

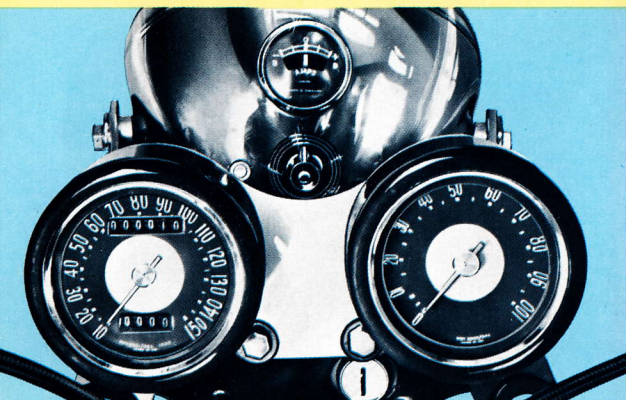
1967

BSA

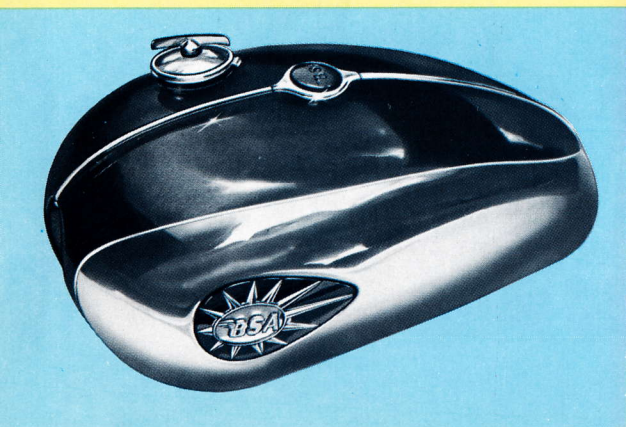
MOTOR
CYCLES



Twist the throttle for full-powered motorcycling fun on a BSA.



New 150 mph Speedometer, 10,000 rpm Tachometer on twin mount. (Lightning and Spitfire Mk III Special.)



Entirely new 3-gallon Sport Tank has new chrome panels, 3-dimensional translucent badges. (On models as illustrated.)



BSA

LIGHTNING

**“—highest speed of any motorcycle ever tested to date”
says HOT ROD Magazine.**

Step up to a new world of big-motor power and performance—step up to lightning-fast acceleration and smooth, effortless cruising at any highway limit. Step up to real motorcycling.

Now—get high-torque horsepower, the big cubic-inch power that flattens any hill for you and your passenger—power to flash you out ahead in the clear with a flick of your wrist—without constant gear shifting, without excessive engine revs. Get surging power always at your command with a Lightning!

Step up to a 1967 Lightning, take pride in riding the best looking, best performing motorcycle on the road.

NEW FEATURES FOR 1967

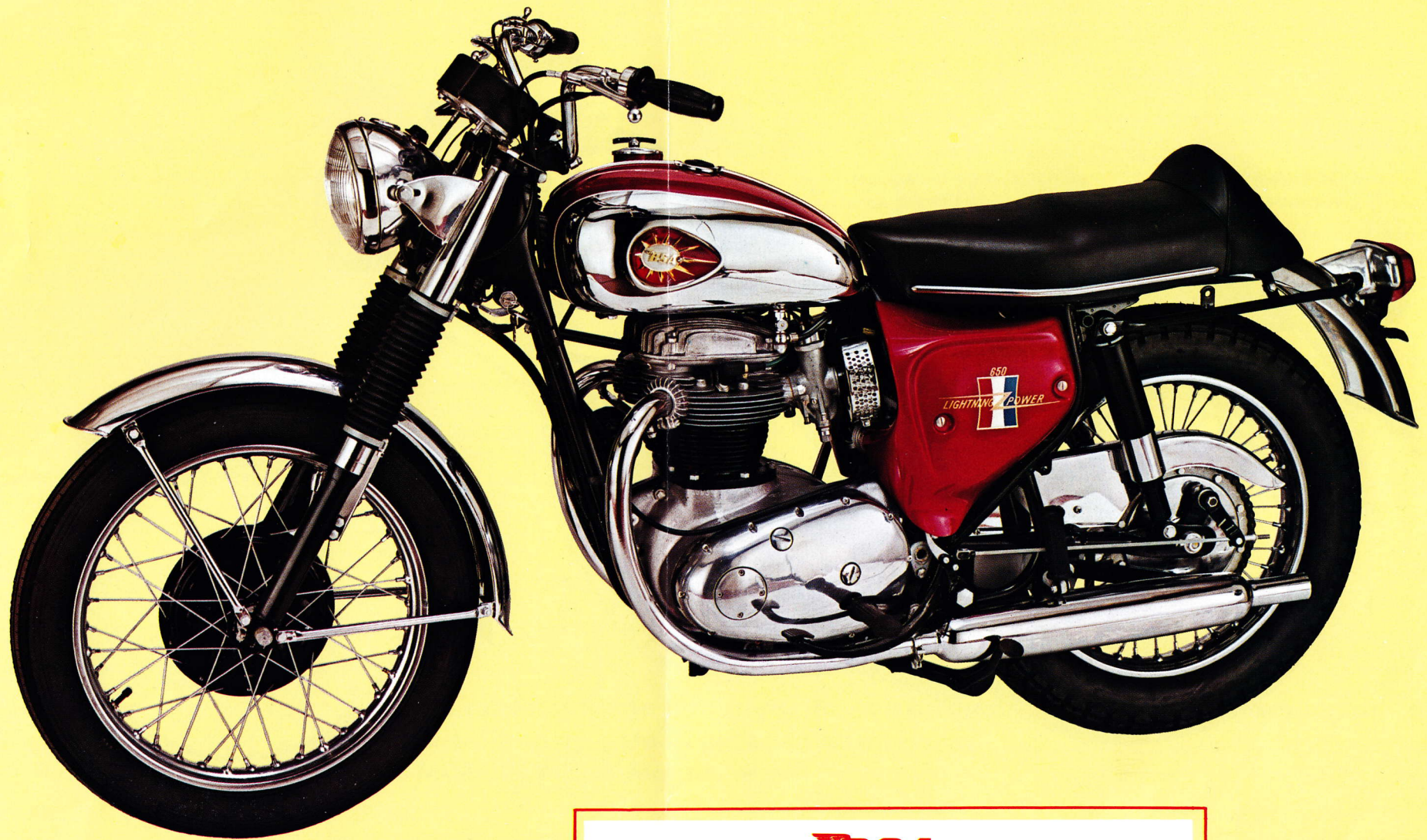
On Lightning and most road twins.

