocker gear; lubricated valve stem; Enclosed inlet valve mechanism; Ball and roller journal bearings on drive side of mainshaft, ball journal bearing on timing side; Low expansion aluminium alloy high compression piston with slotted scraper oil control ring; Gear driven Magdyno; Amal carburettor; Upswept exhaust pipe; Low compression piston supplied as spare.

TRANSMISSION. Engine-shaft cush drive. Front chain $\frac{1}{2}$ " x .305" lubricated by oil well in chaincase, with adjustable feed from crankcase; Special oil seal plate at rear of chaincase; Rear chain $\frac{1}{2}$ " x .305"; Muli dry plate clutch; B.S.A. four-speed constant mesh gearbox with enclosed foot control with indicator for gear positions; Screw adjustment for front chain; Gear ratios: 5.8, 7.6, 12.0, 17.4.

FRAME. Rigid cradle of great strength; Constant

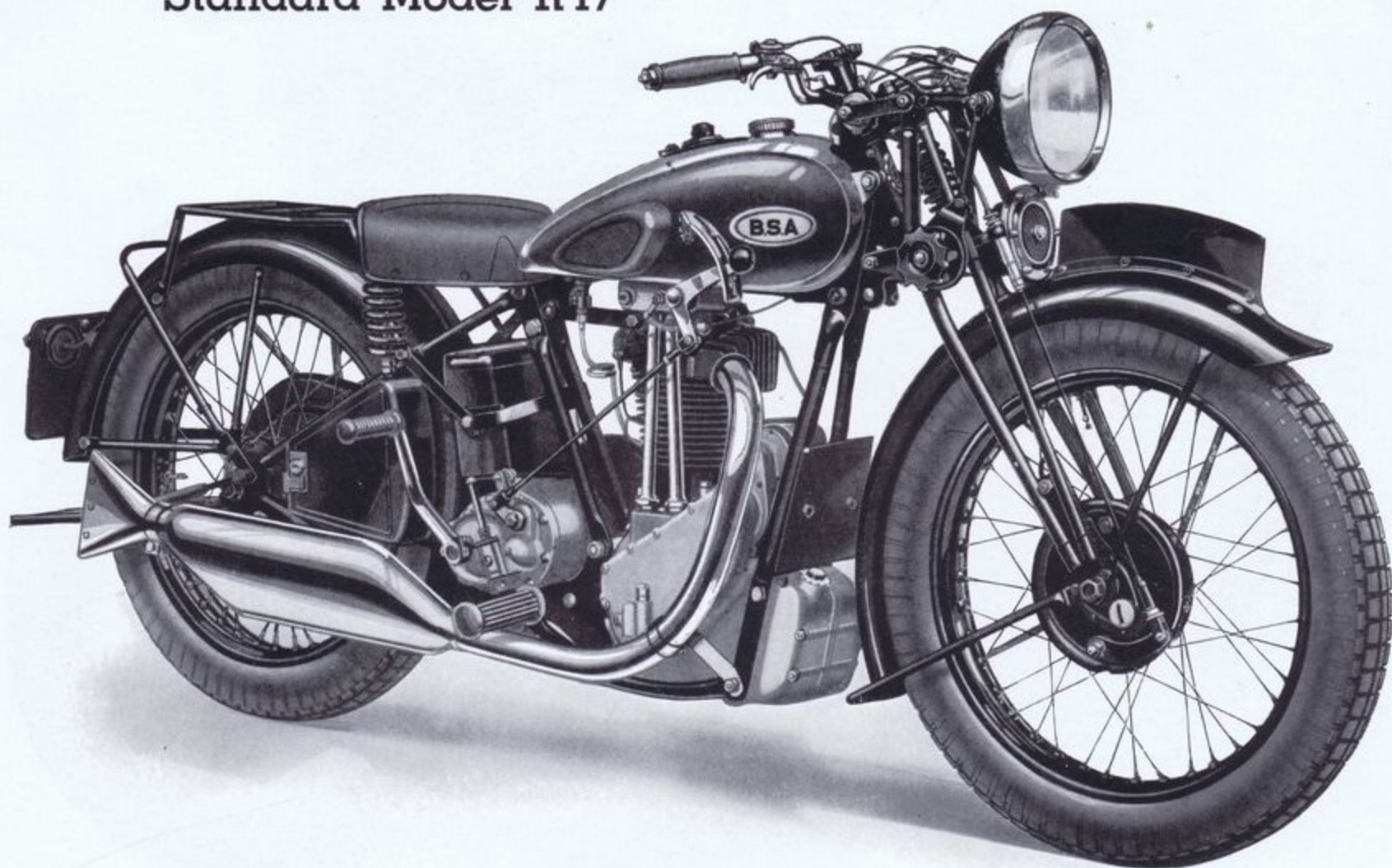
wheelbase front forks with quickly adjustable shock absorber and steering damper; Saddle tank holding 3 gallons; Two-level petrol tap; Separate oil tank of $3\frac{1}{2}$ pints capacity; Large knee grips; Spring-up rear stand and quick-action prop stand; Chromium plated trials guards; Lifting handle on rear guard; Quickly detachable rear wheel; Dunlop Sports tyres 2.75—21 front, 4.00—19 rear; Rear brake 7" dia. operated by left toe pedal, front 5 $\frac{1}{2}$ " dia. operated by lever on handlebar, both with finger adjustment; Quick release front brake; Chromium plated wheels including prominent parts of hubs and brakes.

EQUIPMENT. B.S.A. controls, quick action twist grip for throttle, and lever ignition; Ratchet front brake; Large adjustable Dunlop saddle; Metal toolbox with complete tool kit in leather case; Inflator; Lucas 6-volt Magdyno electric lighting with large headlamp; High frequency electric horn; Anti-vibration battery; Crankcase shield; Air cleaner.

FINISH. Black and chromium. Tank chromium with green side panels.

B.S.A 3.48 h.p. O.H.V. (S.P.)

Standard Model R17



Suitable for fast solo or sporting sidecar work, this model has proved exceptionally popular amongst those who want a medium-powered machine with a really good performance.

ENGINE. Single cylinder Single port O.H.V. 71 mm. bore x 88 mm. stroke. 348 c.c. capacity. B.S.A. sump type automatic lubrication with container of 4 pints capacity integral with crankcase, large gear pump feeds oil under pressure to double roller big-end bearing; Oil feed to inlet valve stem; Pressure gauge in tank panel and dip-stick in filler plug; Enclosed inlet valve mechanism; Low expansion aluminium alloy piston with slotted scraper oil control ring; Roller bearing mainshaft; Gear driven Magdyno with shield; Amal carburettor; Efficient exhaust silencer.

TRANSMISSION. Engine-shaft cush drive. Front chain $\frac{1}{2}$ " x .305" lubricated by oil well in chaincase, with adjustable feed from crankcase; Special oil seal plate at rear of chaincase; Rear chain $\frac{3}{8}$ " x $\frac{1}{4}$ " with lower run guard; Multi dry plate clutch; B.S.A. four-speed constant mesh gearbox with inclined gear lever on tank; Screw adjustment for front chain; Gear ratios: 5.7, 7.5, 11.8, 17.0, Solo. 6.7, 8.8, 13.8, 20.0 Sidecar.

FRAME. Duplex cradle with forged steel backbone and integral sidecar lugs; Constant wheelbase front

forks with quickly adjustable shock absorber and steering damper; Saddle tank of improved design (3 $\frac{1}{4}$ gallons) with quick release filler cap; Large improved knee grips; Two-level petrol tap; Spring-up rear stand and quick action prop stand; Hinged rear mudguard with lifting handle; Quickly detachable rear wheel; Dunlop Fort 3.25—19 tyres; 7" dia. x 1 $\frac{1}{2}$ " wide brakes, front with quick release, operated by lever on handlebar, rear operated by left toe pedal, both with finger adjustment.

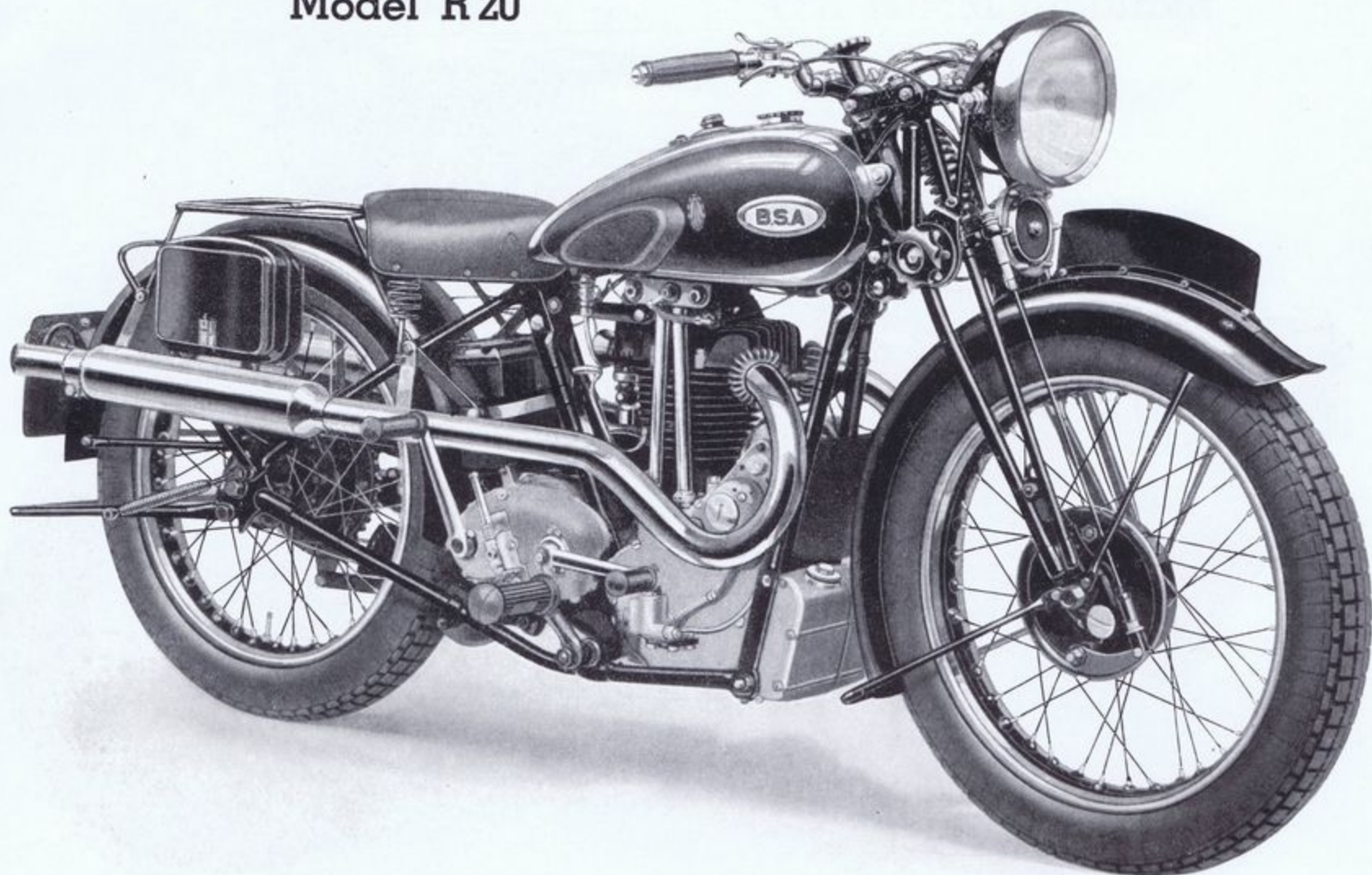
EQUIPMENT. B.S.A. controls with twist grips; Ratchet front brake; Adjustable Terry spring seat; Pillion seat standard, or detachable carrier if specified; Metal toolbox on chainstay with complete tool kit in leather case; Inflator; Lucas 6-volt Magdyno electric lighting with large head lamp; tank instrument panel and Altette horn; Anti-vibration battery; Provision for pillion footrests; Air cleaner.

