

All prices increased by 10/- for Motor Bicycles, and 5/- for Sidecars from
January 15th, owing to increase in tyre prices.

A.L. Woodh



B·S·A
MOTOR
CYCLES

BARNSIDE.CO.NZ

B.S.A. Motor Bicycle and Sidecar Guarantee

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.

1. We guarantee that all usual and reasonable precautions have been taken by us to secure excellence of materials and workmanship, but the damages for which we make ourselves liable in the event of defects being disclosed are limited to the following, *i.e.*, Should any defect be alleged in material or workmanship within six calendar months after purchase of a motor bicycle or sidecar from us or our accredited agents, we undertake on the 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 a (1) a second-hand motor bicycle and/or sidecar or (2) to a motor bicycle and/or sidecar which has been used for "Hiring-out" purposes or (3) a motor bicycle and/or sidecar from which our Trade Marks or manufacturing numbers have been removed, or (4) to a motor bicycle to which has been attached a sidecar not of our make or (5) to a motor bicycle to which has been attached a sidecar in such a manner as to cause damage or render the bicycle unsafe when ridden or (6) to a motor bicycle 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. 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 Agent from whom he purchased and the date of purchase.
4. Any B.S.A. motor bicycle and/or sidecar or parts thereof, sent to us to be renovated or repaired will, so far as the renovation or repair extends, carry a similar guarantee as from the date of completion of the work subject to the same conditions as above.
5. When returning machines for repairs all accessories should be removed. We give no warranty or guarantee of any kind in respect of the specialities of other firms, such as tyres, belts, chains, saddles, etc., or any component part supplied to the order of the purchaser, whether these form part of our standard specification or not and whether supplied with our motor bicycles or otherwise.
6. Prices and specifications are subject to alterations without notice.
7. The term "Agent" is used in a complimentary sense only, and those firms whom we style our Agents are not authorised to advertise, incur any debts, or transact any business whatsoever on our account other than the sale of goods which they may purchase from us, nor are they authorised to give any warranty or make any representation on our behalf other than those contained in the above guarantee.

Conditions of Sale

1. All motor cycles and sidecars are sent carriage paid to the Railway Station nearest to the Agent's Premises (Great Britain only). The Railway Companies decline liability unless damages or shortages are pointed out on delivery. We therefore label each consignment as follows: "It is important that this consignment is examined before accepting delivery from the Railway Company." It is not sufficient to sign "Not examined" in case of damage or shortage. In the case of any damages or shortages we should also be advised on day of receipt without fail.
2. B.S.A. Cycles Limited point out that they cannot hold themselves responsible for delivery, and that the prices in this catalogue are subject to alteration without notice. All orders received will be charged for at the prices ruling at time of 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.

B.S.A. CYCLES LIMITED, SMALL HEATH, BIRMINGHAM

(Proprietors: THE BIRMINGHAM SMALL ARMS COMPANY LIMITED.)

Directors: A. EADIE, SIR HALLEWELL ROGERS, P. MARTIN (U.S.A.), W. L. BAYLAY, COM. G. HERBERT, D.S.O. (Managing).

Reg. Office: SMALL HEATH, BIRMINGHAM.
Works: Small Heath, Sparkbrook, Redditch & Coventry.

Important.—All communications should be addressed to Small Heath, Birmingham.

Cables & Telegrams: "Selcyc, Birmingham"
Telephone: - - 6440 Central (9 lines)

Codes used: A.B.C. 5th Edition, A.B.C. 6th Edition (5 Letter), BENTLEY'S, LIEBERS, WESTERN UNION.



How to select the Motor Bicycle most suitable for your purpose from the comprehensive range of B.S.A. Machines

THE wide range of B.S.A. models is the result of many years' experience of the varying requirements of the thousands of riders and prospective riders. By virtue of that experience, we submit a few suggestions for the guidance of those about to purchase a new mount.

It will be noticed that the A.C.U. method of H.P. rating has now been adopted for B.S.A. Motor Bicycles, *i.e.*, every 100 cubic centimetres of cylinder capacity equals 1 h.p.

We hope that the points to which we call attention may not be without interest even to the experienced rider, inasmuch as they embody the knowledge of practical riders who have had experience with all our models. To the new comer to motor cycling—the most fascinating of all outdoor sports—we trust they will be of real service.

The 2·49 h.p. B.S.A. Motor Bicycle

This is a machine light in weight (tax 30/-) easy to handle, and has a good road speed for touring conditions. In conjunction with the special B.S.A. Two-speed or Three-speed Gear Box, sufficient power is available to surmount any hill, however steep, which may be encountered. Evidence of the remarkable power output and thorough reliability of this 2·49 h.p. model under the most strenuous travelling conditions, is provided by its wonderful performance on Screw Hill and its ascent of Snowdon in the record time of 30 mins. 54 secs.

The B.S.A. 2·49 h.p. is, therefore, a machine which is light, handy, ideal for traffic, and very economical in use. Whilst its speed and power will not disappoint the most experienced rider, it is so light and simple to handle that the novice, the lady, or the middle-aged man, who might feel nervous with the larger machines, will find this one as easy to ride and handle as the foot-propelled bicycle.

For the rider requiring the maximum of comfort and the advantage of a three-speed gear box, we strongly recommend the De Luxe Model.

The 3·49 h.p. B.S.A. Motor Bicycle

This machine has achieved a wonderful popularity. To the rider who requires a reliable "go anywhere" mount we can best point to the marvellous performances of B.S.A. 3·49 h.p. machines in the Scottish Six Days' and other important trials.

This model is produced with equipment to suit either the sportsman or the tourist. It is fast yet flexible, light, but holds the road and steers wonderfully well.

The frame is fitted with special connections to take the B.S.A. Light Sidecars.

We have every confidence in recommending the B.S.A. 3·49 h.p. model as a thoroughly economical machine and the most generally useful of the light machines in its own class on the market to-day.

The 3.49 h.p. B.S.A. O.H.V. Motor Bicycle

This model, equipped with a high efficiency overhead valve engine, possesses remarkable acceleration and a high maximum speed. The valve gear, being enclosed and automatically lubricated, requires little attention. The large tyres and special saddle ensure comfort at high speeds on all roads, enabling long distances to be covered without fatigue. Improvements and refinements have been embodied in the engine and transmission. The frame is fitted with special connections to take the B.S.A. Light Sidecars.

The laurels won by the standard model include records on Screw Hill and Snowdon (a standard 3.49 h.p. machine ascended Snowdon in 24 mins. 6 secs.), Team Prize in the Scottish Six Days' Trial and successes in speed events and hill climbs.

We recommend this model to the sporting motor cyclist who requires a light and tractable machine for high speed touring or general competition work.

