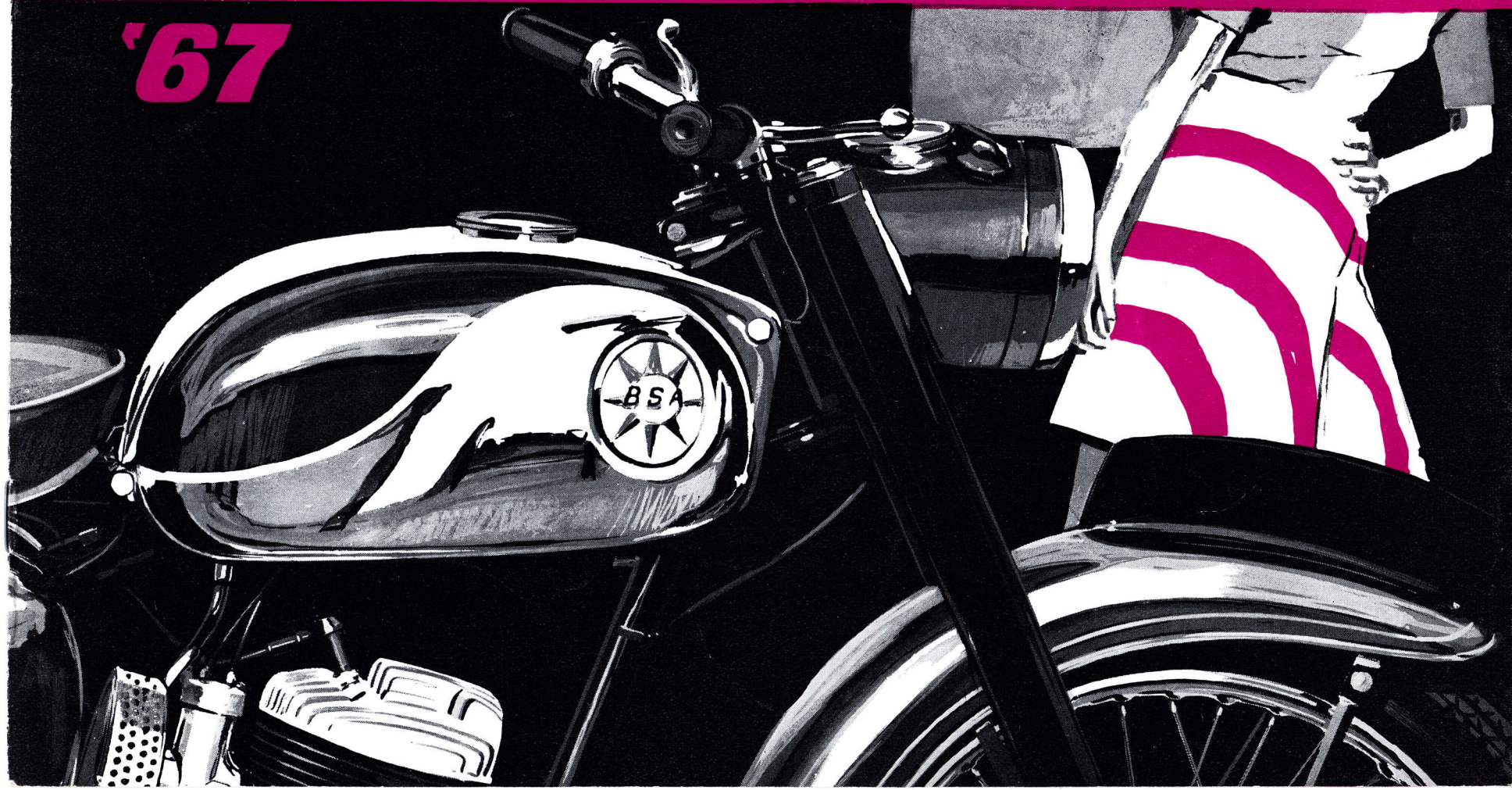


BSA

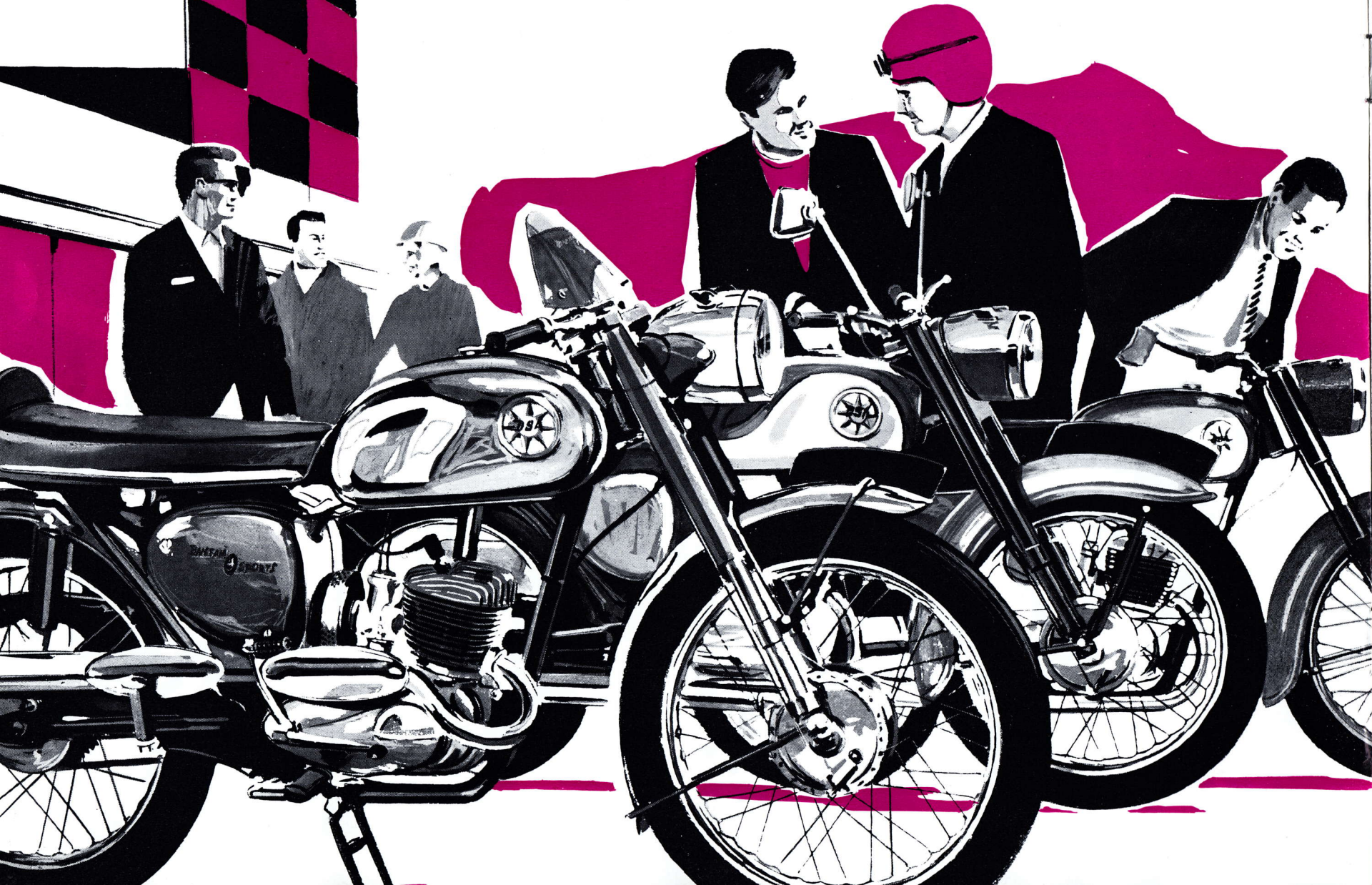
scene stealers

EXPORT
EDITION

'67



BSA's NEW 1967 range of Lightweights set a NEW standard of superb design. Here you have all the comfort and safety of a big motor cycle built round a robust, powerful and easily-maintained 175 cc. engine. Whether you are short or tall you will be at ease on a BSA Model 175.