FINISH. Black and chromium. Tank chromium with green side panels.

Wheelbase 54", clearance 47", saddle height 29".

B.S.A 3.48 h.p. O.H.V. New Blue Star

Model R20



Here is a model which combines those features which the sporting rider demands—snappy acceleration, extreme flexibility, a good maximum speed, perfect road-holding and steering.

ENGINE. Single cylinder 2-port O.H.V. 71 mm. bore x 88 mm. stroke. 348 c.c. capacity. B.S.A. sump type automatic lubrication with container of 4 pints capacity integral with crankcase; large gear pump feeds oil under pressure to double roller big-end bearing; Oil feed to inlet valve stem; Pressure gauge in tank panel and dip stick in filler plug; Enclosed inlet valve mechanism; Low expansion aluminium alloy high compression piston with slotted scraper oil control ring; Roller bearing mainshaft; Special cams; Gear driven magdyno with shield; Amal Pump carburettor; Efficient exhaust silencers.

TRANSMISSION. Engine-shaft cush drive. Front chain $\frac{1}{2}$ " x .305" lubricated by oil well in chaincase, with adjustable feed from crankcase; Special oil seal plate at rear of chaincase; Rear chain $\frac{3}{8}$ " x $\frac{1}{4}$ ", with lower run guard; Multi dry plate clutch; B.S.A. four-speed constant mesh gearbox with enclosed foot control and indicator for gear position; Screw adjustment for front chain; Gear ratios: 6.0, 7.9, 12.4, 18.0 Solo. 6.7, 8.8, 13.8, 20.0 Sidecar.

FRAME. Duplex cradle with forged steel backbone and integral sidecar lugs; Constant wheelbase front forks with quickly adjustable shock absorber and

steering damper; Saddle tank of improved design ($3\frac{1}{2}$ gallons) with quick release filler cap; Large improved knee grips; Two-level petrol tap; Spring-up rear stand and quick action prop stand; Hinged rear mudguard with lifting handle; Quickly detachable rear wheel; Dunlop Fort 3.25—19 tyres, Front tyre 3.00—20 optional; 7" dia. x $1\frac{1}{2}$ " wide brakes, front with quick release, operated by lever on handlebar, rear operated by left toe pedal, both with finger adjustment; Upswept exhaust pipes.

EQUIPMENT. B.S.A. flexibly mounted handlebar with special controls, including twist grips for throttle and ignition, and ratchet lever for front brake; Adjustable Terry spring seat; Pillion seat standard, or detachable carrier if specified; Twin metal toolboxes on chainstay with complete tool kit in leather case; Inflator; Lucas 6-volt Magdyno electric lighting with large head lamp, tank instrument panel and Altette horn; Anti-vibration battery; Air cleaner; Provision for pillion footrests.

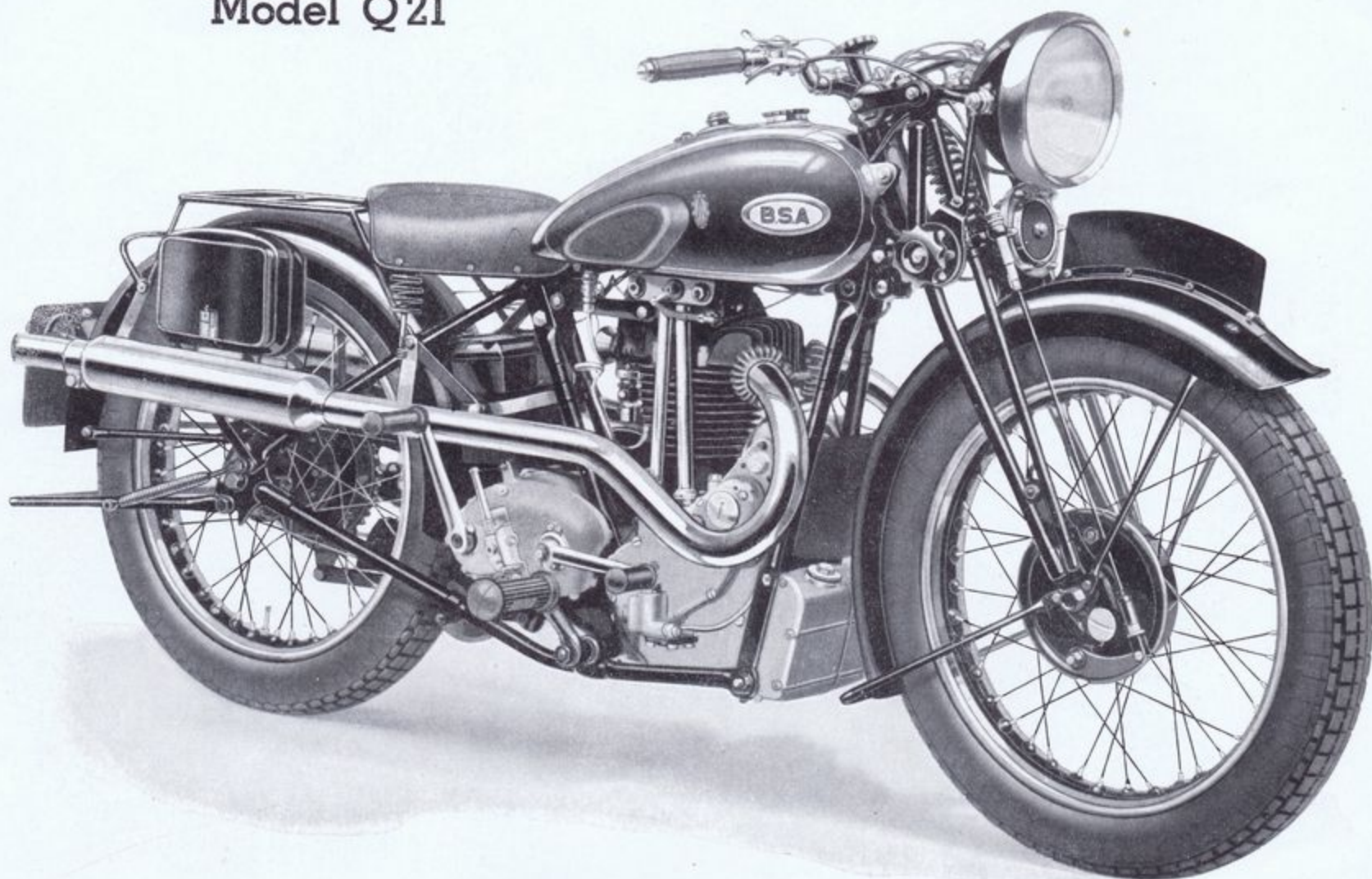
FINISH. Black and chromium, including wheel rims. Tank chromium with green side panels.

Wheelbase 54"; clearance 4 $\frac{1}{2}$ "; saddle height 29".

BARNSTORMERS.CO.NZ

B.S.A 4.96 h.p. O.H.V. New Blue Star

Model Q21



This model is similar in most details to the 3.48 h.p. O.H.V. New Blue Star, but meets the requirements of those who want the additional power and higher performance of a 500 c.c. machine.

ENGINE. Single cylinder 2-port O.H.V. 82 mm. bore x 94 mm. stroke. 496 c.c. capacity; B.S.A. sump type automatic lubrication with container of 4 pints capacity integral with crankcase, large gear pump feeds oil under pressure to double roller big-end bearing; Oil feed to inlet valve stem; Pressure gauge in tank panel and dip-stick in filler plug; Enclosed inlet valve mechanism; Low expansion aluminium alloy piston with slotted scraper oil control ring; Roller bearing mainshaft; Special cams; Gear driven Magdyno with shield; Amal pump carburettor; Efficient exhaust silencers.

TRANSMISSION. Engine-shaft cush drive. Front chain $\frac{1}{2}$ " x .305" lubricated by oil well in chaincase, with adjustable feed from crankcase; Special oil seal plate at rear of chaincase; Rear chain $\frac{1}{2}$ " x $\frac{1}{4}$ " with lower run guard; Multi dry plate clutch; B.S.A. four-speed constant mesh gearbox with enclosed foot control and indicator for gear position; Screw adjustment for front chain; Gear ratios: 5.0, 6.6, 10.3, 15.0 Solo. 5.6, 7.3, 11.5, 16.6 Sidecar.

FRAME. Duplex cradle with forged steel backbone

and integral sidecar lugs; Constant wheelbase front forks with quickly adjustable shock absorber and steering damper; Saddle tank of improved design (3 $\frac{1}{2}$ gallons); with quick release filler cap; and large improved knee grips; Two-level petrol tap; Spring-up rear stand and quick-action prop stand; Hinged rear mudguard with lifting handle; quickly detachable rear wheel; Dunlop Fort 3.25-19 tyres, Front tyre 3.00-20 optional; 7" dia. x 1 $\frac{1}{2}$ " wide brakes, front with quick release, operated by lever on handlebar, rear operated by left toe pedal, both with finger adjustment; Upswept exhaust pipes.

EQUIPMENT. B.S.A. flexibly mounted handlebar with special controls, including twist grips for throttle and ignition, and ratchet lever for front brake; Adjustable Terry spring seat; Pillion seat standard, or detachable carrier if specified; Twin metal toolboxes with complete tool kit in leather case; Inflator; Lucas 6-volt Magdyno electric lighting with large head lamp, tank instrument panel and Altette horn; Anti-vibration battery; Air cleaner; Provision for pillion footrests.

FINISH. Black and chromium, including wheel rims. Chromium tank with green panels.



EMPIRE STAR



The new B.S.A. Empire Star models—the machines about which such famous men as Stanley Woods, Jimmy Simpson, Raymond Mays and Charley Dodson are so enthusiastic—set an entirely new standard in sporting motor cycles.

Amongst many fine features the new air-hardened alloy iron cylinder is one of the most outstanding. Developed after many years experimental and research work, this new alloy iron reduces cylinder wear to an absolute minimum. Its extreme hardness minimises wear caused by abrasion whilst the alloy elements considerably increase resistance to corrosion. B.S.A. Empire Stars are the only motor cycles which have these air-hardened alloy iron cylinders.

ENGINE. Single cylinder 2-port O.H.V. 82 mm. bore x 94 mm. stroke. 496 c.c. capacity. B.S.A. sump type automatic lubrication, with container of 4 pints capacity, integral with crankcase; Large gear pump feeds oil under pressure to double roller big-end bearing; Oil feed to inlet valve stem; Pressure gauge in tank panel and dip-stick in filler plug; Enclosed inlet valve mechanism; Hardened alloy iron cylinder; Low expansion aluminium alloy piston with slotted scraper oil control ring; Roller three-bearing mainshaft; Special cams; Gear driven Magdyno with shield; Amal pump carburettor; Efficient exhaust silencers; High compression piston supplied as spare.

