

# Twins!

# TWO NEW <sup>star</sup> ATTRACTIONS

from **BSA**





# The brilliant NEW



**Engine.** Twin Cylinders A50—65.5 mm bore × 74 mm stroke (499 cc); A65—75 mm bore × 74 mm stroke (654 cc). Overhead valve four-stroke; cast-iron cylinder block; die-cast light alloy cylinder head with cast-in valve seats and down-draught divided inlet port for single carburetter. Compression ratio A50—7.50 to 1; A65—7.25 to 1. Pressure oil feed to rocker mechanism mounted direct on cylinder head; crankshaft driveside mounted on ball-race, timing side mounted on heavy duty bi-metal plain bearing in steel housing. Centrifugal oil filter carried in crankpin journals. Single gear-driven camshaft, incorporating timed breather; light alloy connecting rods; micro-babbit steel-backed big end liners; dry sump lubrication with double-gear type oil pump.

From a long line of famous ancestors come these two new twin cylinder models with a unique blending of traditional, well-proved B.S.A. features, and innovations as modern as the centre of Birmingham itself. With beautifully styled one-piece engine-gearbox unit and one-piece aluminium alloy cylinder head and rocker box, these models have been endowed with lines which can only be adequately described as graceful, elegant and exciting.

## 650 STAR Twin cylinder model A65

# 650 and 500 STAR twin cylinder models

**Carburetter.** Amal monobloc enclosed within quickly detachable fairing, accessible tickler; A50—1" bore, A65—1 $\frac{1}{8}$ " bore, twist grip throttle control; lever-operated air slide; both controls with cable adjusters. Large diameter felt air cleaner.

**Transmission.** B.S.A. four-speed gearbox, built-in unit construction with engine; positive stop foot control. Gear ratios A50—5.12, 6.04, 8.44, 13.1; A65—4.35, 5.13, 7.18, 11.1. Lower ratios for sidecar available. Multi-plate clutch running on roller bearings and incorporating a synthetic rubber cush drive—bonded resilient facings. Triple-row  $\frac{3}{8}$ " pitch primary chain with tensioner, running in oilbath case. Rear chain  $\frac{3}{8}$ " wide  $\times$   $\frac{3}{8}$ " pitch.

**Ignition and Lighting.** Lucas electrical equipment; twin-coil ignition incorporating engine-shaft A.C. generator with rectifier for D.C. battery lighting. Gear-driven contact breaker and automatic advance and retard mechanism mounted on crankcase; provision for emergency starting independent of the battery; headlamp with pre-focus light unit, pilot light, ammeter, ignition and lighting switches and illuminated speedometer housed in styled nacelle; electric horn; stop-tail light incorporating rear reflector; 13 amp./hour battery with polystyrene body enclosed within quickly detachable fairing.

**Fuel Tank.** 4 gallon capacity, including reserve. Rubber mounted and single point fixing.

**Oil Tank.** 6 pint capacity.

**Wheels and Tyres.** Dunlop tyres, front 3.25  $\times$  18 ribbed; rear 3.50  $\times$  18 Universal. Quickly detachable rear wheel; straight spokes to both wheels. Full width hubs of close grained cast-iron.

**Brakes.** A50—7" diam. front and rear; A65—8" diam. front. Floating brake shoes with adjustable fulcrum pins for easy centralisation. Both brakes cable operated with finger adjustment.