CUL

The New Sports

The sportiest 175 cc. engine, upswept exhaust, full-dome headlamp, full-width front forkends, and a man who wants a motorcycle that is an economical and chrome. Western style.



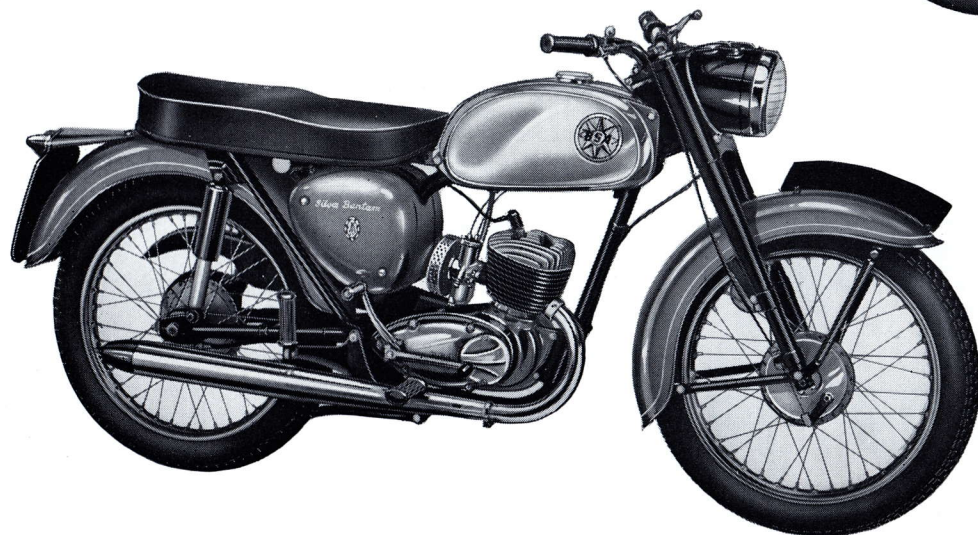
BSA

curtain raisers

The New Sportsman *(left foreground)*

The sportiest 175 cc. anywhere! With four-speed gearbox, upswept exhaust pipe, racing seat, separate chromium headlamp, full-width hubs and chromium plated front forkends, the Sportsman is the ideal choice for the man who wants that extra measure of pleasure from an economical motor cycle. Finished in flamboyant red and chrome.

Western style handlebar optional.



175 Supreme *(below)*

Offering over 100 m.p.g., with an engine developing 10 b.h.p., the ultra modern styling of the Supreme—with stainless steel handlebar mirrors fitted as original equipment—makes it one of the most desirable models ever produced. Finished in flamboyant electric blue and chrome.



Silver 175 *(left)*

175 cc. of pure unbeatable pleasure. Lowest in price, highest in value. Attractive finish—petrol tank in sapphire blue with polychromatic silver panels; mudguards, headlamp and side covers in sapphire blue; frame and forks black.

You just cannot afford public transport with the Silver 175 now available.

175 Bushman *(not illustrated)*

Embodying all the features of the other BSA 175 cc. models plus special high ground clearance, large air cleaner and direct ignition and lighting, this is the ideal cross-country motorcycle. Finish—tangerine and white; black frame. Illustrated and fully described in separate leaflet, available on request.



BSA

eye openers

For many motorcyclists, there's nothing to equal the satisfaction and enjoyment to be had from the feel of a good "punchy" four stroke single, and in this class you've a choice of three BSAs.