TRANSMISSION. Engine-shaft cush drive; Front chain $\frac{1}{2}$ " x .305" totally enclosed in aluminium oil bath chain-case, with special oil seal plate; Rear chain $\frac{1}{2}$ " x $\frac{1}{2}$ " with lower run guard; Special multi dry plate clutch; B.S.A. four-speed constant mesh gearbox with enclosed foot control and indicator for gear position; Screw adjustment for front chain; Gear ratios: 5.0, 6.6, 10.3 15.0 Solo. 5.6, 7.3, 11.5, 16.6 Sidecar.

FRAME. Duplex cradle with forged steel backbone and integral sidecar lugs; Constant wheelbase front forks with quickly adjustable shock absorber and steering damper; Saddle tank of improved design (3½ gallons), with quick release filler cap; Large improved knee grips; Two-level petrol tap; Spring-up rear stand and quick action prop stand; Hinged rear mudguard with lifting handle; Quickly detachable rear wheel; Dunlop Fort 3.00—20 front, 3.25—19 rear tyres; 7" dia. x 1½" wide brakes, front with quick release, operated by lever on handlebar, rear operated by left toe pedal, both with finger adjustment; Upswept exhaust pipes.

EQUIPMENT. B.S.A. flexibly-mounted handlebar with special controls, including quick-action twist grip for throttle and lever ignition, with ratchet lever for front brake; Terry spring seat; Pillion seat standard, but detachable carrier or mudguard pad if specified; Twin metal toolboxes with complete tool kit in leather case; Inflator; Lucas 6-volt Magdyno electric lighting with large head lamp, tank instrument panel and Altette horn; Anti-vibration battery; Air cleaner; Provision for pillion footrests. "Empire Star green" mudguards and toolboxes extra.

FINISH. Black and chromium including wheel rims, chromium tank with "Empire Star green" panels.

B.S.A 4.96 h.p. O.H.V.
Empire Star Model Q 8

B.S.A 3.48 h.p. O.H.V.
Empire Star Model R 5

Similar in general specification to the 4.96 h.p. model, except for the following:

Engine. 71 mm. bore x 88 mm. stroke, 348 c.c. capacity. High compression piston fitted, low compression piston supplied as spare.

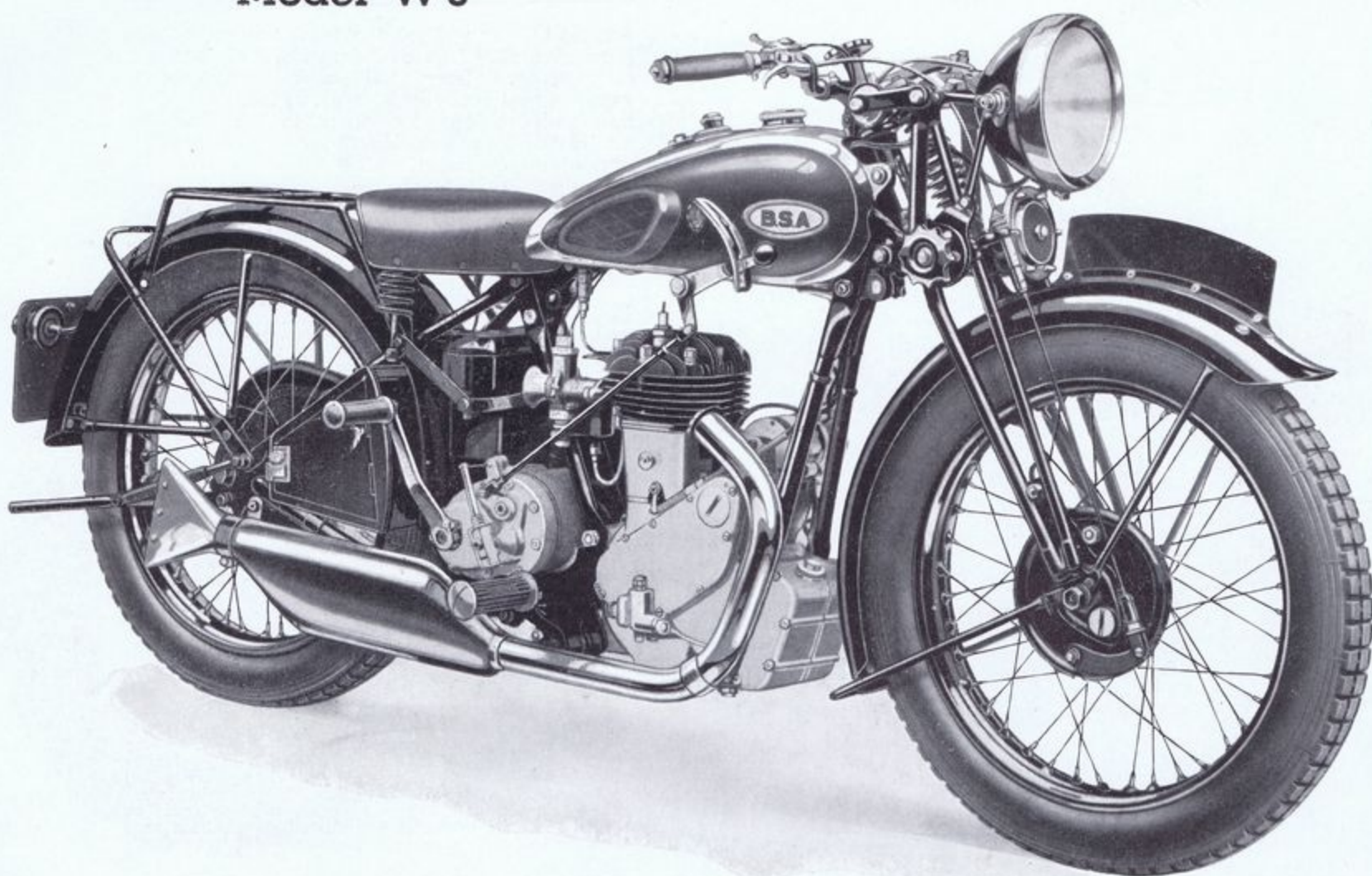
Gear ratios: 5.7, 7.5, 11.8, 17.0 Solo. 6.7, 8.8, 13.8, 20.0 Sidecar.

Barnstormers.co.nz

The Masterpiece of the Industry

B.S.A 4.99 h.p. S.V.

Model W6



A good, reliable machine with ample power for solo or medium sidecar work, and suitable for the man who wants consistent reliability rather than high speeds.

ENGINE. Single cylinder S.V. 85 mm. bore x 88 mm. stroke. 499 c.c. capacity. B.S.A. sump type automatic lubrication with container of 4 pints capacity integral with crankcase; Large gear pump feeds oil under pressure to double roller big-end bearing; Oil feed to inlet valve stem; Pressure gauge in tank panel and dip stick in filler plug; Enclosed side valves; Low expansion aluminium alloy piston with slotted scraper oil control ring; Roller bearing mainshaft; Gear driven Magdyno with shield; Amal carburettor; Efficient exhaust silencer.

TRANSMISSION. Engine-shaft cush drive. Front chain $\frac{1}{2}$ " x .305" lubricated by oil well in chaincase, with adjustable feed from crankcase; Special oil seal plate at rear of chaincase; Rear chain $\frac{5}{8}$ " x $\frac{1}{4}$ " with lower run guard; Multi dry plate clutch; B.S.A. four-speed constant mesh gearbox with inclined gear lever on tank; Screw adjustment for front chain; Gear ratios: 5.3, 7.0, 10.9, 15.8 Solo. 5.9, 7.8, 12.2, 17.6 Sidecar.

FRAME. Duplex cradle with forged steel backbone and integral sidecar lugs; Constant wheelbase front forks with quickly adjustable shock absorber and

steering damper; Saddle tank of improved design (3 $\frac{1}{4}$ gallons) with quick release filler cap; Large improved knee grips; Two-level petrol tap; Spring-up rear stand and quick action prop stand; Hinged rear mudguard with lifting handle; Quickly detachable rear wheel; Dunlop Fort 3.25—19 tyres; 7" dia. x 1 $\frac{1}{8}$ " wide brakes, front with quick release, operated by lever on handlebar, rear operated by left toe pedal, both with finger adjustment.

EQUIPMENT. B.S.A. flexibly mounted handlebar with special controls, including twist grips for throttle and ignition, and ratchet lever for front brake; Adjustable Terry spring seat; Detachable carrier standard, or pillion seat if specified; Metal toolbox on chainstay with complete tool kit in leather case; Inflator; Lucas 6-volt Magdyno electric lighting with large head lamp, tank instrument panel and Altette horn; Anti-vibration battery; Air cleaner; Provision for pillion footrests. Valanced front guard extra.

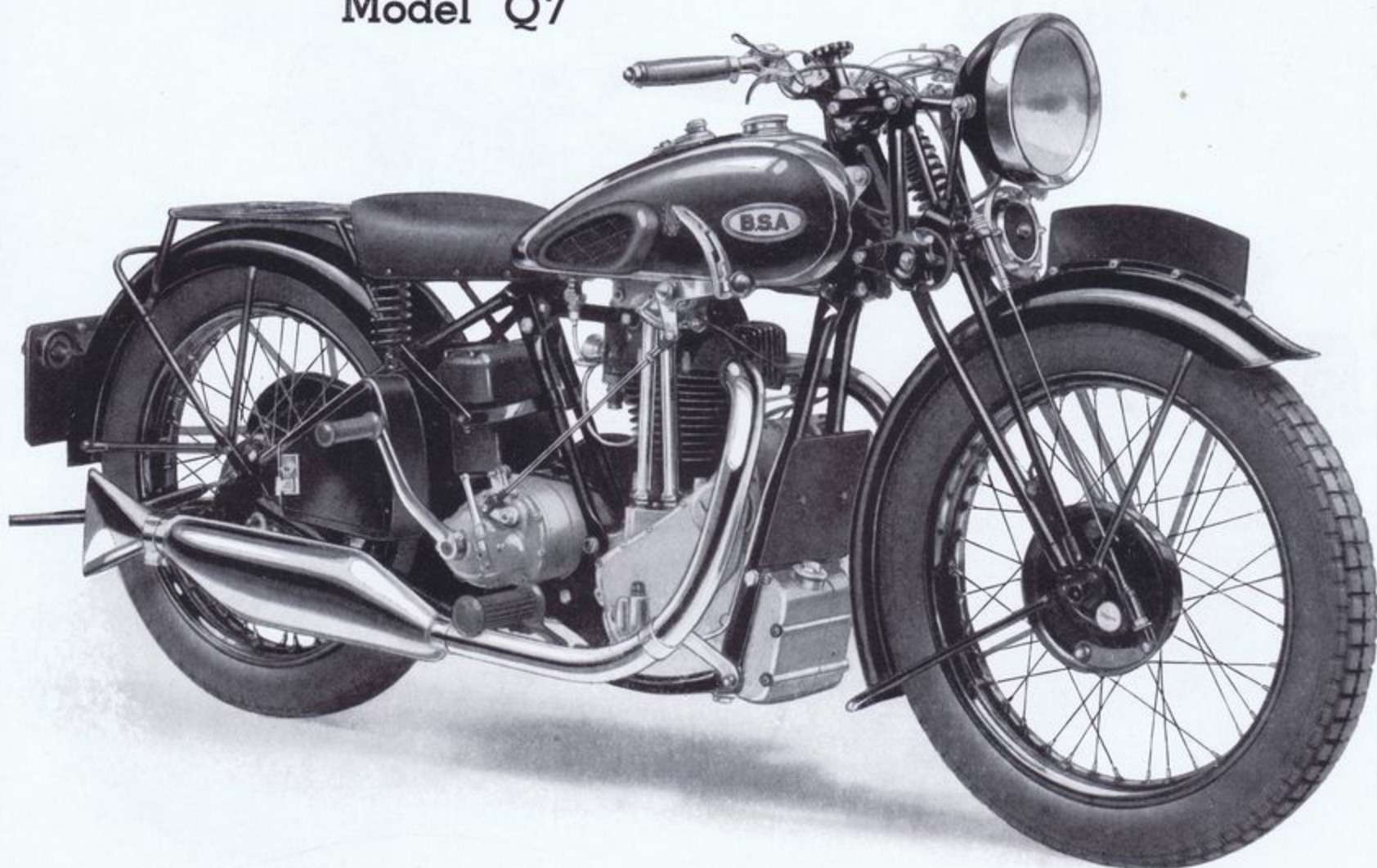
FINISH. Black and chromium. Tank chromium with green panels.