The 4.93 h.p. B.S.A. Motor Bicycle

This machine has been designed in response to the demand for a 500c.c. dual purpose mount, which has all the desirable qualities of a first class solo machine, and which will give every satisfaction when used with a sidecar.

At its competitive price, with its reserve of power and large wearing surfaces we recommend this machine with a B.S.A. Sidecar as the real economy passenger outfit.

The De Luxe Model with its large tyres, generous ground clearance, and great rigidity, makes an ideal mount in difficult country, and is especially suitable for sidecar work.

The 5.57 h.p. B.S.A. Motor Bicycle

This model has been for many years past a popular type of dual purpose touring machine. Its popularity is accounted for by its economy, power, simplicity and reliability. For the motor cyclist who prefers the simplicity and economy of the large single cylinder engine, and at the same time requires a machine for hard pulling and capable of taking heavy passenger loads, this model has the necessary characteristics.

The specification of the more expensive 5.57 h.p. Model de Luxe includes additional refinements which will undoubtedly satisfy the most exacting purchaser.

The 7.70 h.p. B.S.A. Motor Bicycle

Although the present trend is to make all large twin cylinder machines almost solely passenger vehicles, it is interesting to note that this model provides a sweet, easily handled solo mount for those experienced riders who find a fascination in the big reserve of power and feeling of road supremacy coupled with the smooth running that can only be obtained from machines of this class.

The B.S.A. 7.70 h.p. Motor Bicycle is perfectly adapted for use with a full touring outfit which may be required to take extra loads and yet maintain a high average speed.

The reserve of power, perfect running, and absence of mechanical fuss, have made this machine extremely popular with tourists and utility riders alike.

The road performance, when fitted with a heavy touring Sidecar, compares very favourably with the performance of the average light car. The sweet running at low speeds is only equalled by the steadiness and ease of handling when higher speeds are required. Such even running ensures long life to the transmission system and the tyres.

For facility in garaging, this machine cannot be equalled by any of the small cars, and it is to be noted that by the use of leg guards, and, if required, a handlebar wind shield, a very high degree of weather protection can be attained.

The 9.86 h.p. B.S.A. Motor Bicycle

All that we have said with regard to the 7.70 h.p. model applies to this one. But where it is the intention of the rider to use this machine with the larger Sidecars and to carry heavy loads, more particularly if the machine is to be used generally in a very hilly district, the extra power given by the larger engine will add materially to the rider's comfort and the average road performance. The B.S.A. 9.86 h.p. twin cylinder model is a typical example of the high standard of perfection to which the modern motor bicycle has been raised. It is a super touring combination, and worthily upholds the highest traditions of British Engineering.

Its "sportiness," flexibility, economical upkeep and the extremely small space required for garaging, are features which are overwhelmingly in its favour when it is compared with the modern light car.

The B.S.A. Sidecars

An examination of B.S.A. Sidecar chassis designs will convince owners and prospective owners that they embody in their structure very special features not found in other chassis. They combine exceptional rigidity and excellent springing, and can be depended upon to resist satisfactorily all the strains to which they may be subjected, largely because castings are eliminated from their construction.

The No. 6 Model Sidecar can be thoroughly recommended as one of the finest touring Sidecars on the market. The new design of dickey seat at the rear will accommodate a child comfortably. Model No. 6a with Sprung Wheel Chassis provides exceptional comfort for the Sidecar passenger and, due to the fact that it relieves stresses on the Motor Bicycle itself, particularly when driving on bad roads or cornering, it adds considerably to the comfort of the driver and the life of the combination.

The B.S.A. Tandem-seated Sidecar, with either 7.70 h.p. or 9.86 h.p. machines, provides a thoroughly efficient dual passenger outfit. When fitted with screens it provides comfort and protection for two adult passengers.

The Nos. 7, 7a and 7b Sidecars are of a light type suitable for attachment to the 4.93 h.p. and the larger machines in the range.

A chassis has been designed to suit the 3.49 h.p. and 4.93 h.p. machines, which provides a passenger outfit at a popular price. A choice of bodies (Nos. 9, 9a, 9b and 9c) in different shapes and finishes is offered for this chassis.

Before leaving the subject of Sidecars we particularly wish to call attention to the Commercial Van Sidecar and the Tradesman's Box Carrier, which, by reason of their running economy, low tax, and the small space required for garaging, should be investigated by all who are interested in the delivery of goods. B.S.A. Commercial Carriers represent a considerable saving when compared with four-wheeled vehicles, a fact which accounts for their rapidly increasing popularity.

In addition to this we can now supply certain types of bodies so fitted on to chassis that either commercial or touring body can be interchanged in a few minutes.

Should these notes not provide all the information that a prospective buyer desires, an enquiry addressed either to our Agents or direct to the Company will always be welcomed.

Special length fork links marked "Sidecar" are provided on 3.49 h.p. (all models) and 4.93 h.p. (Model S26 only) when these are ordered for sidecar work.

When these machines are used for solo work the standard length links must be used.

The Dunlop Co. Ltd. are introducing a series of wired-on tyres, and we are arranging to supply B.S.A. machines fitted with these tyres, without extra cost, as, and when suitable sizes of these tyres are available.