The 250 cc. Star, a popular favourite; and two newcomers—the 250 cc. Starfire and the 441 cc. Shooting Star model.

Both the latter are very largely developments of the successful 441 Victor on which Jeff Smith won the World 500 cc. Moto Cross Championship in 1964 and 1965, and embody many of the proved features of this machine.



250 cc. Star

The ideal all purpose motorcycle.

Handles and brakes like the thoroughbred it is, and does everything you could want under any conditions. A really good looking, good buy!

4-speed unit construction gearbox, with new internals developed in Moto Cross; duplex primary chain in oil bath case; rack and pinion clutch mechanism; contact breaker enclosed in timing case; roller bearing big end; dry sump lubrication with double gear type oil pump; hydraulically damped suspension front and rear; full width hubs; finished in royal red, sapphire blue or black.

If you want a top flight sports bike, the new STARFIRE—the fastest 250 yet made by BSA—is

It's sleek sporty lines are a mark of superb performance, the high compression ratio, sports inlet valve and heavy duty one-piece forged steel crank, bolted-on flywheels, durable rod, and the specially-strengthened frame developed for the famous Prix, are design features which ensure complete reliability.

Frame is of the competition type, with quickly-detachable wheels, and have the Victor-type two-spoke wheels ensuring a smooth ride. Fuel tank and matching side panels are in fibre. Finish is attractive in white and chrome; black

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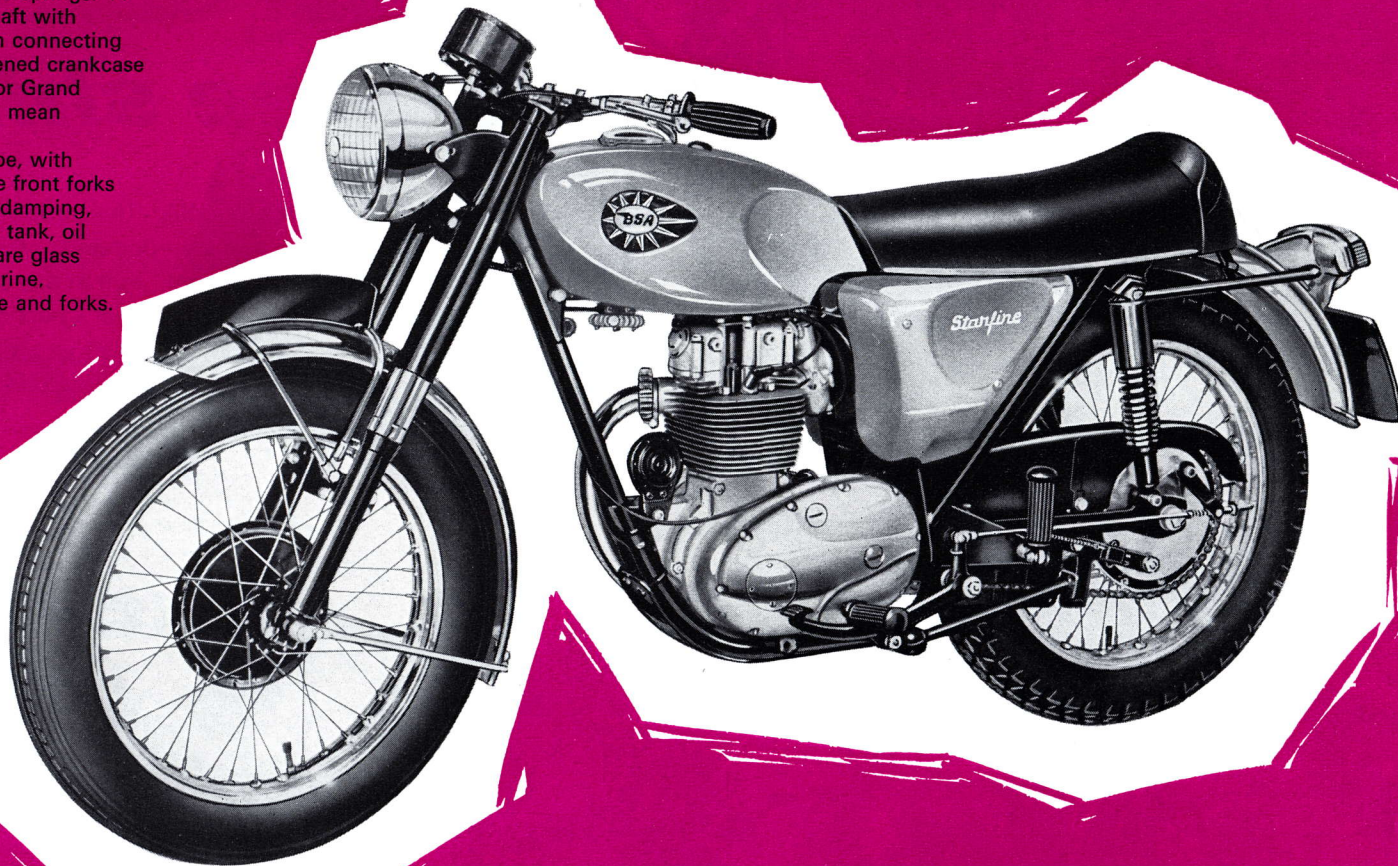
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If you want a top flight sporting 250, this new STARFIRE—the fastest production 250 yet made by BSA—is for you.