Wheelbase 54"; clearance 4 $\frac{1}{2}$ "; saddle height 29"

BARNSTORMERS.CO.UK

B.S.A 4.96 h.p. O.H.V.

Model Q7



An excellent dual purpose machine for fast solo or sidecar work. The new 4.96 h.p. O.H.V. engine fitted to this model has been developed after extensive experiment and research and will be found flexible, economical and reliable to a high degree.

ENGINE. Single cylinder 2-port O.H.V. 82 mm. bore x 94 mm. stroke. 496 c.c. capacity. B.S.A. sump type automatic lubrication with container of 4 pints capacity integral with crankcase; large gear pump feeds oil under pressure to double roller big-end bearing. Oil feed to inlet valve stem. Pressure gauge in tank panel, and dip-stick in filler plug. Enclosed inlet valve mechanism. Low expansion aluminium alloy piston with slotted scraper oil control ring. Roller bearing mainshaft. Gear driven magdyno with shield. Amal carburettor. Efficient exhaust silencers.

TRANSMISSION. Engine-shaft cush drive. Front chain $\frac{1}{2}$ " x .305" lubricated by oil well in chaincase, with adjustable feed from crankcase. Special oil seal plate at rear of chaincase. Rear chain $\frac{1}{2}$ " x $\frac{1}{4}$ ", with lower run guard. Multi dry plate clutch. B.S.A. four-speed constant mesh gearbox with inclined gear lever on tank; screw adjustment for front chain. Gear ratios: 5.0, 6.6, 10.3, 15.0 Solo. 5.6, 7.3, 11.5, 16.6 Sidecar.

FRAME. Duplex cradle with forged steel backbone and integral sidecar lugs. Constant wheelbase front forks with quickly adjustable shock absorber and

steering damper. Saddle tank of improved design (3 $\frac{1}{4}$ gallons), with quick release filler cap, and large, improved knee grips. Two-level petrol tap. Spring-up rear stand and quick action prop stand. Hinged rear mudguard with lifting handle. Quickly detachable rear wheel. Dunlop Fort 3.25-19 tyres. 7" dia. x 1 $\frac{3}{8}$ " wide brakes, front with quick release, operated by lever on handlebar. Rear operated by left toe pedal, both with finger adjustment.

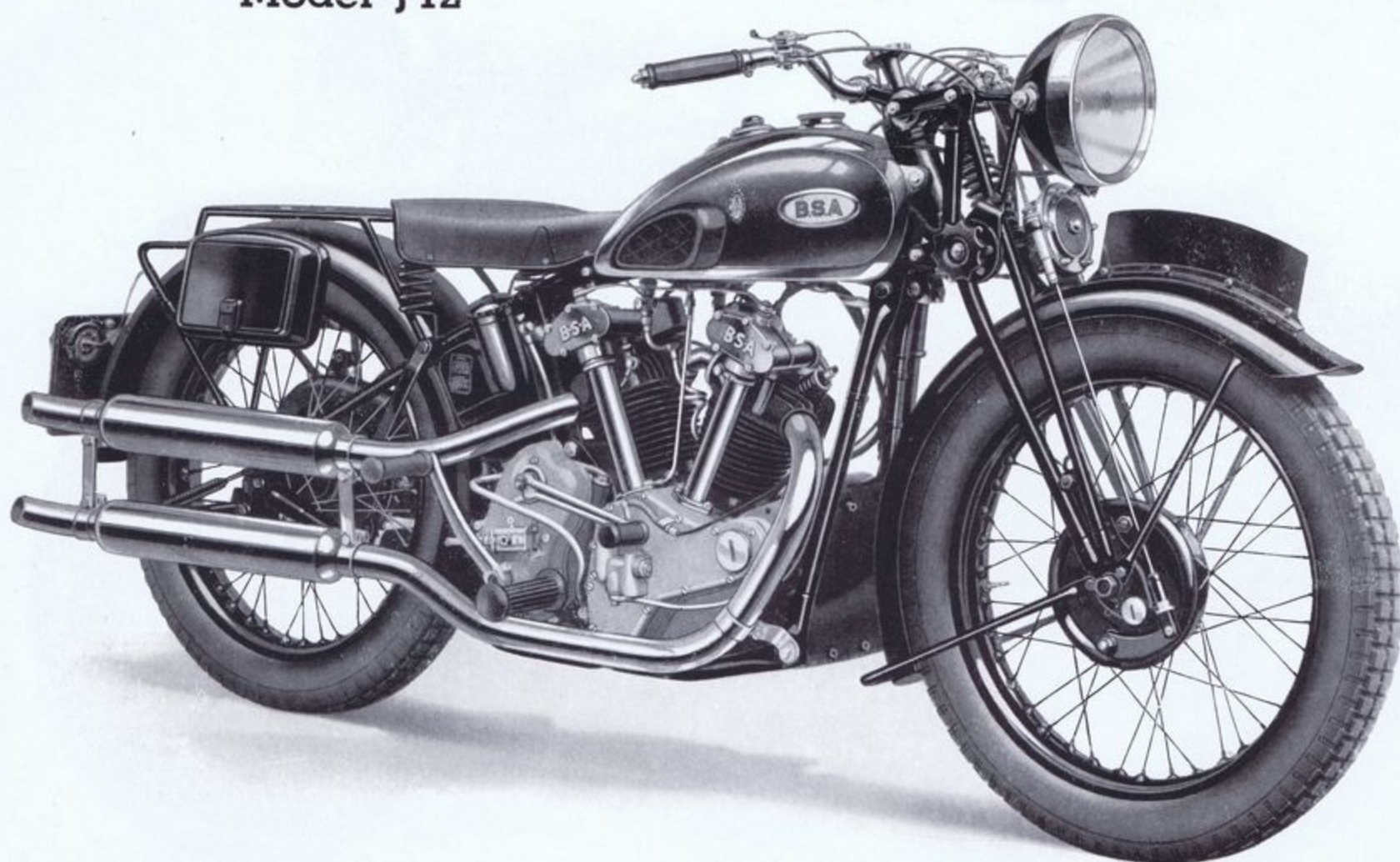
EQUIPMENT. B.S.A. flexibly mounted handlebar with special controls, including twist grips for throttle and ignition, and ratchet lever for front brake. Adjustable Terry spring seat; Pillion seat standard, or detachable carrier if specified. Metal toolbox on chainstay, with complete tool kit in leather case. Inflator. Lucas 6-volt Magdyno electric lighting with large head lamp, tank instrument panel and Altette horn. Anti-vibration battery. Air cleaner. Provision for pillion footrests.

FINISH. Black and chromium. Tank chromium with green side panels.

Wheelbase 54"; clearance 4 $\frac{1}{2}$ "; saddle height 29".

B.S.A 4.98 h.p. O.H.V. Vee-Twin

Model J12



Originally designed for, and tested by, the British War Office, this machine is ideal for fast solo or sidecar work. It is a sporting-looking machine and its ample reserve of smooth flexible power ensures a lively top-gear performance.

ENGINE. Vee-Twin cylinder O.H.V. 498 c.c. (63 x 80 mm.). Dry sump lubrication by double gear pump to double roller big-ends and overhead rocker gear; Oil returns to tank (5 pints) under saddle; Oil feeds to inlet valve stems; Pressure gauge in tank; Enclosed inlet valve mechanism; Mainshaft on ball and roller bearings on drive side and ball bearing on timing side; Aluminium alloy pistons with slotted scraper oil control rings; Improved exhaust silencing; Gear driven Magdyno with shield.

TRANSMISSION. Engine-shaft cush drive. Front chain $\frac{1}{2}$ " x .305", lubricated by oil well in improved chaincase, automatically replenished from engine; Special gland plate at rear of chaincase; Rear chain $\frac{3}{8}$ " x $\frac{1}{4}$ " with lower run guard; dry plate clutch; B.S.A. four-speed constant mesh gearbox with enclosed foot control with indicator for gear positions; Screw adjustment for front chain; Gear ratios: 4.8, 6.3, 9.9, 14.3 Solo, and 5.9, 7.8, 12.2 and 17.6 Sidecar.

FRAME. Duplex cradle with forged steel backbone and integral sidecar lugs; Constant wheelbase front

forks with quickly adjustable shock absorber and steering damper; Saddle tank (3 gallons) with quick-release filler cap; Knee grips; Spring-up rear stand and quick action prop stand; Lifting handle on hinged rear mudguard; Quickly detachable rear wheel; Dunlop Fort tyres 3.25—19; Brakes 7" dia. x $1\frac{1}{8}$ " wide, front with quick release, operated by lever on handlebar, rear by left toe pedal, both quickly adjustable.