- Entirely new 3-gallon tank.
- New 150 mph speedometer.
- New, superior piston design.
- New high beam indicator.
- New finned rocker box cover.
- New husky 12-volt battery.

- New chrome tank panels.
- New colorful tank motifs.
- New stroboscopic engine timing device.
- New encapsulated A.C. stator.
- New strengthened frame.

Dozens of detail refinements.

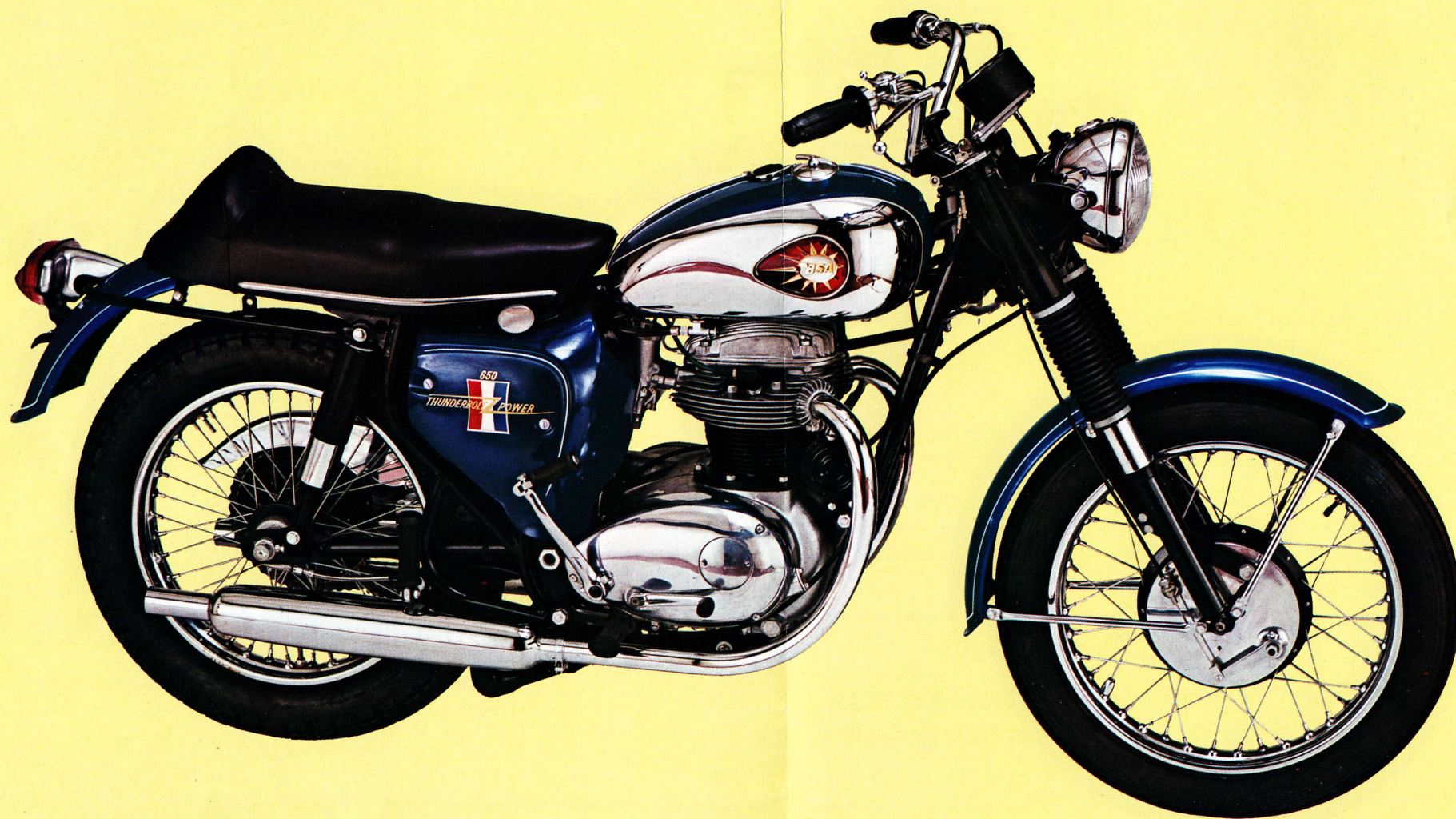
Finish: Metallic Red, Chrome, and Polished Alloy.