It's sleek sporty lines are backed by a really superb performance, the result of 9.5:1 compression ratio, sports camshaft, large inlet valve and heavy duty valve springs. A one-piece forged steel crankshaft with bolted-on flywheels, duralumin connecting rod, and the specially-strengthened crankcase developed for the famous Victor Grand Prix, are design features which mean complete reliability.

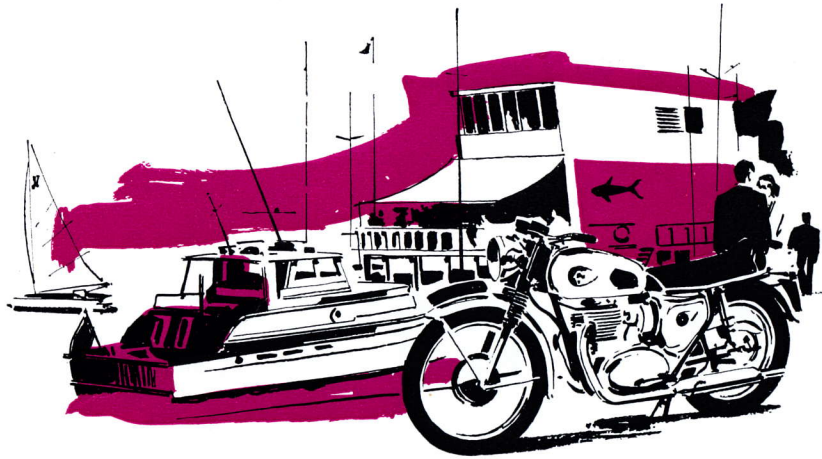
Frame is of the competition type, with quickly-detachable wheels; the front forks have the Victor-type two-way damping, ensuring a smooth ride. Petrol tank, oil tank and matching side panel are glass fibre. Finish is attractive tangerine, white and chrome; black frame and forks.

The New 250 cc. STARFIRE



—and the 441 SHOOTING STAR

for those who want more power, and the extra performance that goes with it. Employing the same frame and fuel tanks as the Starfire it is similar in general appearance, but the power unit is almost identical to the Victor Grand Prix, except for lower compression ratio (9.4:1) and the square-finned cylinder barrel featured on the Starfire. Specification includes built-up crankshaft assembly with forged steel flywheels, roller big-end bearing and forged steel H-section connecting rod, ball-bearing on timing side mainshaft. Finish is ruby red and chrome.