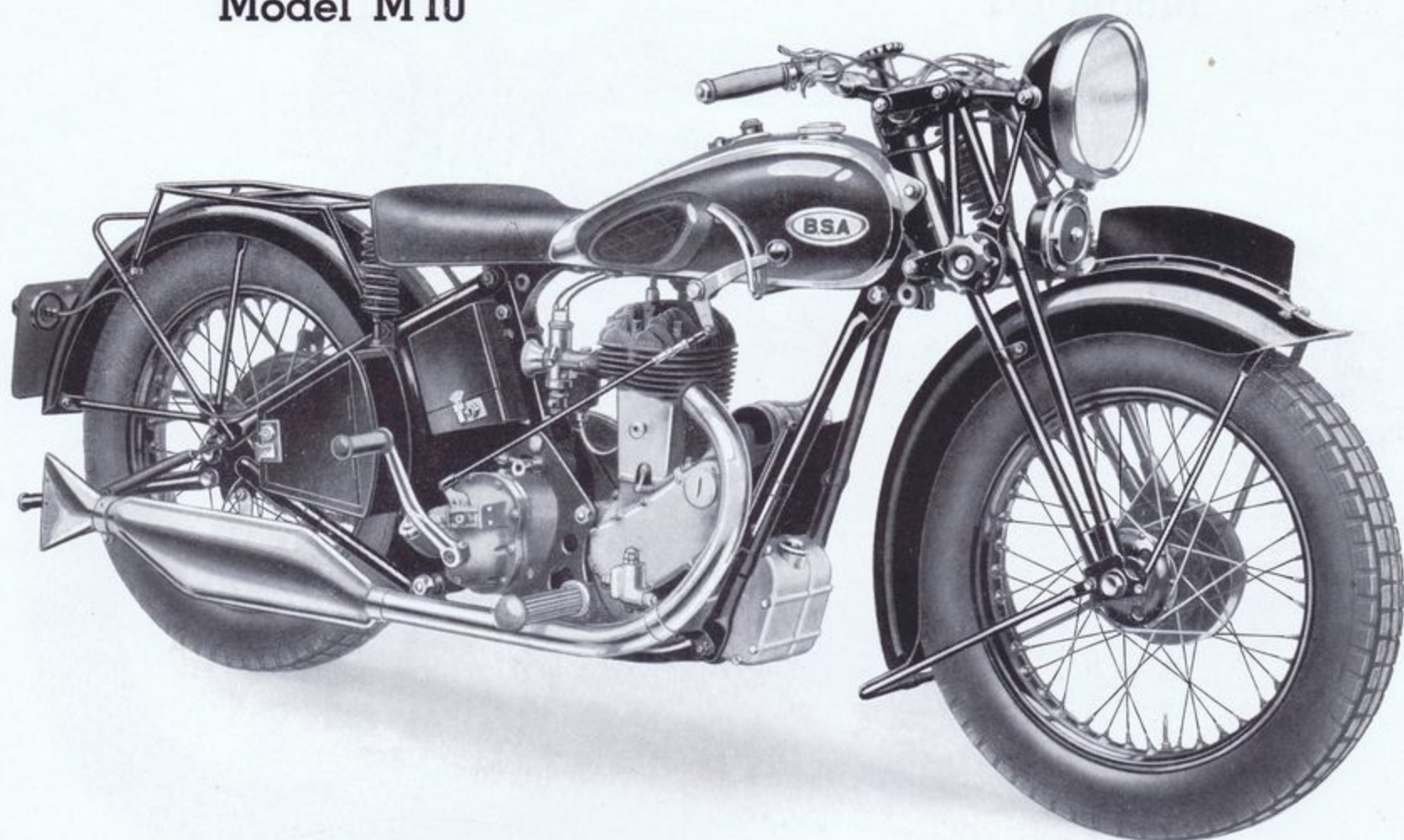
EQUIPMENT. B.S.A. flexibly mounted handlebar with special controls, including twist grips for throttle and ignition; Ratchet lever for front brake; Adjustable Terry spring seat; Pillion seat standard, or detachable carrier if specified; Twin metal toolboxes on mudguard with complete tool kit in leather case; Crankcase shield; Inflator; Lucas 6-volt Magdyno electric lighting and large head lamp, tank instrument panel and Altette electric horn; Anti-vibration battery; Air cleaner; Provision for pillion footrests; Valanced front guard extra.

FINISH. Black and chromium. Tank chromium with green panels.

BARNSTORMERS.CO.NZ

B.S.A 5.95 h.p. S.V.

Model M10



A model which has proved exceptionally popular in the past among those who want a machine with ample power for medium and heavy sidecar work, the B.S.A. 5.95 h.p. has been redesigned with a vertical engine which gives an astounding top-gear performance and remarkable flexibility at low speeds.

ENGINE. Single cylinder S.V. 85 mm. bore x 105 mm. stroke. 595 c.c. capacity; B.S.A. sump type automatic lubrication with container of 4 pints capacity integral with crankcase, large gear pump feeds oil under pressure to double roller big-end bearing; Oil feed to inlet valve stem; Pressure gauge in tank panel and dip-stick in filler plug; Enclosed valve mechanism; Low expansion aluminium alloy piston with slotted scraper oil control ring; Roller three-bearing mainshaft; Gear driven Magdyno with shield; Amal carburettor; Efficient exhaust silencer.

TRANSMISSION. Engine-shaft cush drive. Front chain $\frac{1}{2}$ " x .305" lubricated by oil well in chaincase, with adjustable feed from crankcase; Special oil seal plate at rear of chaincase; Rear chain $\frac{1}{2}$ " x $\frac{3}{4}$ " with lower run guard; Multi dry plate clutch; B.S.A. four-speed constant mesh gearbox with inclined gear lever on tank; Screw adjustment for front chain; Gear ratios: 5.1, 6.6, 10.4, 15.0 Solo. 5.9, 7.8, 12.1, 17.6 Sidecar.

FRAME. Duplex cradle with forged steel backbone and integral sidecar lugs; Constant wheelbase front

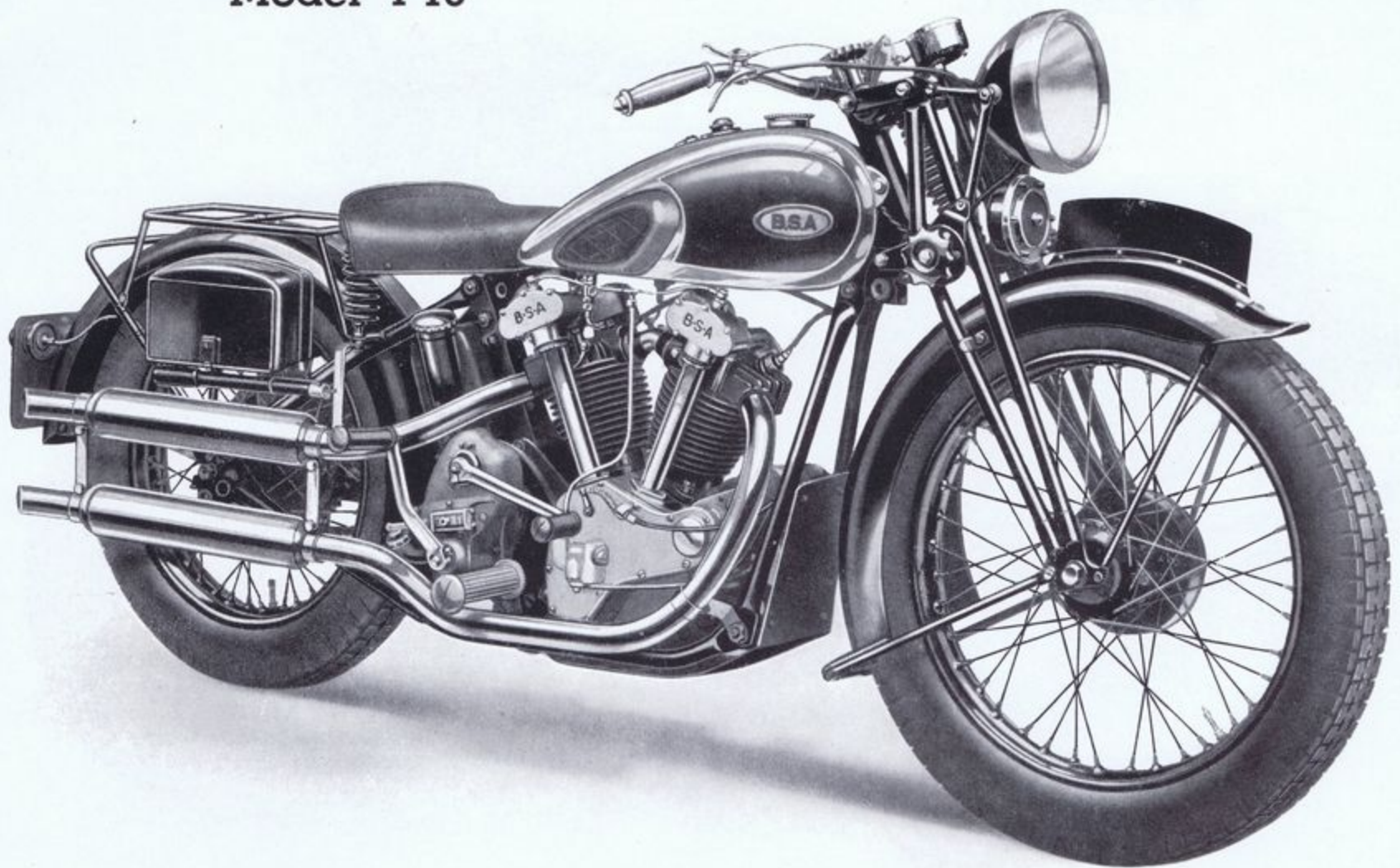
forks with quickly adjustable shock absorber and steering damper; Saddle tank of improved design (3 $\frac{1}{2}$ gallons); with quick release filler cap; and large knee grips; Two-level petrol tap; Spring-up rear stand; Hinged rear mudguard with lifting handle; Quickly detachable and interchangeable wheels; Dunlop Fort 4.00-18 tyres; 7" dia. x 1 $\frac{1}{2}$ " wide brakes, front with quick release, operated by lever on handlebar, rear operated by left toe pedal, both with finger adjustment.

EQUIPMENT. B.S.A. flexibly mounted handlebar with special controls, including twist grips for throttle and ignition, and ratchet lever on front brake; Terry spring seat; Detachable carrier standard, or pillion seat if specified; Metal toolbox on chainstay with complete tool kit in leather case; Inflator; Lucas 6-volt Magdyno electric lighting with large head lamp, tank instrument panel and Altette horn; Anti-vibration battery; Air cleaner.

FINISH. Black and chromium. Tank chromium with green panels.

B.S.A 7.48 h.p. O.H.V. Vee-Twin

Model Y13



This model is similar in general design to the 4.98 h.p. O.H.V. Twin, but it has numerous detail improvements which help to make full use of the extra power of the 748 c.c. engine, resulting in an amazing all-round performance. It is suitable for solo or sidecar work.

ENGINE. Vee-Twin cylinder O.H.V. 748 c.c. (71 x 94½ mm.). Dry sump lubrication by double gear pump to articulated big-end bearing and overhead rocker gear. Oil returns to tank (4 pints) under saddle; Oil feeds to inlet valve stems; Pressure gauge in tank; Enclosed inlet valve mechanism; Mainshaft on ball and roller bearings on drive side and ball bearing on timing side; Low expansion aluminium alloy pistons, with slotted scraper oil-control rings; Efficient exhaust silencing; Gear driven Magdyno with shield.

TRANSMISSION. Engine-shaft cush drive. Front chain ½" x .305", lubricated by oil well in improved chain-case, automatically replenished from engine; Special gland plate at rear of chaincase. Rear chain ½" x ⅜" with lower run guard; dry plate clutch; B.S.A. four-speed constant mesh gearbox with enclosed foot control with indicator for gear positions; Screw adjustment for front chain; Gear ratios: 4.8, 6.3, 9.9, 14.3 Solo, and 5.3, 6.9, 10.9 and 15.8 Sidecar.

FRAME. Duplex cradle with forged steel backbone

and integral sidecar lugs; Constant wheelbase front forks, with quickly adjustable shock absorber and steering damper; Saddle tank (3½ gallons) with quick-release filler cap; Large knee grips; Spring-up rear stand; Lifting handle on hinged rear mudguard; Quickly detachable and interchangeable wheels; Dunlop Fort tyres 4.00—18; Brakes 7" dia. x 1½" wide, front operated by lever on handlebar, rear by left toe pedal, both quickly adjustable.