BSA

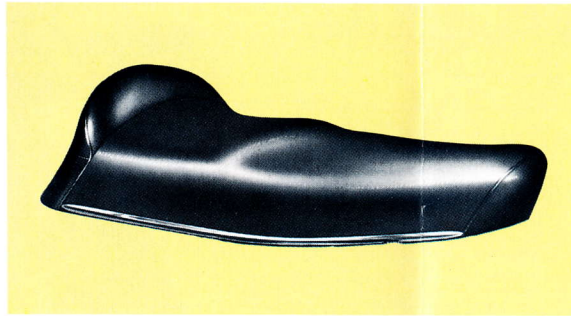
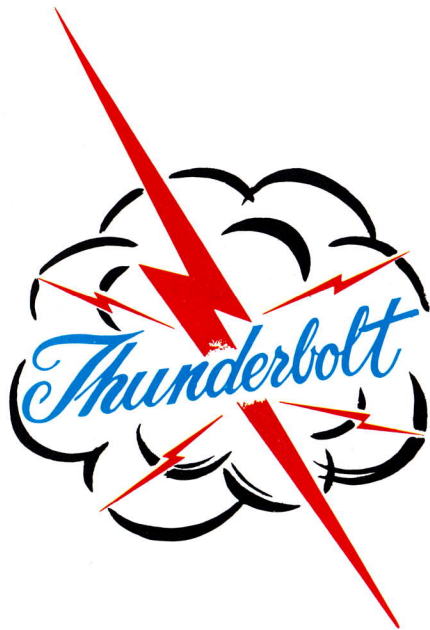
LIGHTNING

650cc (40 cu. in.) Twin with dual carburetors

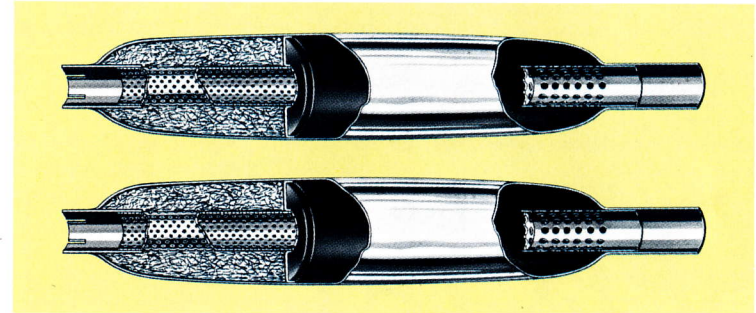


BSA
THUNDERBOLT

650cc (40 cu. in.) Twin



All 1967 BSA models have comfortable racing-style dual seat.



BSA twins are equipped with two high efficiency mufflers for powerful, quiet operation.

BSA

THUNDERBOLT

**“Just as much at home threading its way through slow traffic with two up, or thunderbolting up a steep grade at 80 mph plus”
says MOTORCYCLIST Magazine.**

A high-powered road cruiser, and an extremely capable touring motorcycle. Holds top highway cruising speeds for long distances without strain or fuss—and because of big-capacity torque, engine revs are relatively low for relaxed riding. Smooth, comfortable, reliable. Engine has same racing camshaft as Lightning, with single large bore carburetor for maximum flexibility. Most new 1967 advances as listed on page 2 are also incorporated in this highly popular BSA road 650. Machine is capable of extremely powerful acceleration and vivid top speed. “—the smoothest, most docile, and most controllable 110 mph motorcycle we’ve ever had the pleasure of riding” says MOTORCYCLIST Magazine.

Finish: Metallic Aircraft Blue, Chrome, and Polished Alloy.

BSA

SPITFIRE

MK III

SPECIAL

“—qualifies as the fastest standard machine tested by MOTOR CYCLE” says famous London motorcyle weekly.

A new, highly advanced model in the Spitfire Special series, the 1967 Mk III is specially designed and equipped for the motorcyle enthusiast who wants the best, the very ultimate in zestful performance and in sheer power. This unusually handsome motorcyle is produced in limited quantities and incorporates many racing parts and special equipment usually sold as costly extras. Engine is Lightning type with racing 9 to 1 pistons, dual large-bore carburetors, and racing cams. Alloy racing rims are fitted as well as the famous BSA 190mm racing front brake, alloy racing levers, and many other maximum-performance features. Special two-tone finish with racing tank gives outstanding appearance.