B.S.A. Motor Bicycles and Sidecars

HIRE PURCHASE SCALE OF CHARGES

H.P.	MODEL.	Attachments.	Catalogue Price.	Deposit.	12 Monthly Instalments of
			£ s. d.	£ s. d.	£ s. d.
2.49	B26 2-speed ..		36 0 0	9 0 0	2 8 7
2.49	B26 3-speed de Luxe		37 10 0	9 7 6	2 10 8
3.49	L26	Solo	41 15 0	10 8 9	2 16 4
		Fitted with No. 9 Sidecar	55 15 0	13 18 9	3 15 3
		" " No. 9A or 9B Sidecar	58 15 0	14 13 9	3 19 4
		" " No. 9c Sidecar	52 15 0	13 3 9	3 11 2
		" " Light Tradesman's Box Carrier	52 15 0	13 3 9	3 11 2
3.49 O.H.V.	L26 de Luxe ..	Solo	47 0 0	11 15 0	3 3 6
		Fitted with No. 9 Sidecar	61 0 0	15 5 0	4 2 4
		" " No. 9A or 9B Sidecar	64 0 0	16 0 0	4 6 5
		" " No. 9c Sidecar	58 0 0	14 10 0	3 18 4
		" " Light Tradesman's Box Carrier	58 0 0	14 10 0	3 18 4
4.93	S26	Solo	44 15 0	11 3 9	3 0 5
		Fitted with No. 9 Sidecar	58 15 0	14 13 9	3 19 0
		" " No. 9A or 9B Sidecar	61 15 0	15 8 9	4 3 4
		" " No. 9c Sidecar	55 15 0	13 18 9	3 15 3
		" " No. 7 Sidecar	61 15 0	15 8 9	4 3 4
		" " No. 7A or 7B Sidecar	64 15 0	16 3 9	4 7 5
		" " Light Tradesman's Box Carrier	55 15 0	13 18 9	3 15 3
4.93	S26 de Luxe ..	Solo	48 15 0	12 3 9	3 5 10
		Fitted with No. 7 Sidecar	65 15 0	16 8 9	4 8 9
		" " No. 7A or 7B Sidecar	68 15 0	17 3 9	4 12 10
		" " No. 6 Sidecar	66 15 0	16 13 9	4 10 1
		" " Milk Carrier	62 15 0	15 13 9	4 4 9
		" " Tradesman's Box Carrier	62 15 0	15 13 9	4 4 9
5.57	H26	Solo	55 0 0	13 15 0	3 14 3
		Fitted with No. 7 Sidecar	72 0 0	18 0 0	4 17 2
		" " No. 7A or 7B Sidecar	75 0 0	18 15 0	5 1 3
		" " No. 6 Sidecar	73 0 0	18 5 0	4 18 7
		" " Milk Carrier	69 0 0	17 5 0	4 13 2
		" " Tradesman's Box Carrier	69 0 0	17 5 0	4 13 2
5.57	H26 de Luxe ..	Solo	60 0 0	15 0 0	4 1 0
		Fitted with No. 7 Sidecar	77 0 0	19 5 0	5 3 11
		" " No. 7A or 7B Sidecar	80 0 0	20 0 0	5 8 0
		* " " No. 6 Sidecar	78 0 0	19 10 0	5 5 4
		* " " Milk Carrier	74 0 0	18 10 0	4 19 11
		* " " Tradesman's Box Carrier	74 0 0	18 10 0	4 19 11

Sidecars marked with * can be fitted with detachable sprung wheel at an extra charge of £5.

B.S.A. Motor Bicycles and Sidecars

HIRE PURCHASE SCALE OF CHARGES—continued.

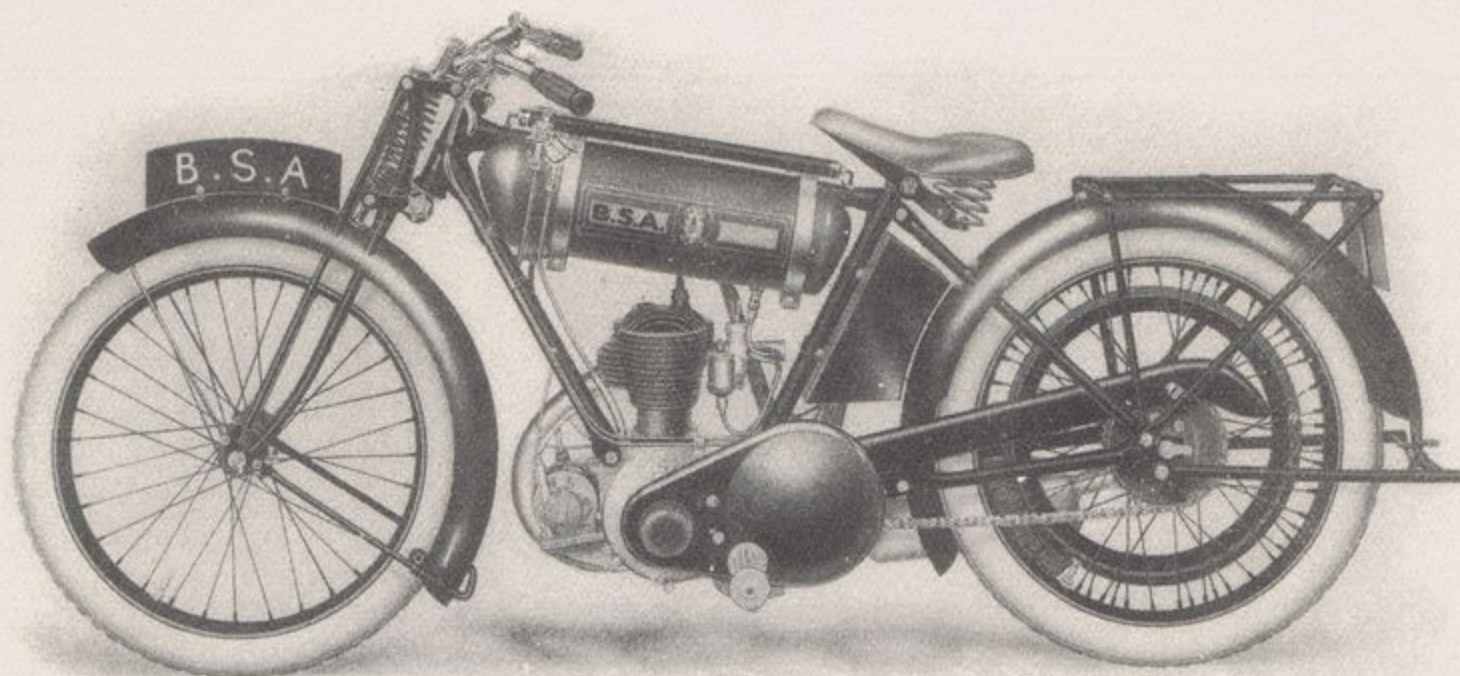
H.P.	MODEL.	Attachments.	Catalogue Price.	Deposit.	12 Monthly Instalments of
7-70	E26	Solo Fitted with No. 7 Sidecar " " No. 7A or 7B Sidecar * " " No. 6 Sidecar * " " No. 10 Two-seater Tandem * " " Milk Carrier * " " Tradesman's Box Carrier * " " Commercial Van Sidecar	£ s. d. 63 0 0 80 0 0 83 0 0 81 0 0 85 0 0 77 0 0 77 0 0 88 0 0	£ s. d. 15 15 0 20 0 0 20 15 0 20 5 0 21 5 0 19 5 0 19 5 0 22 0 0	£ s. d. 4 5 0 5 8 0 5 12 0 5 9 4 5 14 9 5 3 11 5 3 11 5 18 10
7-70	E26 de Luxe ..	Solo Fitted with No. 7 Sidecar " " No. 7A or 7B Sidecar * " " No. 6 Sidecar * " " No. 10 Sidecar * " " Milk Carrier * " " Tradesman's Box Carrier * " " Commercial Van Sidecar	£ s. d. 69 0 0 86 0 0 89 0 0 87 0 0 91 0 0 83 0 0 83 0 0 94 0 0	£ s. d. 17 5 0 21 10 0 22 5 0 21 15 0 22 15 0 20 15 0 20 15 0 23 10 0	£ s. d. 4 13 2 5 16 1 6 0 2 5 17 6 6 2 10 5 12 0 5 12 0 6 6 11
9-86	G26	Solo Fitted with No. 7 Sidecar " " No. 7A or 7B Sidecar * " " No. 6 Sidecar * " " No. 10 * " " Milk Carrier * " " Tradesman's Box Carrier * " " Commercial Van Sidecar	£ s. d. 64 0 0 81 0 0 84 0 0 82 0 0 86 0 0 78 0 0 78 0 0 89 0 0	£ s. d. 16 0 0 20 5 0 21 0 0 20 10 0 21 10 0 19 10 0 19 10 0 22 5 0	£ s. d. 4 6 5 5 9 4 5 13 5 5 10 9 5 16 1 5 5 4 5 5 4 6 0 2
9-86	G26 Colonial ..	Solo Fitted with No. 7 Sidecar " " No. 7A or 7B * " " No. 6 Sidecar * " " No. 10 Sidecar * " " Milk Carrier * " " Tradesman's Box Carrier * " " Commercial Van Sidecar	£ s. d. 70 0 0 87 0 0 90 0 0 88 0 0 92 0 0 84 0 0 84 0 0 95 0 0	£ s. d. 17 10 0 21 15 0 22 10 0 22 0 0 23 0 0 21 0 0 21 0 0 23 15 0	£ s. d. 4 14 6 5 17 6 6 1 6 5 18 10 6 4 2 5 13 5 5 13 5 6 8 3
9-86	G26 de Luxe ..	Solo Fitted with No. 7 Sidecar " " No. 7A or 7B Sidecar * " " No. 6 Sidecar * " " No. 10 Sidecar * " " Milk Carrier * " " Tradesman's Box Carrier * " " Commercial Van Sidecar	£ s. d. 70 0 0 87 0 0 90 0 0 88 0 0 92 0 0 84 0 0 84 0 0 95 0 0	£ s. d. 17 10 0 21 15 0 22 10 0 22 0 0 23 0 0 21 0 0 21 0 0 23 15 0	£ s. d. 4 14 6 5 17 6 6 1 6 5 18 10 6 4 2 5 13 5 5 13 5 6 8 3