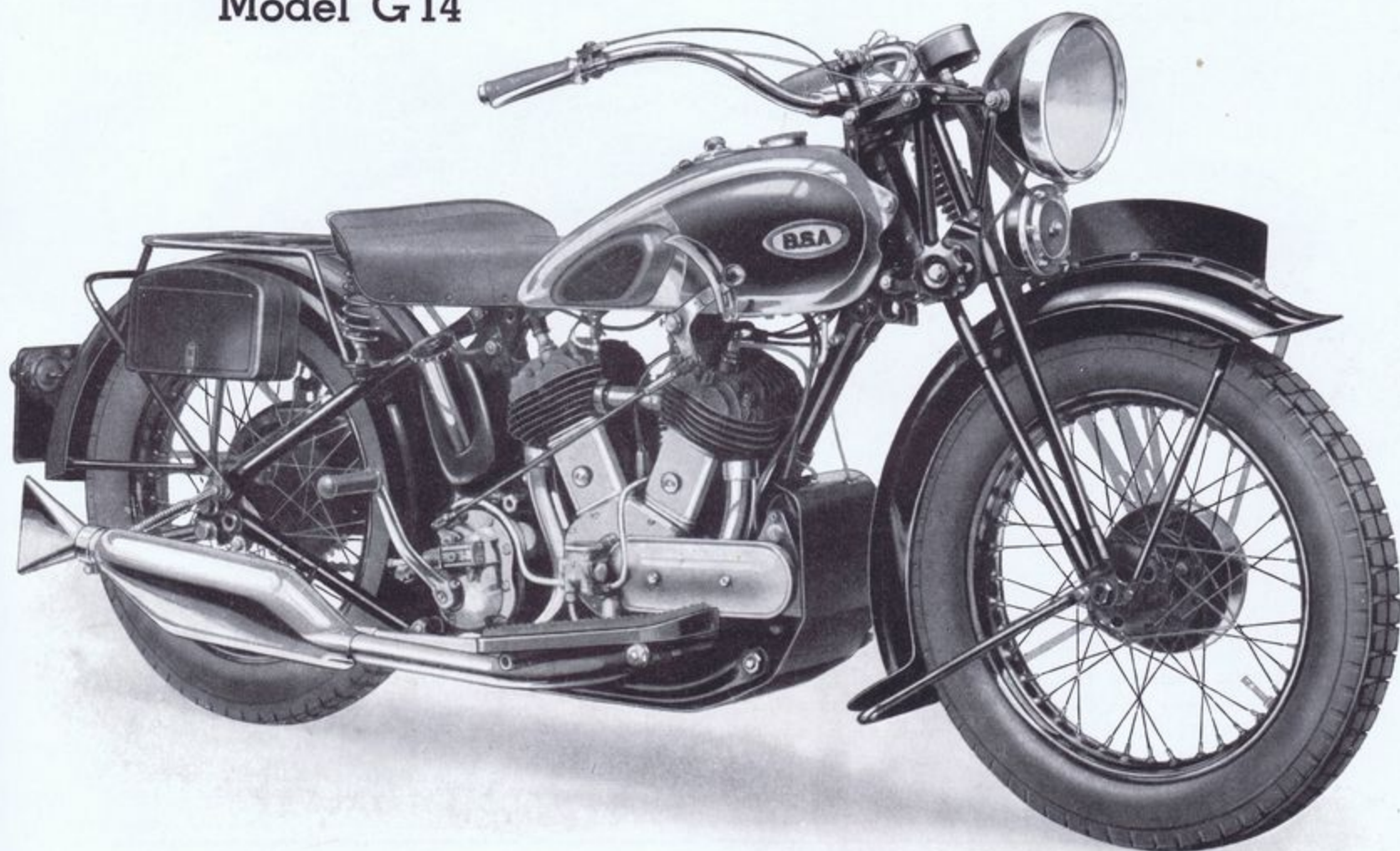
EQUIPMENT. B.S.A. flexibly mounted handlebar with special controls, including twist grips for throttle and ignition; Ratchet lever for front brake; Adjustable Terry Dominion pan seat; Pillion seat standard, or detachable carrier if specified; Twin metal tool-boxes on mudguard with complete tool kit in leather case; Crankcase shield; Inflator; Lucas 6-volt Magdyno electric lighting and large head lamp, tank instrument panel and Altette electric horn; Anti-vibration battery; Air cleaner.

FINISH. Black and chromium. Tank chromium with green panels.

BARNSTORMERS.CO.NZ

B.S.A 9.86 h.p. Vee-Twin

Model G 14



For many years this machine has been a favourite amongst those who like plenty of power for heavy sidecar duty and commercial carrier work. Its features now include a new and immensely strong cradle frame with forged steel backbone.

ENGINE. Twin cylinder S.V. 986 c.c. (80 x 98 mm.). Enclosed side valves; Lubrication by double mechanical pump to front cylinder and double roller big-ends; Oil tank under saddle (4 pints); Roller bearing main-shaft; Aluminium alloy pistons with slotted scraper oil control rings; High efficiency detachable heads; Amal carburettor; Magdyno shield.

TRANSMISSION. Engine-shaft cush drive. Front chain $\frac{1}{2}$ " x .305" lubricated by oil well in chaincase; Special gland plate at rear of chaincase; Lower run rear guard; Multi dry plate clutch; B.S.A. four-speed constant mesh gearbox with inclined 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; Constant wheelbase front forks with quickly adjustable shock absorber and steering damper; Saddle tank (3 $\frac{1}{2}$ gallons) with quick-

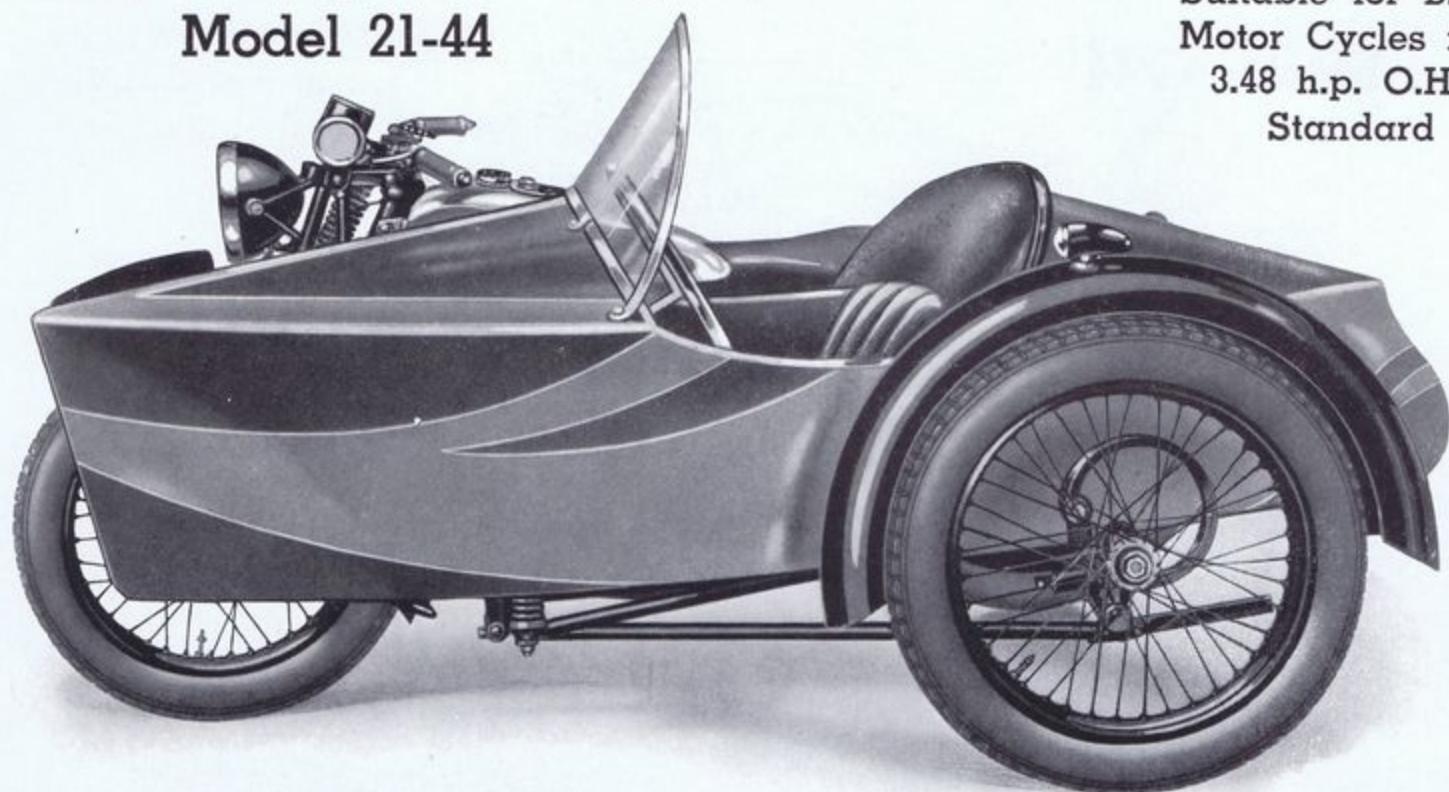
release filler cap; Large knee grips; Spring-up rear stand; Lifting handle on hinged rear mudguard; Quickly detachable and interchangeable wheels; Dunlop Fort tyres 4.00—18; Brakes 7" dia. x 1 $\frac{1}{2}$ " wide, front operated by lever on handlebar, rear by left toe pedal, both quickly adjustable.

EQUIPMENT. B.S.A. flexibly mounted handlebar with special controls, including twist grips for throttle and ignition; Ratchet lever for front brake; Terry Dominion pan seat; Detachable carrier standard, or pillion seat if specified; Twin metal toolboxes on mudguard with complete tool kit in leather case; Crankcase shield; Inflator; Lucas 6-volt Magdyno electric lighting and large head lamp, tank instrument panel and Altette electric horn; Anti-vibration battery; Air cleaner.

FINISH. Black and chromium. Tank chromium with green panels.