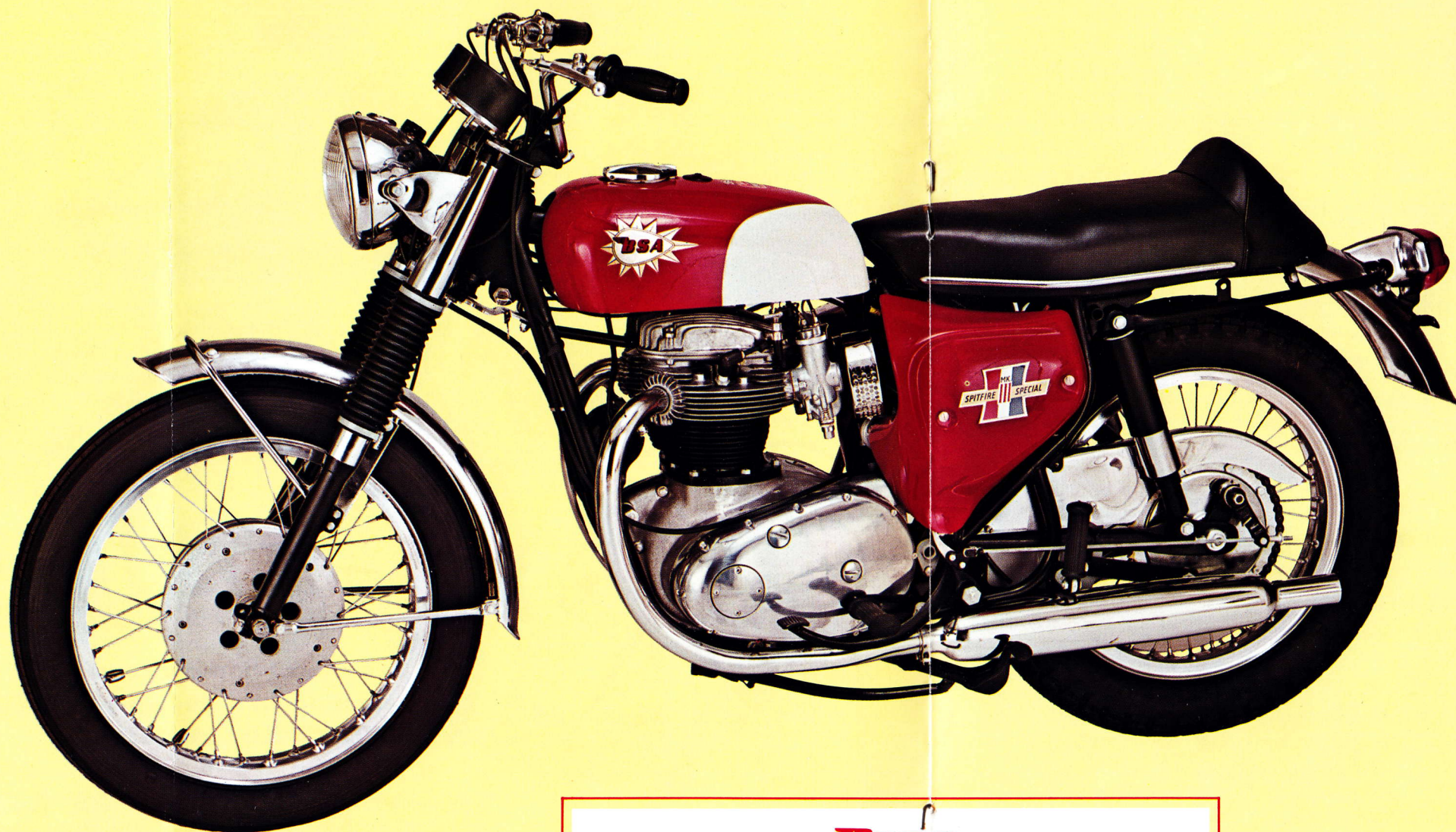
Looking for the world's finest super-sport motorcyle?—
See the Spitfire Mk III!