Sidecars marked with * can be fitted with detachable sprung wheel at an extra charge of £5.

2.49 h.p. B.S.A.

Model B26

TWO-SPEED GEAR MODEL



SPECIFICATION

ENGINE. Single Cylinder, 2.49 h.p., 63 × 80 m/m bore and stroke (249 c.c.). Aluminium alloy piston. Roller big end bearing. Engine mainshaft driving side, mounted on ball bearing, plain bearing on gear side. Large special alloy steel valves. Silent timing gear, large exhaust pipe and silencer giving quiet exhaust without loss of efficiency.

CARBURETTER. Amac.

IGNITION. High-tension magneto, driven by gears enclosed in oil-tight aluminium case.

FRAME. Specially designed to give a low riding position and low centre of gravity. Weldless steel tubing and forged steel lugs throughout. Strong carrier fitted.

SPRING FORK. B.S.A. type, fitted with barrel shaped compression spring and shock absorbers.

BRAKES. Two brakes operating independently on rim mounted on rear wheel. One operated by lever on handlebar, the other by pedal on right side of machine.

WHEELS. Heavy gauge rims, 24in. × 2½in. enamelled.

TYRES. 24in. × 2½in. Dunlop cord 3-ply. 2½in. tyres extra.

TANK. Strong, circular. Filler caps unbreakable, secured with bayonet joint and chain. Capacity: Petrol 1½ gallons. Oil 2½ pints.

LUBRICATION. Gravity feed to mechanical pump of improved type, then to sight feed on tank, and feeding to crank case. Hand pump is also fitted for emergency use.

TRANSMISSION. ½in. pitch × .305in. roller chains throughout; front drive enclosed in chain case, and rear drive protected by an efficient guard. Cam-faced cush drive fitted to engine shaft. For gear ratios, see page 30.

CLUTCH. Contained in large chain wheel, floating dry plate type. Controlled by lever on left handlebar, with large diameter cable.

GEAR BOX. B.S.A. Two-speed gear box. All gears constantly in mesh. Kick-starter mechanism enclosed in gear box. Change speed lever on right-hand side of machine.

STANDS. Back kick-up. Front stand of special design.

FOOTRESTS. Adjustable. Footboards 10/- extra.

TOOL BOX. Metal case, fixed to frame underneath saddle. Complete set of tools in neat leather roll. Inflator.

MUDGUARDS. Strong and wide, of plain section.

SADDLE. Best quality.

HANDLEBAR. Touring or semi-sporting. Both types adjustable.

FINISH. Tank in usual B.S.A. colours. Black enamel and bright parts heavily plated.

WEIGHT. 180 lbs.

EQUIPPED WITH LUCAS ACETYLENE LAMPS OR M.L. MAG-LITA ELECTRIC SET AND LUCAS BULB HORN TO ORDER.

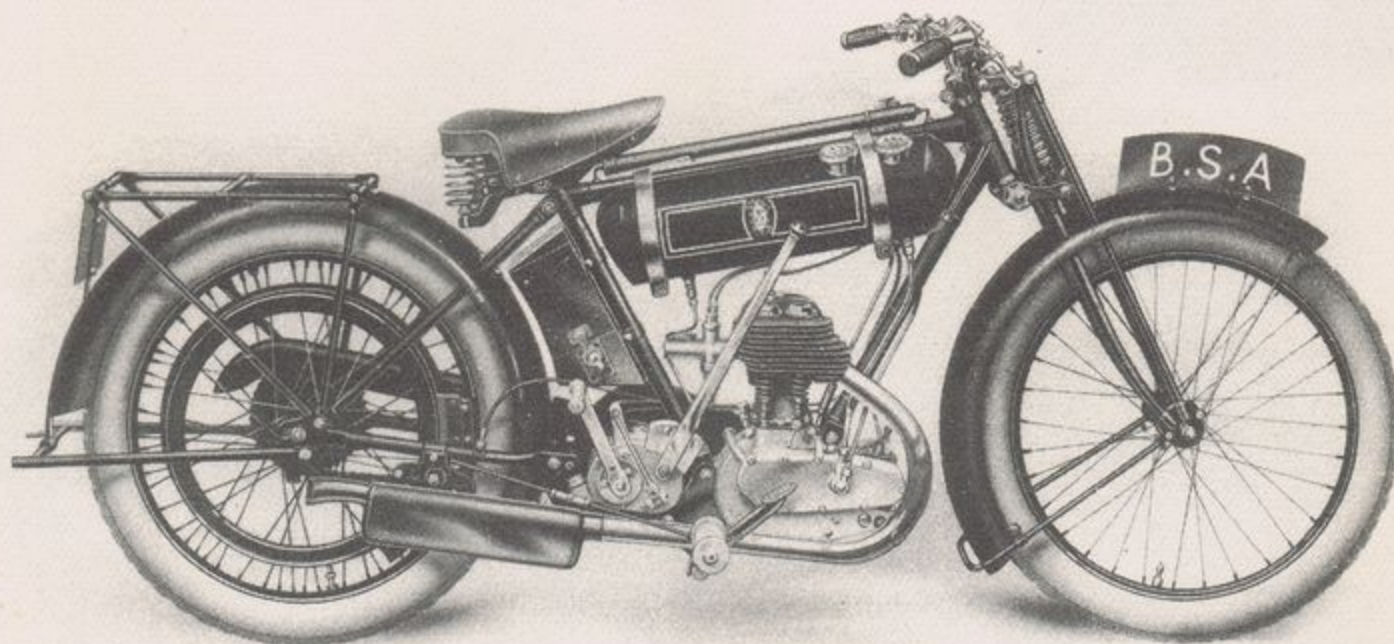
PRICES (for Great Britain only)