B.S.A. Special Sports Model 21-44

Suitable for B.S.A.
Motor Cycles from
3.48 h.p. O.H.V.
Standard

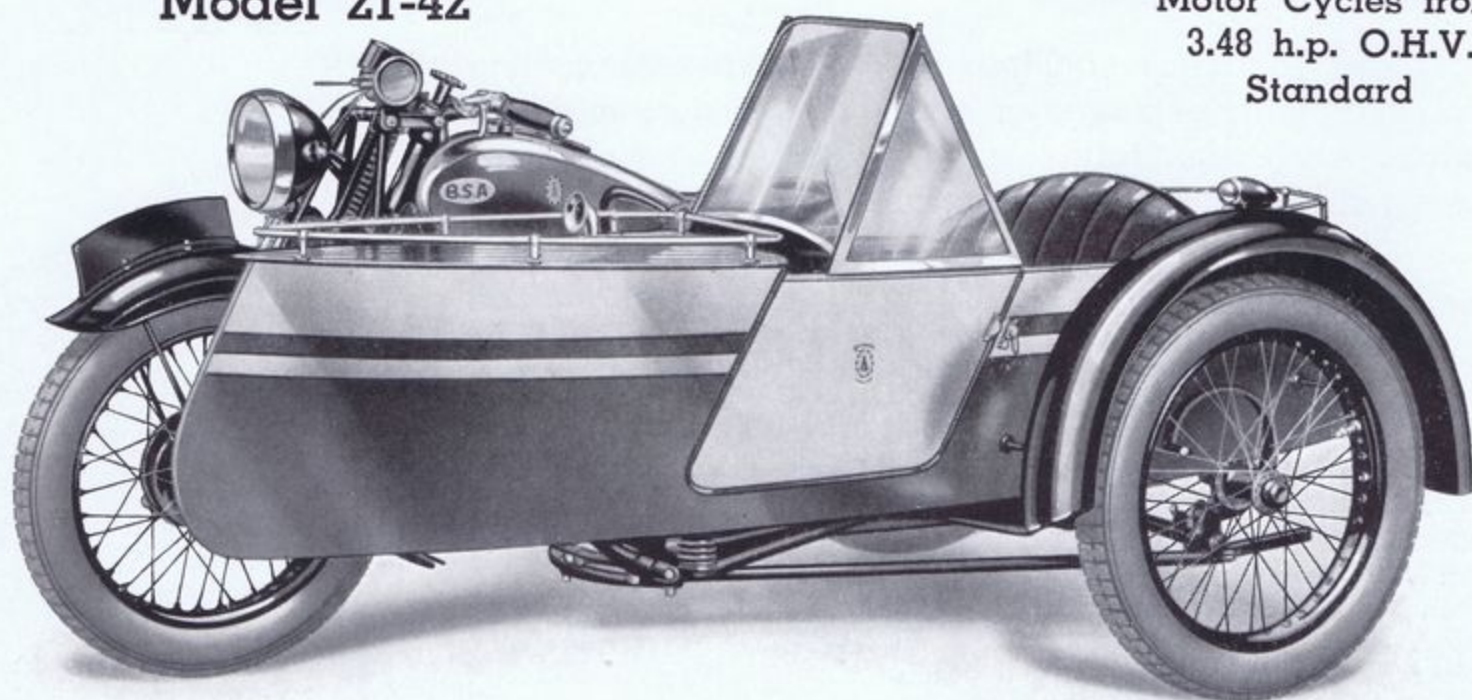


CHASSIS. Scientific triangular construction with immensely strong rear axle tube, giving great strength without unnecessary weight. Universal type connections adaptable to any 1936 B.S.A. Motor Cycle which is suitable for sidecar work. Cee spring rear suspension. Silentbloc oilless bearings without shackles. 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. Green and ivory (colour scheme as model 21-20) 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. New Launch Model 21-42

Suitable for B.S.A.
Motor Cycles from
3.48 h.p. O.H.V.
Standard



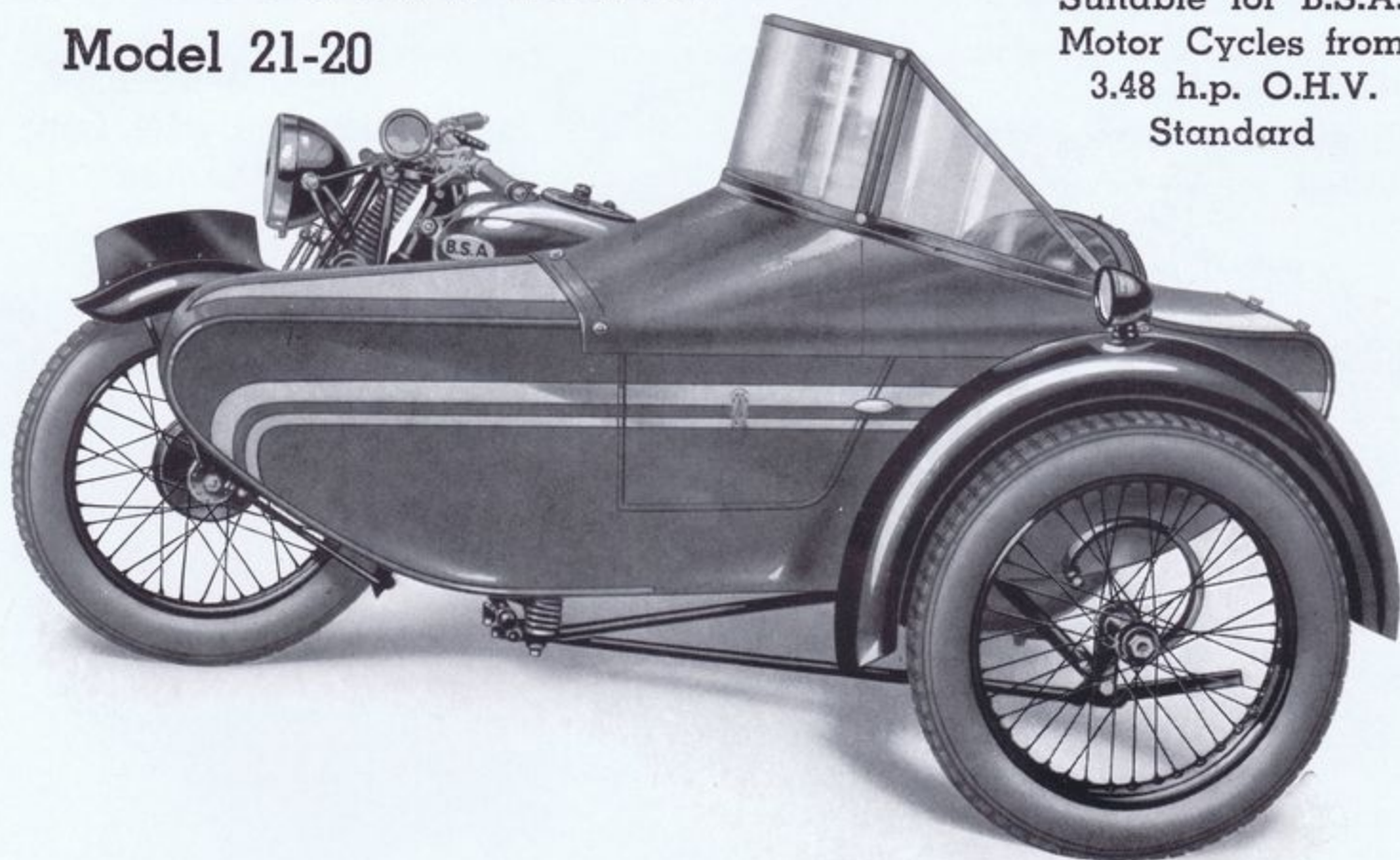
CHASSIS. Scientific triangular construction with immensely strong rear axle tube, giving great strength without unnecessary weight. Universal type connections adaptable to any 1936 B.S.A. Motor Cycle which is suitable for sidecar work. Cee spring rear suspension. Silentbloc oilless bearings without shackles. Two helical springs at front.

BODY. An improved model of the well-known B.S.A. Launch, with deeper sides affording greater 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. Medium Tourer

Model 21-20

Suitable for B.S.A.
Motor Cycles from
3.48 h.p. O.H.V.
Standard



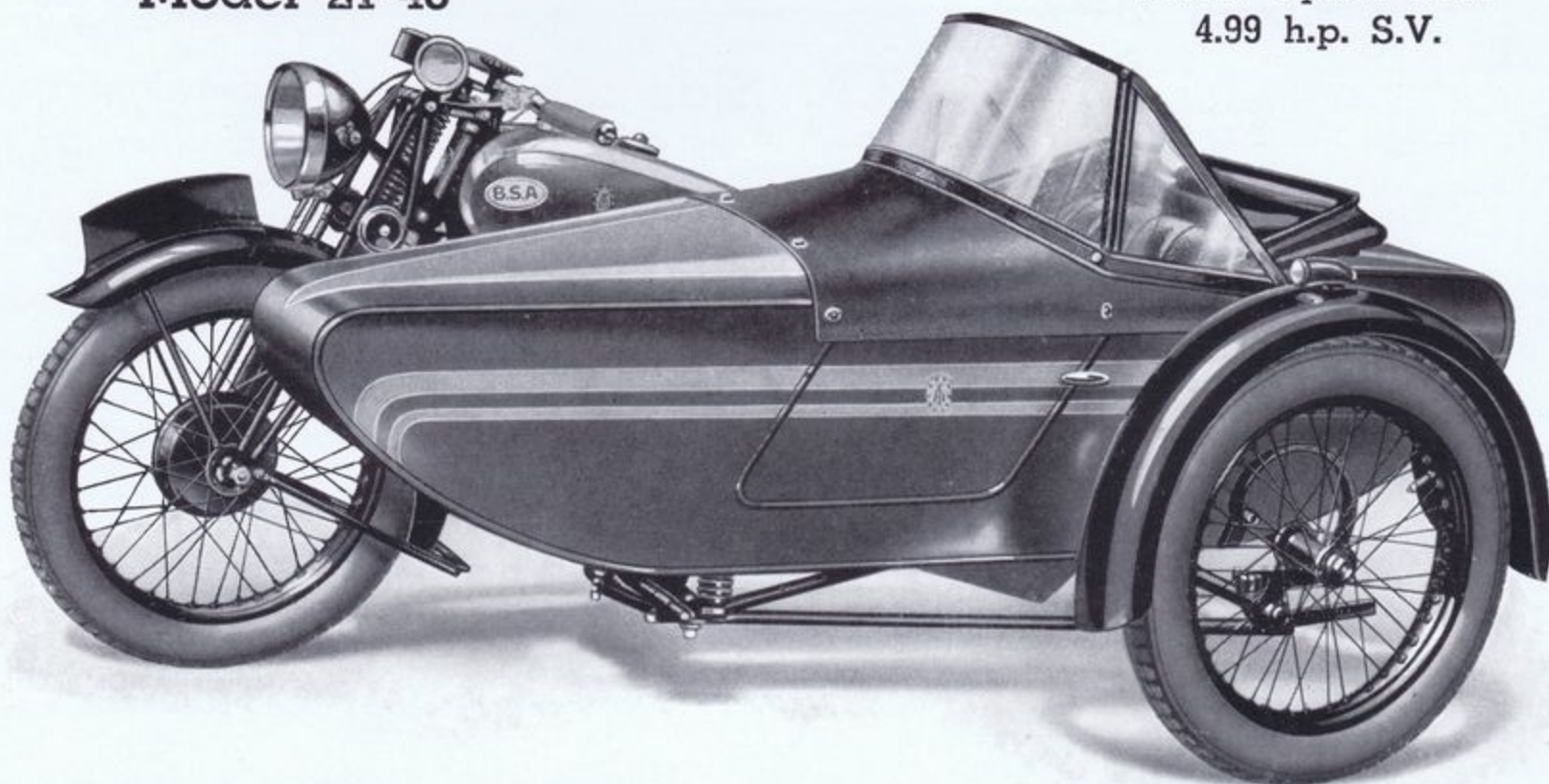
CHASSIS. Triangular construction with immensely strong rear axle tube. Universal type connections adaptable to any 1936 B.S.A. Motor Cycle suitable for sidecar work. Cee spring rear suspension. Silentbloc oilless bearings without shackles. Two helical springs at front.

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

B.S.A. Large Tourer

Model 21-40

Suitable for B.S.A.
Motor Cycles from
4.99 h.p. S.V.