**Finish: Cherokee Red and Ivory two-tone tank.
Unusually lavish use of chrome and polished
alloy throughout machine.**



BSA
SPITFIRE MK III S

650cc (40 cu. in.) Twin with dual



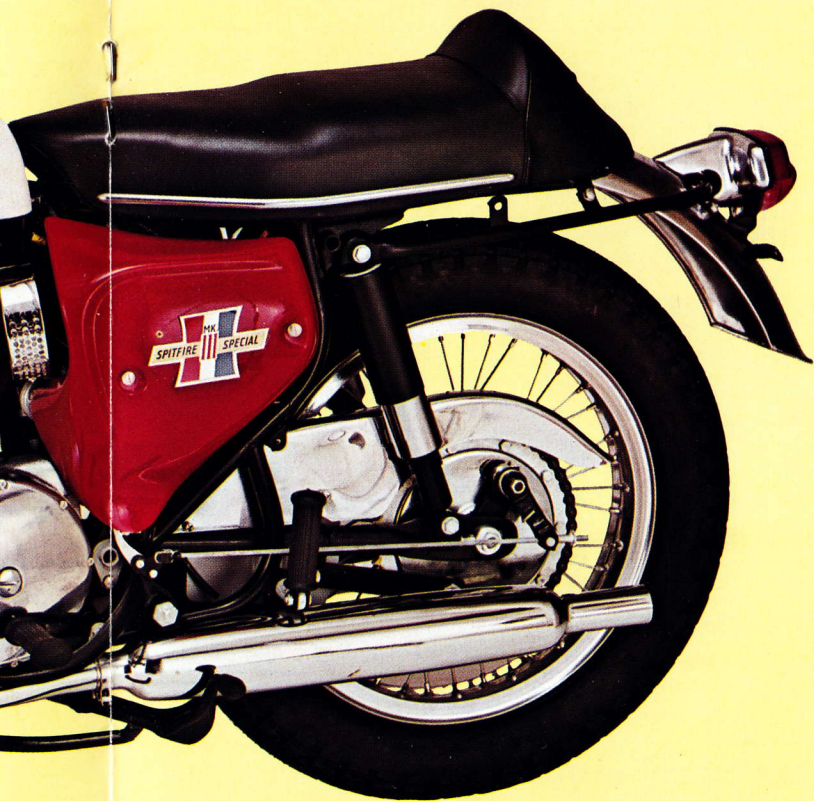
BSA
SPITFIRE MK III SPECIAL

650cc (40 cu. in.) Twin with dual carburetors

SPI

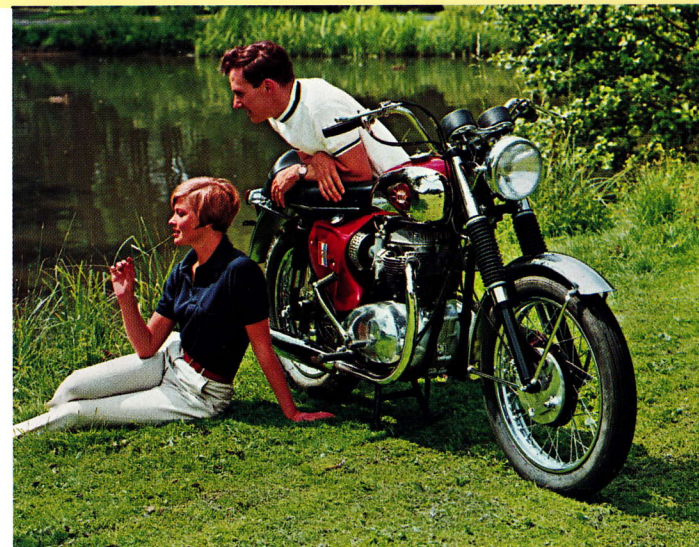
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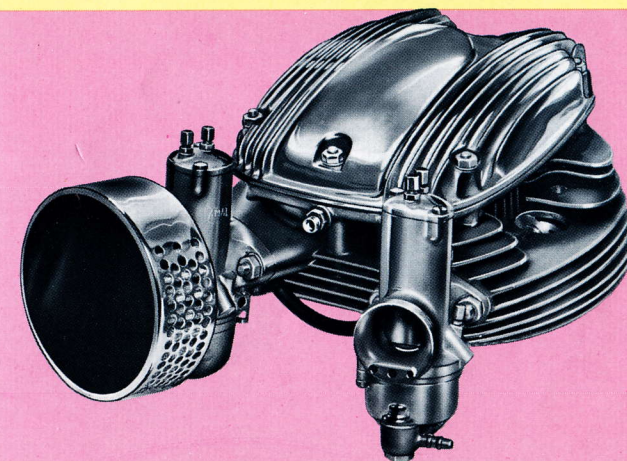


BSA
MK III SPECIAL

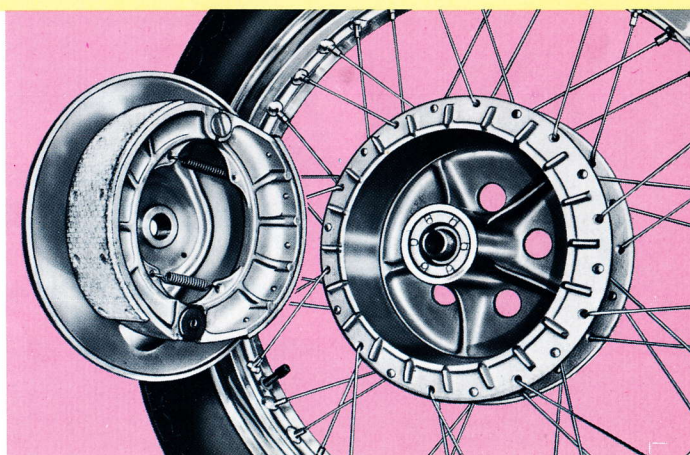
Twin with dual carburetors

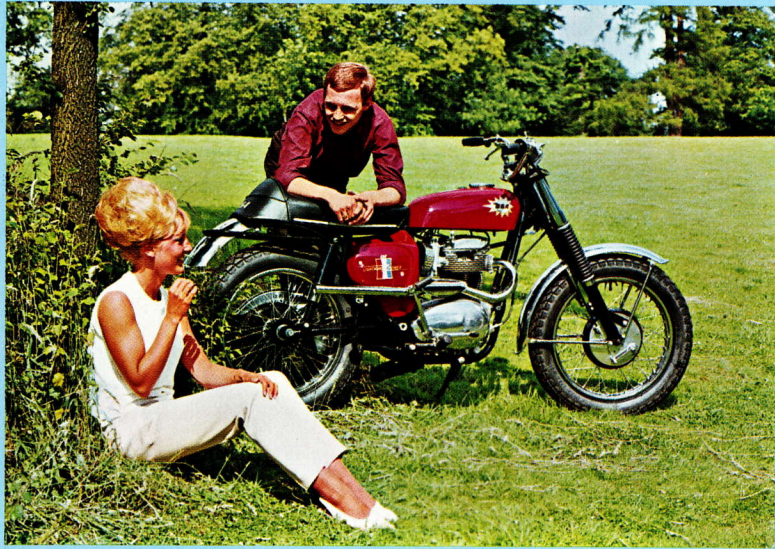


New, heavily finned Rocker Box Cover makes for cooler running, contributes to massive appearance of engine unit. (All twins.) Illustration also shows new concentric type carburetors.



This special 190mm racing Brake is positively cooled, has large lining area, makes for quick, straight-line stops. (Spitfire Mk III Special.)





BSA

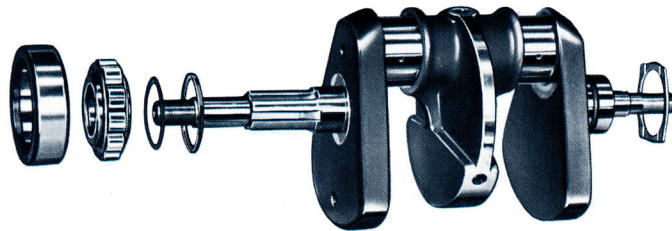
HORNET

“Faster in the quarter than any other scrambler we have tested, and within mere fractions of being the fastest accelerating motorcycle we ever tested — period” says CYCLE WORLD Magazine.