	CASH PRICES.
Without Lamps and Horn - - - - -	£36. 0. 0.
With Lucas No. 342 Acetylene Lamps and No. 63 Bulb Horn -	£38. 6. 6.
With M.L. Mag-Lita Electric Lighting Set and Lucas No. 63 Bulb Horn	£42. 5. 0.

For other extras, see page 29.

2.49 h.p. B.S.A. Model B26 De Luxe

THREE-SPEED GEAR MODEL



SPECIFICATION

ENGINE. Single Cylinder, 2.49 h.p., 63 × 80 m/m bore and stroke (249 c.c.). Aluminium alloy piston. Roller big end bearing. Engine mainshaft driving side, mounted on ball bearing, plain bearing on gear side. Large special alloy steel valves. Silent timing gear, large exhaust pipe and silencer giving quiet exhaust without loss of efficiency.

CARBURETTER. Amac.

IGNITION. High-tension magneto, driven by gears enclosed in oil-tight aluminium case.

FRAME. Specially designed to give a low riding position and low centre of gravity. Weldless steel tubing and forged steel lugs throughout. Strong carrier fitted.

SPRING FORK. B.S.A. type, fitted with barrel shaped compression spring and shock absorbers.

BRAKES. Two brakes operating independently on rim mounted on rear wheel. One operated by lever on handlebar, the other by pedal on right side of machine. Grease gun nipples fitted to fulcrum pin.

TYRES. 24in. × 2½in. Dunlop cord 3-ply.

WHEELS. Heavy gauge rims, 24in. × 2½in. enamelled.

TANK. Strong, circular. Filler caps unbreakable, secured with bayonet joint and chain. Capacity: Petrol 1½ gallons. Oil 2¼ pints.

TRANSMISSION. ½in. pitch roller chains throughout; front drive enclosed in chain case, and rear drive protected by an efficient guard. Cam-faced cush drive fitted to engine shaft. For gear ratios, see page 30.

LUBRICATION. Gravity feed to mechanical pump of improved type, then to sight feed on tank, and feeding to crank case. Hand pump is also fitted for emergency use. Grease gun lubrication on fork links, hubs, etc.

CLUTCH. Contained in large chain wheel, floating dry plate type. Controlled by lever on left handlebar, with large diameter cable.

GEAR BOX. B.S.A. Three-speed gear box. All gears constantly in mesh. Kick-starter mechanism enclosed in gear box. Change speed lever on right-hand side of machine, with selector quadrant fixed on gear box so that position of lever can be readily seen.

STANDS. Back kick-up. Front stand of special design.

FOOTRESTS. Adjustable. Footboards 10/- extra.

TOOL BOX. Metal case. Complete set of tools in neat leather roll, and grease gun. Inflator.

MUDGUARDS. Strong and wide, of plain section.

SADDLE. Terry spring seat, lightweight.

HANDLEBAR. Touring or semi-sporting. Both types adjustable.

FINISH. Black Enamel. Tank lined out in gold. Bright parts heavily plated.

WEIGHT. 185 lbs.

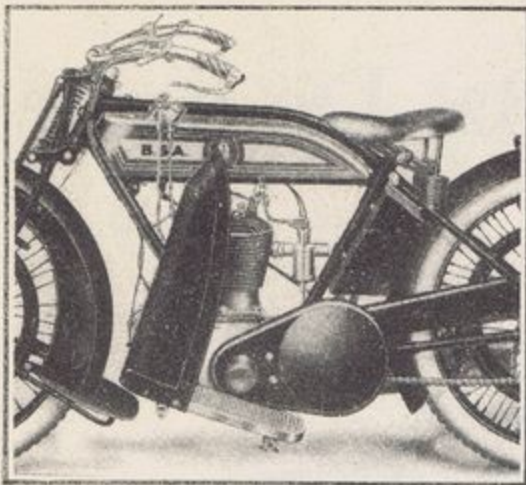
EQUIPPED WITH LUCAS ACETYLENE LAMPS OR M.L. MAG-LITA ELECTRIC SET AND LUCAS BULB HORN TO ORDER.

PRICES (for Great Britain only)