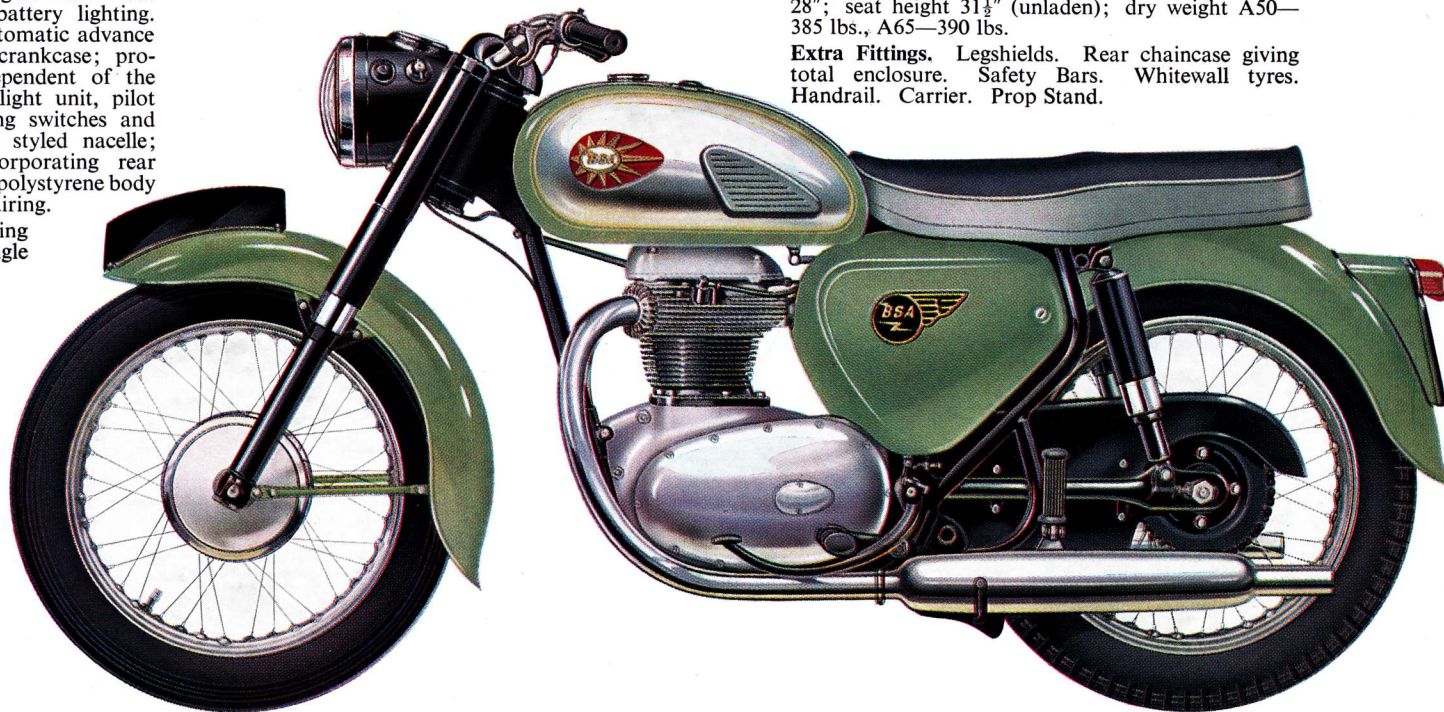
**Suspension.** B.S.A. telescopic front forks hydraulically damped and sealed. Swinging arm rear suspension pivoted on rubber bonded bushes with self-contained hydraulic damper units and fully enclosed springs.

**Frame.** B.S.A. duplex cradle type incorporating sidecar lugs. Easily operated spring-up central stand; B.S.A. dual seat and pillion footrests; key-operated steering headlock; attractively styled front and rear mudguards; provision for rear chaincase; large capacity twin high-efficiency absorption type silencers. Siamesed exhaust pipes and single silencer optional.

**Finish.** A50—Polychromatic green and black; A65—Sapphire blue and black. Flamboyant red extra on A65. Alternative colour, black. Petrol tank panels, wheel rims and usual bright parts chromium plated. Polished primary chaincase, timing cover, rocker box cover. Silver sheen hubs and brake plates with polished rims.

**General Dimensions.** Wheelbase 54 $\frac{1}{2}$ "; ground clearance 7"; overall length 81"; handlebar width 28"; seat height 31 $\frac{1}{2}$ " (unladen); dry weight A50—385 lbs., A65—390 lbs.