CHASSIS. Scientific triangular construction with immensely strong rear axle tube, giving great strength without unnecessary weight. Universal type connections adaptable to any 1936 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.

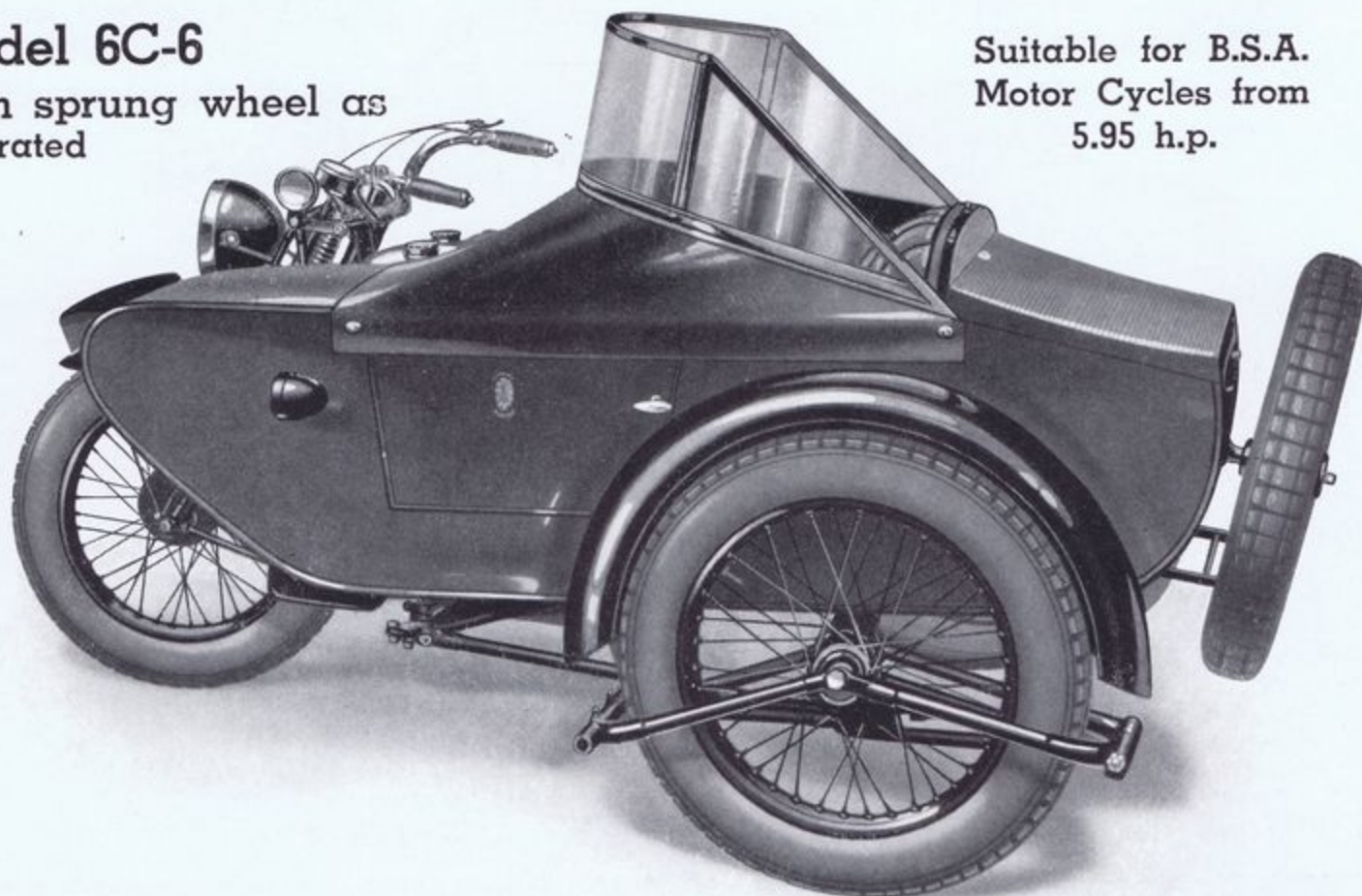
BODY. A new body of large capacity giving ample accommodation, and having pleasing modern lines. Riding position is low, so that the passenger is comfortably seated and well protected. Commodious luggage locker behind seat back; locker lid shaped to blend with body contour. Electric sidecar lamp. Rear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

B.S.A. Standard Tourer Model 6B-6 (with fixed wheel)

Model 6C-6

With sprung wheel as illustrated

Suitable for B.S.A. Motor Cycles from 5.95 h.p.



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.

B.S.A. Sidecars

Models X-0, B-1, B-2, B-18, B-3, R-4 and R-19 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 3.48 h.p., 4.98 h.p., 4.96 h.p., 4.99 h.p., 5.95 h.p. and 7.48 h.p. models when these are ordered for sidecar work. When these machines are 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

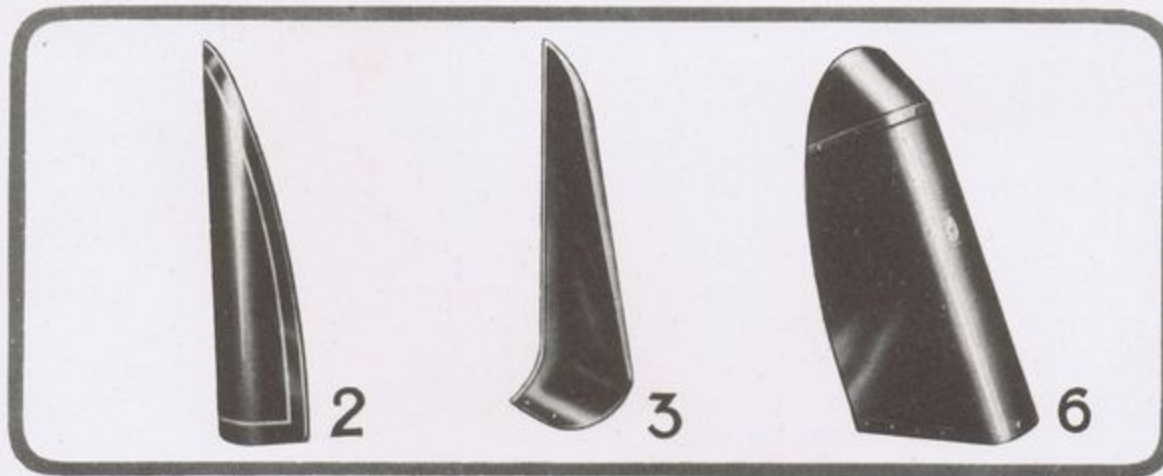
authorised, so as to bind us, to give any warranty or make any representation on our behalf, or to sell subject to or with any conditions other than those contained in such guarantee.

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. 2. Legshields on Models B-1 and W-6 - - -

No. 3. Legshields on all Footrest Models

No. 6. Legshields on Models M-10 and G-14 - - -

ELECTRIC EQUIPMENT.

Lucas Magdyno equipment on Model X-0 -
Nife Battery in lieu of Lucas - - -
Lucas Stop Light - - - - -

SPEEDOMETERS.

Smith-Jaeger Trip Speedometer, 80 m.p.h. or 140 kilos - - - - -
Smith-Jaeger Trip Speedometer, 120 m.p.h. or 180 kilos - - - - -
Maximum Speed Needle on Speedometer -

PILLION SEATS, PILLION FOOTRESTS and CARRIERS.

Dunlop Sponge Pillion Seat in lieu of Carrier on Models X-0, B-1, B-2, B-18 -
Dunlop Sponge Pillion Seat on Models B-3 and R-4 - - - - -
Detachable Carrier on Models B-3 and R-4
B.S.A. Pillion Footrests, Fixed Pattern, on Models B-3, R-4, R-17, R-5, R-20, W-6, Q-7, Q-8, and Q-21 - - - - -
B.S.A. Pillion Footrests, Folding Pattern, on Models B-3, R-4, R-17, R-5, R-20, W-6, Q-7, Q-8, Q-21 and J-12 - - - - -
Brooks' Pillion Footrests - - - - -
Detachable Carrier for use with Dunlop Pillion Seat only - - - - -

SPECIAL FINISHES.

Chromium Plated Rims on Models not so fitted - - - - -
Chromium Plated Tank on Models X-0 and B-1 - - - - -
"Empire Star Green" Mudguards and Tool-boxes on Models R-5 and Q-8 - - -

OVERSIZE TYRES.

19—3.50 Dunlop Fort Tyres, on Models B-3, R-4, R-17, R-20, W-6, Q-7, Q-21 and J-12
18—4.00 Dunlop Fort Tyres, on Models R-17, R-20, W-6, Q-7, Q-21, J-12 - - -

SIDECAR EQUIPMENT.

Spare Wheel w/Tyre with Fittings, Models M-10, Y-13 and G-14 - - - - -
Spare Wheel w/Tyre less Fittings, Models M-10, Y-13 and G-14 - - - - -
Luggage Grid, with Spare Wheel Carrier, on Models 6B-6 and 6C-6 - - - - -
Luggage Grid on Model 21-40 - - - - -
Hood on Models 6B-6, 6C-6, 21-20 and 21-40 - - - - -
Dickey Seat and Squab on 6B-6 and 6C-6 Sidecars - - - - -

MISCELLANEOUS.

Enclosed Foot Gear Change on Models R-17, W-6, Q-7, M-10 - - - - -
Upswept Exhaust System on B-18, B-3, R-4, and R-17 - - - - -
Upswept Exhaust System on Q-7 - - - - -
Crankcase Shield on Models B-3, R-4, R-19, R-17, R-20, R-5, W-6, Q-7, Q-21 and Q-8 - - - - -
Footboards in lieu of Footrests on B-1, W-6 and M-10 - - - - -
Valanced Front Mudguard on Models B-3, R-4, R-17, R-20, W-6, Q-7, Q-21, J-12 -
Licence Holder - - - - -

Copy of B.S.A. Motor Cycle & 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.

B.S.A. Service

It has always been the proud claim of B.S.A. that riders of B.S.A. Motor Cycles are backed by the most efficient Spares and Repairs Service in the world.

B.S.A. interest in a B.S.A. rider does not cease when he has purchased his machine. In addition to the vast B.S.A. Service Organisation at the B.S.A. Factory in Birmingham, there is, throughout the British Isles, a wide network of B.S.A. dealers, covering all areas, all equipped to supply B.S.A. spare parts, and ready to carry out repairs, when necessary, promptly and efficiently.

"Ixon", writing in "The Motor Cycle" on October 24th, 1935, referred to B.S.A. Service in these words: "As we all know, the B.S.A. People have long been famous for carrying full stocks of spares wherever they have customers, and these parts are almost universally obtainable at low cost".

**You can't go wrong if you choose
a B.S.A.**

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 crank-case 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 and Saddles: Dunlop Rubber Co. Ltd., Fort Dunlop, Birmingham. Saddle: 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. Oil Pressure Gauges: Joseph Tomey & Sons Ltd., Catherine Street, Birmingham. Grease Guns: Tecalemit Ltd., Great West Road, Brentford, Middlesex.

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

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

Directors: A. E. BERRIMAN, J. W. BRYAN, G. D. BURTON, W. F. JAMES, J. LEEK, A. H. POLLEN.

Telephone: Birmingham Victoria 2381 (4 lines).

Telegrams and Cables: "Seleyc, Birmingham."

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