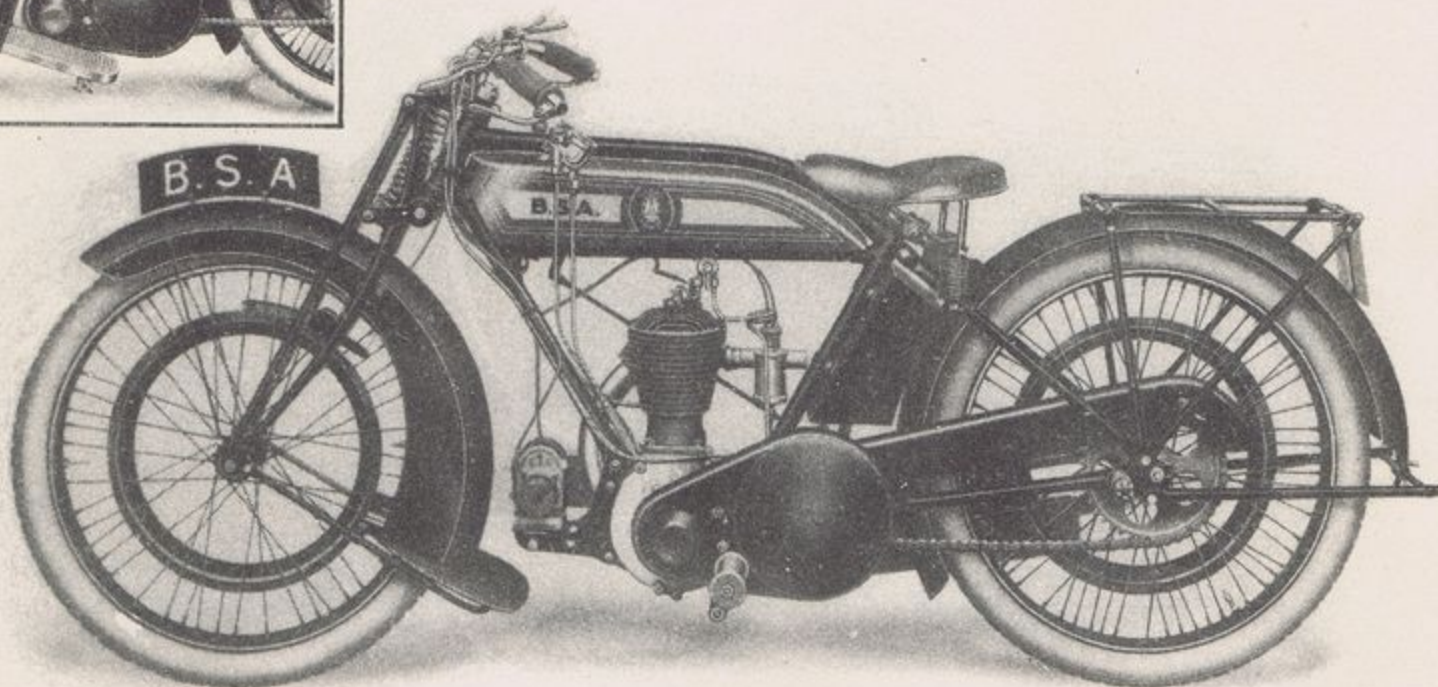
	CASH PRICES.
Without Lamps and Horn - - - - -	£37. 10. 0.
With Lucas No. 342 Acetylene Lamps and No. 63 Bulb Horn -	£39. 16. 6.
With M.L. Mag-Lita Electric Lighting Set and Lucas No. 63 Bulb Horn	£43. 15. 0.

BARNSTORMERS.CO.NZ

For other extras, see page 29.



3.49 h.p. B.S.A. Model L26



SPECIFICATION

ENGINE. Single Cylinder, 3.49 h.p., $72 \times 85\frac{1}{2}$ m/m bore and stroke (349 c.c.). Roller big end bearing. Engine mainshaft driving side, mounted on ball bearing, plain bearing on gear side. Aluminium alloy piston, silent timing gear, large exhaust pipe and silencer, giving quiet exhaust without loss of efficiency.

CARBURETTER. Amac.

IGNITION. Magneto driven by adjustable chain in aluminium dust-proof case.

FRAME. Specially designed to give a low riding position and low centre of gravity. Weldless steel tubing and forged steel lugs throughout. Strengthened and fitted with special connections to take B.S.A. Sidecars (see pages 23-25). Strong carrier fitted.

SPRING FORK. B.S.A. type, fitted with taper compression spring and shock absorbers.

BRAKES. Front brake, operated by lever on right side of handlebar, with mechanism protected from mud by cover. Parallel motion rear brake acting on rim on rear wheel and operated by pedal on right side of machine. Grease gun nipples fitted to fulcrum pins.

WHEELS. Heavy gauge rims to suit. Enamelled.

TYRES. 26in. $\times$ 2 $\frac{1}{2}$ in. Dunlop cord heavy. (2 $\frac{1}{2}$ in. and 3in. tyres extra), or 26in. $\times$ 2.375 Dunlop cord wired on (or 27in. $\times$ 2 $\frac{1}{2}$ in. wired on extra). (For Sidecar use 2 $\frac{1}{2}$ in. tyres and upwards should be specified.)

TANK. Supported by brackets brazed to the frame. Filler caps, unbreakable, secured with bayonet joint and chain; combined priming and petrol tap. Capacity: Petrol 1 $\frac{1}{2}$ gallons. Oil 2 $\frac{1}{2}$ pints.

LUBRICATION. Gravity feed to mechanical pump of improved type, then to sight feed on tank, feeding to crank case. Hand pump is also fitted for emergency use. Hubs, fork links, etc., fitted with grease gun nipples.

TRANSMISSION. $\frac{1}{2}$ in. $\times$ $\frac{1}{4}$ in. roller chains throughout; front drive enclosed in chain case, and rear drive protected by an efficient guard. Cam-faced cush drive fitted to engine shaft. For gear ratios, see page 31.

CLUTCH. Contained in large chain wheel, floating dry plate type, indestructible. Lever on left of handlebar with large diameter cable.

GEAR BOX. B.S.A. Three-speed gear box. All gears constantly in mesh. Kick-starter mechanism enclosed in gear box. Change speed lever on right side of tank.

STANDS. Back kick-up. Front stand of special design.

FOOTRESTS. Adjustable. Footboards 10/- extra.

TOOL BOX. Metal case, fixed to frame tube underneath saddle. Complete set of tools in neat roll, and grease gun. Inflator.

MUDGUARDS. Rear, strong and wide, of plain section, front fitted with side wings and splash attachment.

SADDLE. Best quality.

HANDLEBAR. Touring (or Sporting, with rubber grips). Both types adjustable.

FINISH. Tank in usual B.S.A. colours. Black enamel and bright parts heavily plated.

WEIGHT. 225 lbs.

EQUIPPED WITH LUCAS ACETYLENE OR ELECTRIC "MAGDYN" LIGHTING SET, LAMPS AND BULB HORN TO ORDER.