BSA

scene shifters

The full-powered fun of BSA. The throaty power of craftsman-made supremacy—demonstrated by the highest performance twins anywhere. Fun at any pace— you just set it. New '67 features? Everything that's best on two wheels. Just look at the details. Then go to your dealer and see BSA motorcycles, built for serious riders who like their fun.



500 cc. Royal Star

650 cc. Thunderbolt 6700:-

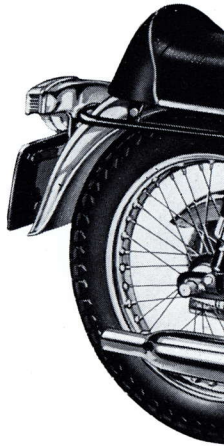
Surging power and vivid acceleration make these two of the finest Touring models ever made by BSA. Steering, suspension and braking are all absolutely smooth and positive. Two models incorporating the best on two wheels! 1" monobloc carburetter; (1 $\frac{1}{8}$ " on the Thunderbolt) twin downswept exhaust pipes; ribbed front tyre; 8" front brake, 7" rear; blade-type guards, 150 m.p.h. speedometer and sports type headlamp. Finish: Royal Star in flamboyant blue with chrome tank panels. Thunderbolt in black with chrome tank panels.

650 cc. Mk. III

A very special brand... The most distinctive... the world, loaded... completely exclusi... SPEED EQUIPM... tuned engine, two... carburettors with... chambers, racing... fibre petrol tank, c... special features. ... chrome and polish...

650 cc. Li

Most wanted sports mo... powered motorcycling f... Built-in speed equipmen... finned rocker cover, 12... Strobe light ignition tim... m.p.h. speedometer on... etc. Finish: flamboyant... Make '67 a fun year on...



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650 cc. Spitfire Mk. III Special 8200:-

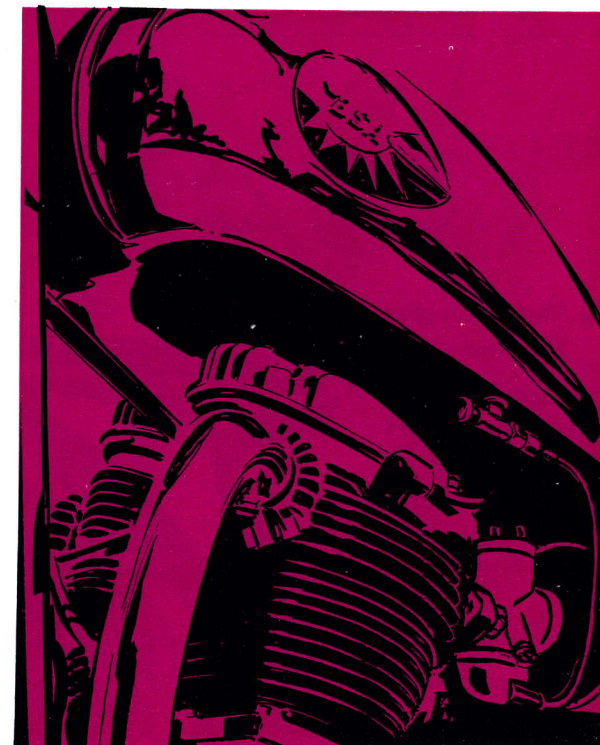
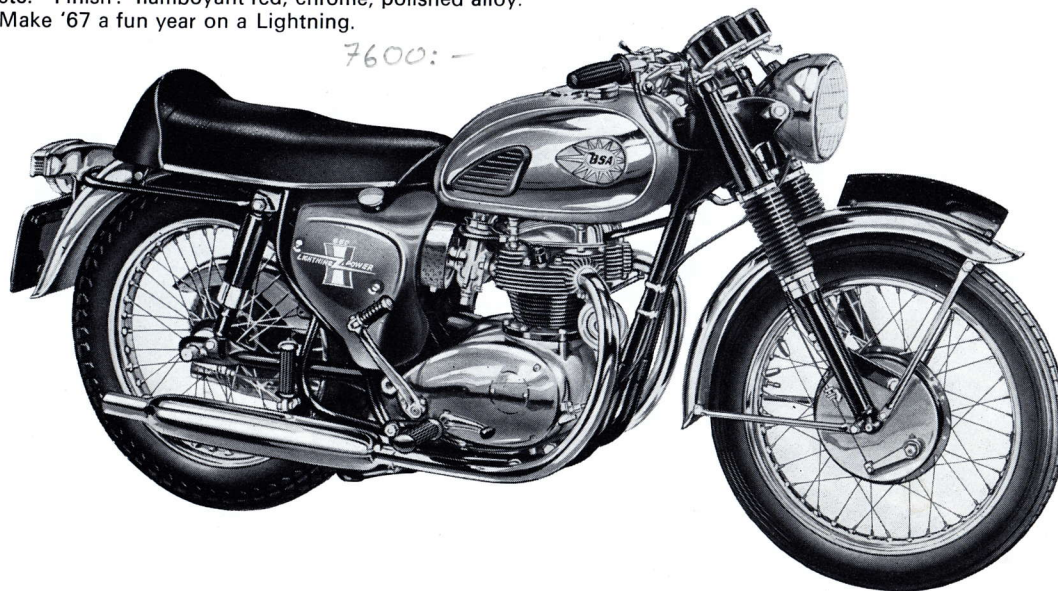
A very special brand of brilliance. The most distinctive motorcycle in the world, loaded with extras and completely exclusive. **SPECIAL SPEED EQUIPMENT:** Specially tuned engine, two new Amal carburettors with concentric float chambers, racing front brake, glass fibre petrol tank, dozens of other special features. Finished royal red, chrome and polished alloy.