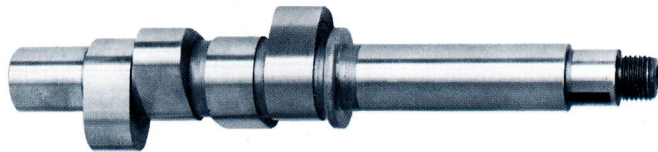
Fast, powerful 650cc competition twin. Winner of hundreds of scrambles and T.T. events coast to coast. Powered by the famous Lightning engine running 10½ to 1 pistons, and, tuned to straight-through exhausts for absolute maximum horsepower output. Equipped with racing tank, engine undershield, 10,000 rpm tachometer, special A.C. magneto ignition (No battery). Fitted with lighting coils—owner may fit direct lighting if desired. Has racing type saddle with regular and also rearward positioned racing footrests. Bolt-on rear sprocket and easy-change gearbox sprocket provide for gearing changes if necessary.

Note: Machine must be fitted with lights and mufflers if ever used on the road.

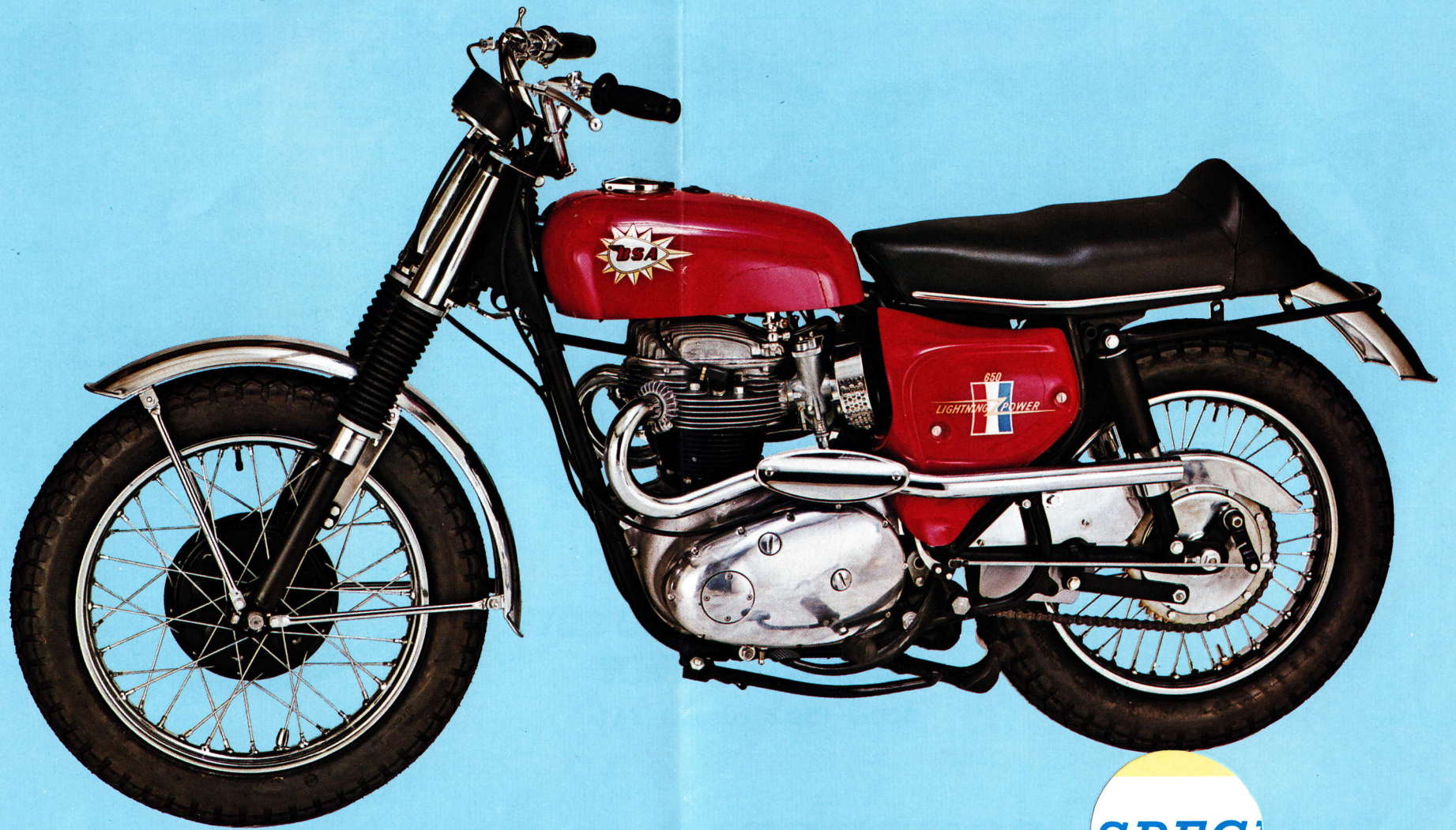
**Ask your BSA dealer for further details on this big, husky scrambler.
Finish: Cherokee Red, Chrome, Polished Alloy.**



BSA Crankshaft is forged from manganese-molybdenum steel, runs on oversize bearings with heavy duty rollers on drive side.