PRICES (for Great Britain only)

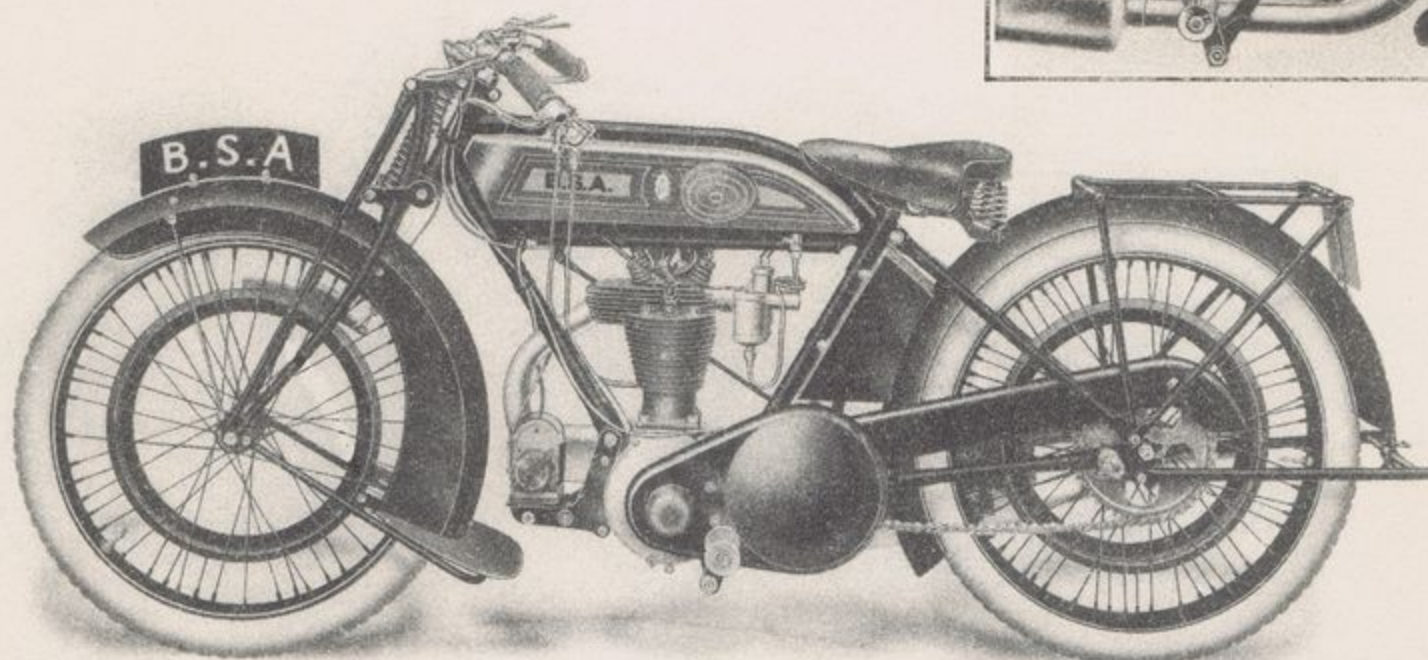
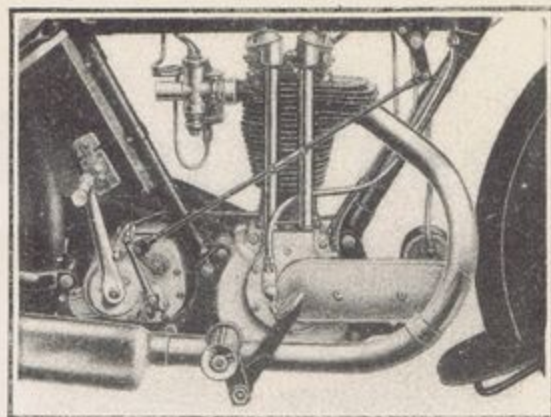
	CASH PRICES.
Without Lamps and Horn - - - - -	£41. 15. 0.
With Lucas No. 342 Acetylene Lamps and No. 63 Bulb Horn -	£44. 1. 6.
With Lucas "Magdyno" Lighting Set and No. 63 Bulb Horn -	£49. 10. 0.

M.L. Mag-Lita or Lucas Magdynette Set and Lucas No. 63 Bulb Horn at £6. 5. 0. extra.

For other extras, see page 29.

3.49 h.p. (O.H.V.) B.S.A.

Model L26 De Luxe



SPECIFICATION

ENGINE. Single Cylinder, 3.49 h.p., 72 × 85½ m/m bore and stroke (349 c.c.). Roller big end bearing; engine mainshaft mounted on ball bearings. Accessible detachable head fitted with overhead valves and compound valve springs. Valves operated by phosphor bronze bushed rockers, equipped with felt oiling rings, working on hardened steel pins. All valve gear enclosed and automatically lubricated by oil mist from crank case, forced up push rod casings to rocker boxes by crank case compression. Aluminium alloy piston and silent timing gear. Steel flywheels. Special plated exhaust system, with large tail pipe giving mellow note at all speeds without loss of efficiency.

CARBURETTOR. Amac.

IGNITION. Magneto, driven by adjustable chain in aluminium dust-proof case.

FRAME. Specially designed to give a low riding position and low centre of gravity. Weldless steel tubing and forged steel lugs throughout. Strengthened and fitted with special connections to take B.S.A. Sidecars (see pages 23-25). Strong carrier fitted.

SPRING FORK. B.S.A. type, fitted with taper compression spring and shock absorbers.

BRAKES. Front brake, operated by lever on right side of handlebar, with mechanism protected from mud by cover. Parallel motion rear brake acting on rim mounted on rear wheel, and operated by pedal on right side of machine. Grease gun nipples fitted to fulcrum pins.

TANK. Specially constructed, supported by brackets brazed on to the frame. Filler caps, secured with bayonet joint and chain; unleakable petrol tap. Capacity: Petrol 1½ gallons. Oil 2½ pints. Adjustable rubber knee grips fixed to tank.

LUBRICATION. Gravity feed to mechanical pump of improved type, then to sight feed on tank, feeding to crank case. Hand pump is also fitted for emergency use. Hubs, fork links, etc., fitted with grease gun nipples.

TYRES. 26in. × 2½in Dunlop cord heavy beaded, (3in. tyres extra), or 27in. × 2½in. wired on.

WHEELS. Heavy gauge rims to suit. Enamelled.

TRANSMISSION. ½in. × .305in. roller chain, front drive enclosed in chain case, and ½in. × ½in. roller chain rear drive protected by an efficient guard. Cam-faced cush drive fitted to engine shaft. For gear ratios, see page 31.

CLUTCH. Contained in large chain wheel, floating dry plate type, indestructible. Controlled by lever on left of handlebar, with large diameter cable.

GEAR BOX. B.S.A. Three-speed gear box. All gears constantly in mesh. Kick-starter mechanism enclosed in gear box. Change speed lever on right side of tank.

STANDS. Back kick-up. Front stand of special design.

FOOTRESTS. Adjustable.

TOOL BOX. Metal case. Complete set of tools in neat roll, and grease gun. Special combination tool provided for easy removal of valve springs. Levers on this tool are detachable for use as tyre levers. Inflator.

MUDGUARDS. Rear, strong and wide, of plain section. Front fitted with side wings and splash attachment.

SADDLE. Terry spring seat.

HANDLEBAR. Adjustable Sporting, with rubber grips.

FINISH. Tank in usual B.S.A. colours. Black enamel and bright parts, including silencer and tail pipe, heavily plated.

WEIGHT. 228 lbs.