650 cc. Lightning

Most wanted sports model anywhere. Start full-powered motorcycling fun in 1967 with a Lightning. Built-in speed equipment, many new features including finned rocker cover, 12 volt battery, provision for Strobe light ignition timing (common to all twins), 150 m.p.h. speedometer on shock-absorbing rubber mounting, etc. Finish: flamboyant red, chrome, polished alloy. Make '67 a fun year on a Lightning.

7600:-



TECHNICAL DATA

MODEL	175 Models		250 Star	250 Starfire	441 Shooting Star	500 Royal Star	650 Thunderbolt	650 Lightning	650 Spitfire Mk. III
	Silver Supreme	Sports							
ENGINE									
Bore, mm. (ins.)	61.5 (2.42)		67 (2.64)	67 (2.64)	79 (3.11)	65.5 (2.58)	75 (2.95)	75 (2.95)	75 (2.95)
Stroke, mm. (ins.)	58 (2.28)		70 (2.75)	70 (2.75)	90 (3.54)	74 (2.91)	74 (2.91)	74 (2.91)	74 (2.91)
Capacity, cc. (cu. ins.)	173 (10.55)		249 (15.19)	249 (15.19)	441 (26.9)	499 (30.45)	654 (39.91)	654 (39.91)	654 (39.91)
Compression ratio	8.65		8.0	9.5	O.H.	9.0	9.0	9.0	10.0
Valves	None		O.H.	O.H.	O.H.	O.H.	O.H.	O.H.	O.H.
Lubrication	Petrol		Dry sump	Dry sump	Dry sump	Dry sump	Dry sump	Dry sump	Dry sump
Ignition	Coil		Coil	Coil	Coil	Twin Coil	Twin Coil	Twin Coil	Twin Coil
TRANSMISSION									
Sprockets:									
Engine	17	17	23	23	28	28	28	28	28
Clutch	38	38	52	52	52	58	58	58	58
Gearbox	16	16	17	18	18	18	20	20	20
Rear wheel	47	47	45	52	52	47	47	47	47
Top gear	6.58	6.58	5.98	6.55	5.36	5.41	4.87	4.87	4.87
Third gear	—	8.55	7.66	8.15	6.70	6.2	5.58	5.58	5.58
Second gear	9.26	12.04	10.53	10.07	8.84	8.67	7.8	7.8	7.8
First gear	17.4	18.68	15.98	17.3	14.20	13.6	12.27	12.27	12.27
Chain (front)									