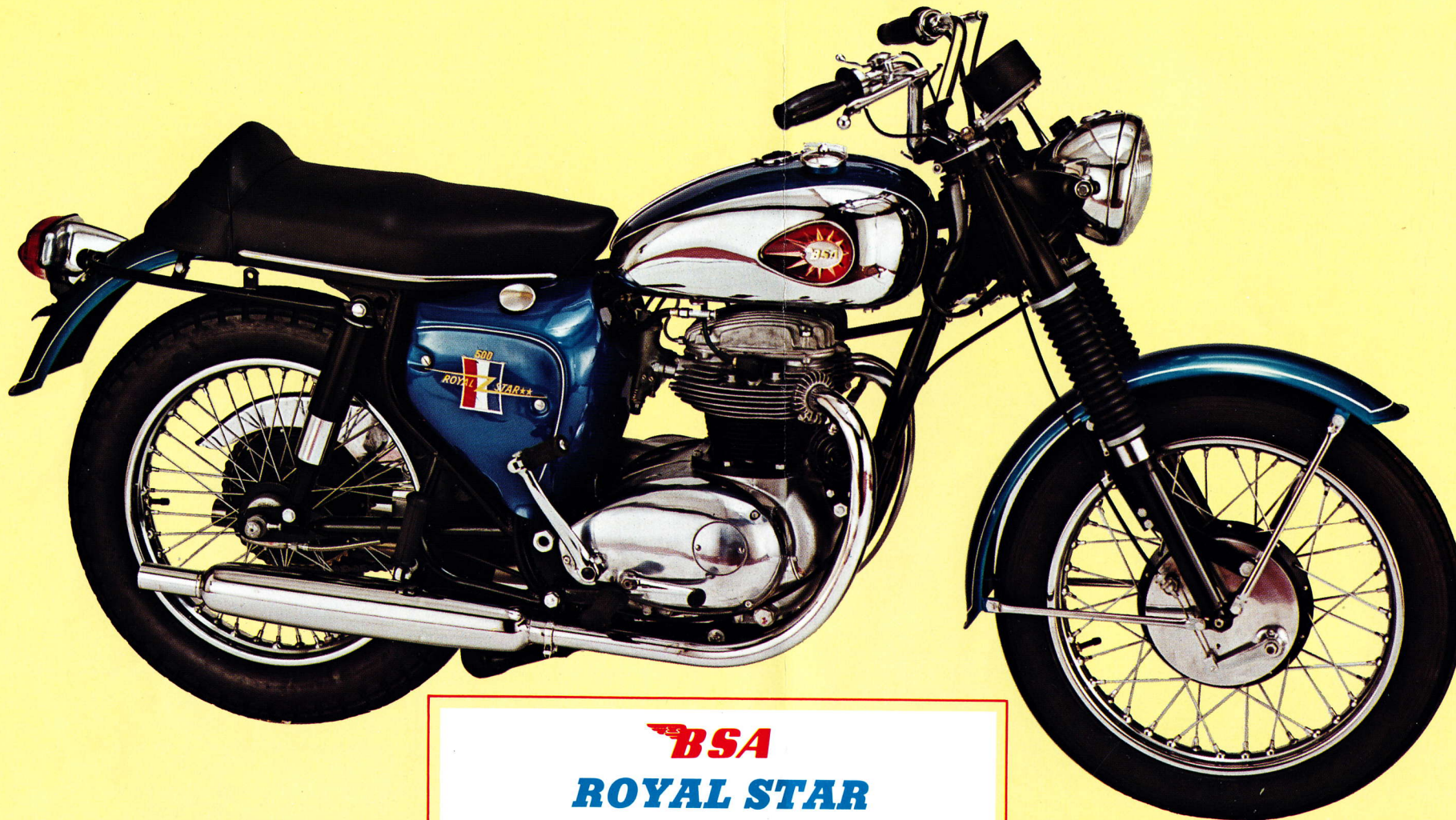
Famous BSA full-race Camshaft on HORNET and all 650 Twins gives high lift and maximum opening duration for top power output.



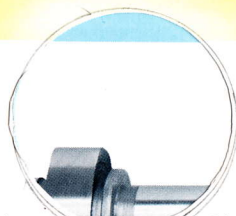
BSA
HORNET

650cc (40 cu. in.) Twin with dual carburetors

SPECI



BSA
ROYAL STAR
500cc (30.5 cu. in.) Twin



ROYAL STAR

Smooth, quiet, dependable—and packing a powerful punch for outstanding performance with one or two riders. Easily flattens steepest hills with two up. Effortless starting, comfortable ride, fine handling. Looking for a dependable motorcycle with spirited performance—one that will give you many thousands of miles of motorcycling pleasure?—Your best choice may be a Royal Star.—Ask your BSA dealer!

Finish: Metallic Blue, Chrome, and Polished Alloy.



A B
mile



A BSA Victor won the World's Championship
Moto-Cross two years in a row!



BSA
VICTOR 441 SPECIAL
441cc Alloy Single

A BSA VICTOR won the 1966 250
mile National Championship Enduro.