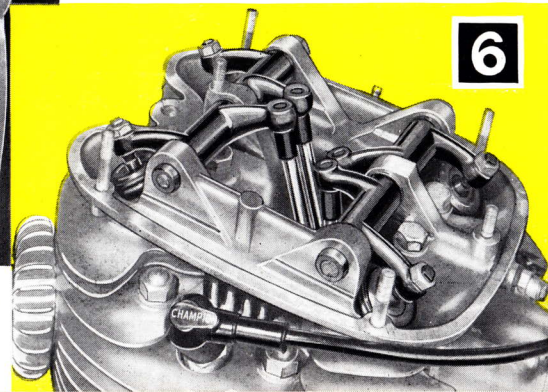
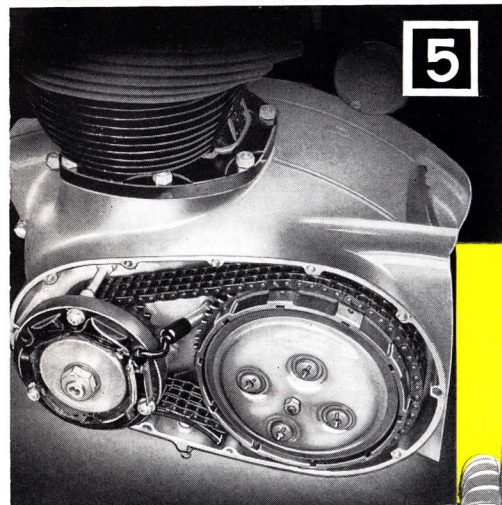
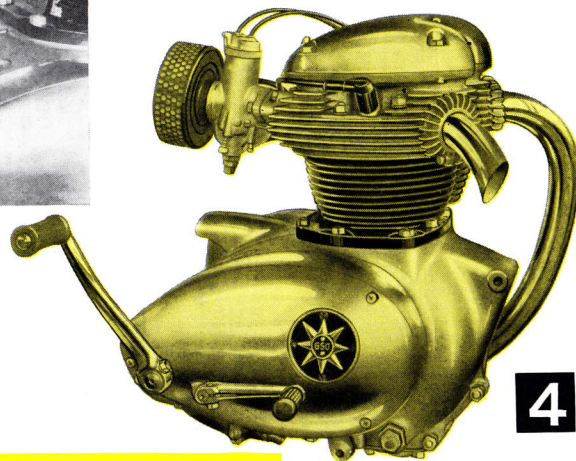
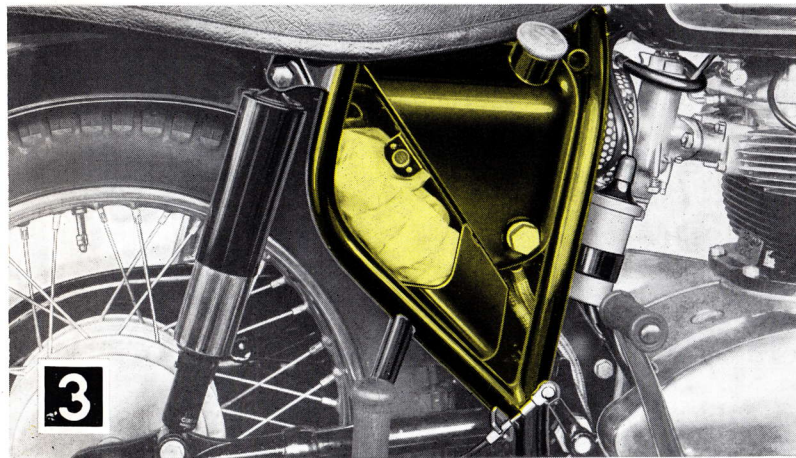
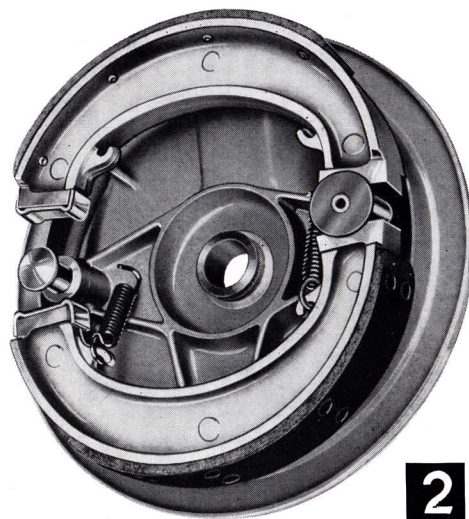
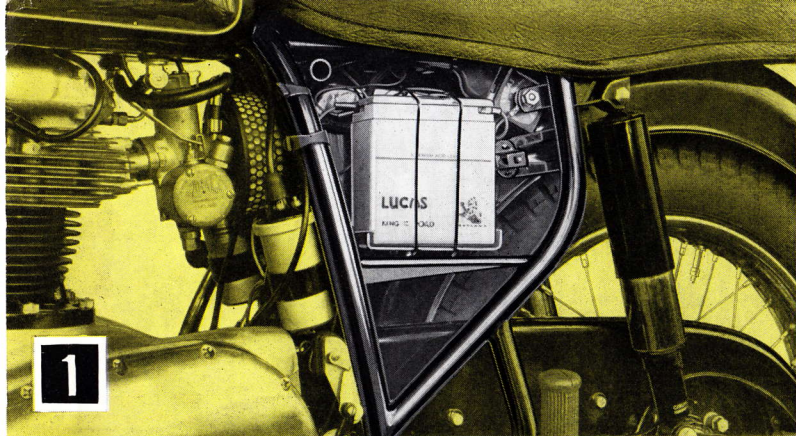
**Extra Fittings.** Legshields. Rear chaincase giving total enclosure. Safety Bars. Whitewall tyres. Handrail. Carrier. Prop Stand.