Chain (rear)	$\frac{3}{8}$ " x .250 $\frac{1}{2}$ " x .335		$\frac{3}{8}$ " (duplex) $\frac{1}{2}$ " x .335	$\frac{3}{8}$ " (duplex) $\frac{1}{2}$ " x .335	$\frac{3}{8}$ " (duplex) $\frac{1}{2}$ " x .335	$\frac{3}{8}$ " (triple) $\frac{5}{8}$ " x $\frac{3}{8}$ "	$\frac{3}{8}$ " (triple) $\frac{5}{8}$ " x $\frac{3}{8}$ "	$\frac{3}{8}$ " (triple) $\frac{5}{8}$ " x $\frac{3}{8}$ "	$\frac{3}{8}$ " (triple) $\frac{5}{8}$ " x $\frac{3}{8}$ "
BRAKES									
Diam., front, ins. (cms.)	5½ (13.97)		6 (15.24)	7 (17.78)	7 (17.8)	8 (20.32)	8 (20.32)	8 (20.32)	190 mm. 7 (17.78)
Diam., rear, ins. (cms.)	5½ (13.97)		6 (15.24)	7 (17.78)	7 (17.8)	7 (17.78)	7 (17.78)	7 (17.78)	7 (17.78)
DUNLOP TYRES									
Size, front	3.00 x 18		3.25 x 17	3.25 x 18	3.25 x 18	3.25 x 19	3.25 x 19	3.25 x 19	3.25 x 19
Size, rear	3.00 x 18		3.25 x 17	3.50 x 18	3.50 x 18	4.00 x 18	4.00 x 18	4.00 x 18	4.00 x 18
ELECTRICAL									
Battery	10 a.h.		13 a.h.	8 a.h.	8 a.h.	8 a.h.	8 a.h.	8 a.h.	8 a.h.
Headlamp dia., ins. (cms.)	5 (12.7)		5½ (14)	7 (18)	7 (18)	7 (18)	7 (18)	7 (18)	7 (18)
Voltage	6		6	12	12	12	12	12	12
MISCELLANEOUS									
Fuel, galls. (litres)	2 (9)		3 (13.5)	3 (13.5)	3 (13.5)	3½ (16)	3½ (16)	3½ (16)	4 (18)
Oil, pints (litres)	—		4 (2.27)	4 (2.27)	4 (2.27)	5 (3)	5 (3)	5 (3)	5 (3)
Seat height, ins. (cms.)	31 (78)	30½ (76)	30½ (78)	31 (78)	31 (78)	31½ (80)	31½ (80)	31½ (80)	31½ (80)
Length, ins. (cms.)	77½ (196)		78 (198)	82 (208)	82 (208)	85½ (216)	85½ (216)	85½ (216)	85½ (216)
Width, ins. (cms.)	27½ (73)	23 (58.4)	26 (66)	28 (71)	28 (71)	28 (71)	28 (71)	28 (71)	28 (71)
Clearance, unladen	6½ (16.5)		5½ (14)	7½ (19)	7½ (19)	8 (20)	8 (20)	8 (20)	8 (20)
Weight, lbs. (kilos)	220 (100)	230 (104)	280 (127)	285 (130)	295 (134)	391 (177)	391 (177)	391 (177)	384 (173)

Details of high performance equipment for certain models published separately.

BROR SEGERSTRÖM
Motörfab. Kungsvägen 39
KARLSKOGA TEL. 32120

BSA

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Limited**

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