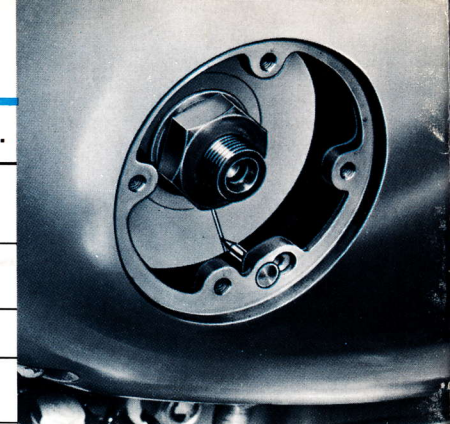
Rider, John Young



VICTOR 441 SPECIAL

The same fine handling, high-powered motorcycle that won the 1966 250 Mile National Championship Enduro and hundreds of other off-road and scrambles events. A spectacular all-purpose big single. Alloy cylinder barrel, roller and ball-bearing crankshaft, roller bearing big-ends. A.C. magneto ignition, direct lighting, upswept exhaust, racing alloy tank, quick-detachable rear wheel, many other racing features. Big-capacity power to go anywhere, light weight for fine handling. See it at your BSA dealer's now!

Finish: BSA Racing Yellow, Silver, and Chrome.



New timing device on all BSA twins is built on engine shaft, permits accurate stroboscopic timing of engine.



Husky new 12 volt battery on road twins has tough transparent case, heavy-duty construction.



Polished alloy taillight adds styling note on all BSA models with lighting.

CAPACITY		650 c.c.				500 c.c.	441 c.c.	CAPACITY		650 c.c.				500 c.c.	441 c.c.
MODEL	Lightning A65-2L	Hornet A65-2H	Spitfire MK III Spc. A65-2SP	Thunderbolt A65-1T	Royal Star A-50	Victor 441 Spc. B-44	MODEL	Lightning A65-2L	Hornet A65-2H	Spitfire MK III Spc. A65-2SP	Thunderbolt A65-1T	Royal Star A-50	Victor 441 Spc. B-44		
Bore (mm.)	75	75	75	75	65.5	79	Engine undershield	No	Yes	No	No	No	Yes		
Stroke (mm.)	74	74	74	74	74	90	Handlebars	Western	Western	Western	Western	Western	Western		
Cam design	Full-Race	Full-Race	Full-Race	Full-Race	Sports	Sports	Front tire	3.25 x 19 Ribbed	3.50 x 19 Gold Seal	3.25 x 19 Ribbed	3.25 x 19 Ribbed	3.25 x 19 Ribbed	3.25 x 19 Gold Seal		
Compression ratio	9-1	10.5-1	9-1	9-1	9-1	9.5-1	Rear Tire	4.00 x 18 Gold Seal	4.00 x 18 Gold Seal	4.00 x 18 Gold Seal	4.00 x 18 Gold Seal	4.00 x 18 Gold Seal	4.00 x 18 Gold Seal		
Carburetor size	(2) 1½"	(2) 1½"	(2) 1½"	1½"	1"	1½"	Front hub	Racing Style	Racing Style	Special	Racing Style	Racing Style	Lightweight		
Ignition type	12 Volt Battery	A.C. Magneto	12 Volt Battery	12 Volt Battery	12 Volt Battery	A.C. Magneto	Front brake	8" Diameter Racing	8" Diameter Racing	190 mm. Racing	8" Diameter Racing	8" Diameter Racing	7"		
Battery lighting	Yes	Lighting Coil Only	Yes	Yes	Yes	Direct Lighting Only	Rear hub	Quick Detachable	Quick Detachable	Quick Detachable	Quick Detachable	Quick Detachable	Quick Detachable		
Exhaust type	Down-Swept	Upswept	Down-Swept	Down-Swept	Down-Swept	Upswept	Rear brake	7" Diameter	7" Diameter	7" Diameter	7" Diameter	7" Diameter	6" Diameter		
Mufflers	Yes	No	Yes	Yes	Yes	Yes	Fuel tank capacity	3 Gal.	2 Gal. Racing	2 Gal. Racing	3 Gal. or 4.5 Gal.*	3 Gal. or 4.5 Gal.*	2 Gal. Alloy		
Top gear ratio	4.87	4.87	4.87	4.87	5.41	5.36	Tank finish	Red & Chrome	Red	Red & Ivory	Blue & Chrome	Blue & Chrome	Yellow & Silver		
3rd gear ratio	5.58	5.58	5.58	5.58	6.19	6.70	Fenders	Chrome	Chrome	Chrome	Blue	Blue	Chrome		
2nd gear ratio	7.79	7.79	7.79	7.79	8.66	8.84	Speedometer	150 MPH	No	150 MPH	150 MPH	150 MPH	Yes		
1st gear ratio	12.12	12.12	12.12	12.12	13.60	14.20	10,000 RPM Tachometer	Yes	Yes	Yes	No	No	No		
Engine sprocket	28	28	28	28	28	28	Seat type	Dual Racing	Dual Racing	Dual Racing	Dual Racing	Dual Racing	Dual Racing		
Clutch sprocket	58	58	58	58	58	52	Passenger footrests	Yes	No	Yes	Yes	Yes	Yes		
Gearbox sprocket	20	20	20	20	18	17	Wheelbase	56"	"	"	56"	56"	53"		
Rear wheel sprocket	47	47	47	47	47	49	Ground clearance	8"	"	"	8"	8"	8"		
Footrests	Fixed	Folding	Folding	Fixed	Fixed	Folding	Weight	391	"	"	391	390	288		
Center stand	Yes	Yes	Yes	Yes	Yes	No	*Note: On Thunderbolt and Royal Star a two rid tank is standard. 4½ gallon tank available only if in stock at time of order.								

Motorfirma
J. O. EKDAHL A.-B.
KAVLINGE

BSA MOTOR CYCLES LIMITED
Armoury Road
Birmingham 11, England
Telephone: Victoria 2381
Cables: Selmoto Birmingham 33-315