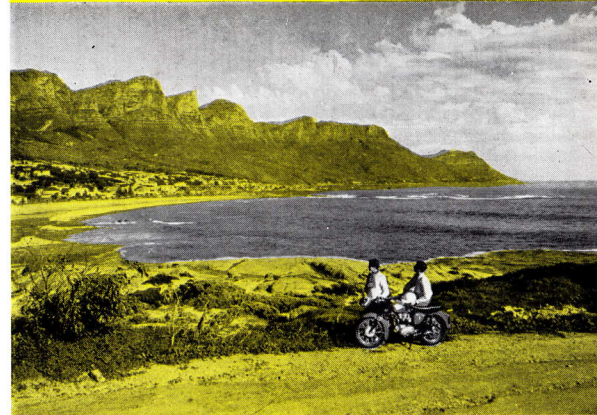
## 500 STAR Twin cylinder model A50

A.-B. MOTOR-REP.  
Sundstorget 3, Tel. 11928, 25528  
HÄLSINGBORG

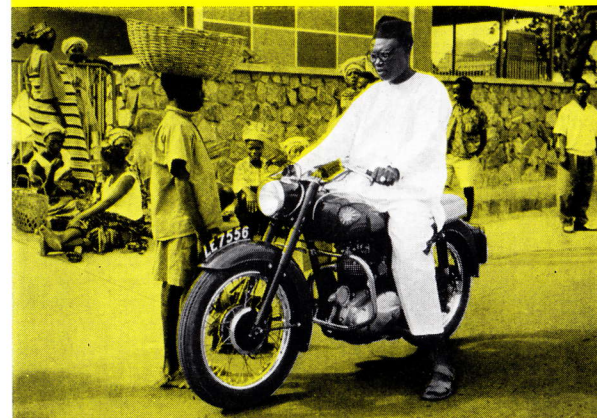
Both 500 and 650 power units are packed with biting performance which can be kid-gloved at will into superbly quiet and docile masterpieces, installed in robust B.S.A. duplex full cradle frames, and equipped with braking power to match. These fascinating and handsome new machines unquestionably represent the finest value-for-money twins in the world.



Ragley Hall Lodge, Warwickshire, England



Camps Bay, Cape Town, South Africa



Lagos, Nigeria  
**B.S.A. MOTOR CYCLES LTD., ARMOURY ROAD  
 BIRMINGHAM, 11, ENGLAND**

reserve the right to alter designs or any constructional details of their  
 manufactures at any time without giving notice.  
 MCE 1319-10 Printed in England. Nov. 1961

- 1 The battery is readily accessible by removing the quickly detachable panel on the nearside.
- 2 The floating brake shoes, with flat steel pads at the fulcrum pin, giving self-energising action.
- 3 A quickly-detachable panel on the offside conceals the 6-pint oiltank, toolbox, carburetter, air cleaner and coil.
- 4 Graceful and compact—the unit-construction twin-cylinder engine and gearbox.
- 5 For long life and silence in operation—the triple-row primary chain.
- 6 Mounting the rocker spindle on the cylinder head enhances the rigidity of the mechanism and thus the accuracy of valve-timing.