EQUIPPED WITH LUCAS ACETYLENE OR ELECTRIC "MAGDYNO" LIGHTING SET, LAMPS AND BULB HORN TO ORDER.

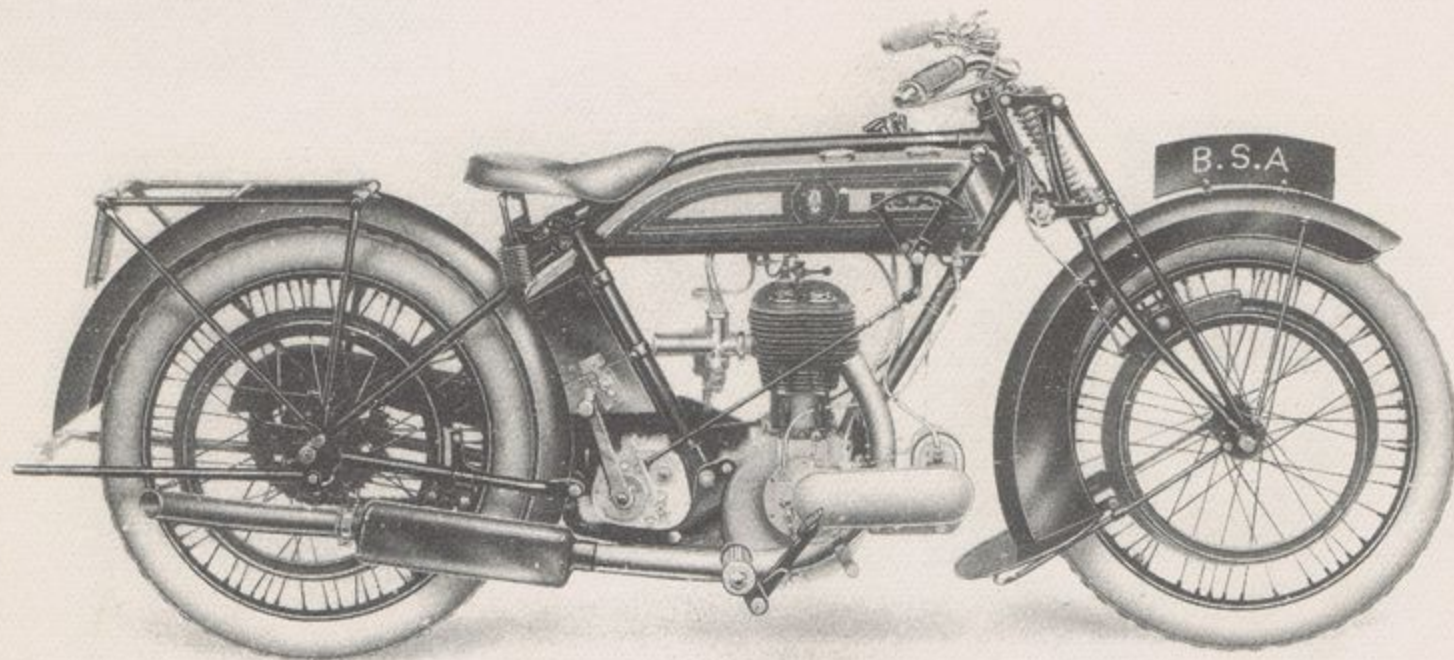
PRICES (for Great Britain only)

	CASH PRICES.
Without Lamps and Horn - - - - -	£47. 0. 0.
With Lucas No. 342 Acetylene Lamps and No. 63 Bulb Horn -	£49. 6. 6.
With Lucas "Magdyno" Lighting Set and No. 63 Bulb Horn -	£54. 15. 0.
M.L. Mag-Lita or Lucas Magdynette Set and Lucas No. 63 Bulb Horn at	£6. 5. 0. extra.

For other extras, see page 29.

4.93 h.p. B.S.A.

Model S26



SPECIFICATION

ENGINE. Single Cylinder, 4.93 h.p., 80 × 98 m/m bore and stroke (493 c.c.). Roller big end bearing, mainshaft mounted on large ball bearings. Aluminium alloy piston, silent timing gear of improved design. Silencer with large tail pipe giving mellow note without loss of efficiency.

CARBURETTER. Amac.

IGNITION. Magneto driven by adjustable chain in aluminium dust-proof case.

FRAME. Specially designed to give a low riding position. Weldless steel tubing and forged steel lugs throughout, fitted with special connections to take B.S.A. Sidecars. (see pages 21-25.) Strong carrier fitted.

SPRING FORK. B.S.A. type, fitted with taper spring and shock absorbers.

BRAKES. Front brake operated by lever on right handlebar, with mechanism protected from mud by cover. Parallel motion rear brake acting on special rim on rear wheel, and operated by pedal on right-hand side of machine. Grease gun nipples fitted to fulcrum pins.

TYRES. 26in. × 2½in. Dunlop cord (3in. tyres extra), or 27in. × 2.75 wired-on Dunlop cord.

WHEELS. Heavy gauge rims to suit. Enamelled.

TANK. Supported by brackets brazed to frame. Filler caps, unbreakable, secured with bayonet joint and chain: combined priming and petrol tap. Capacity: Petrol 1½ gallons. Oil 2½ pints.

LUBRICATION. Gravity feed to mechanical pump of improved type, then to sight feed on tank, and feeding to crank case. Hand pump for emergency use. Hubs, fork links, etc., fitted with grease gun nipples.

TRANSMISSION. Front chain ½in. × .305in. Rear chain ½in. × ½in.; front drive enclosed in chain case and rear drive protected by an efficient guard. Cam-faced cush drive fitted to engine shaft. For gear ratios, see page 31.

CLUTCH. Contained in large chain wheel. Floating dry plate type, indestructible. Controlled by lever on left handlebar, with large diameter cable.

GEAR BOX. B.S.A. Three-speed gear box. All gears constantly in mesh. Kick-starter mechanism enclosed in gear box. Change speed lever on right side of tank.

STANDS. Back kick-up. Front stand of special design.

FOOTRESTS. Adjustable. Footboards 10/- extra.

TOOL BOX. Metal case, fixed to frame tube underneath saddle. Complete set of tools in neat roll, and grease gun. Inflator.

MUDGUARDS. Rear, strong and wide, of plain section; front, with side wings and splash attachment.

SADDLE. Best quality.

HANDLEBAR. Sporting type, with rubber grips, or Touring bars to order. Both types adjustable.

FINISH. Tank in usual B.S.A. colours. Black enamel and bright parts heavily plated.

WEIGHT. 259 lbs.

EQUIPPED WITH LUCAS ACETYLENE OR ELECTRIC "MAGDYN" LIGHTING SET, LAMPS AND BULB HORN TO ORDER.

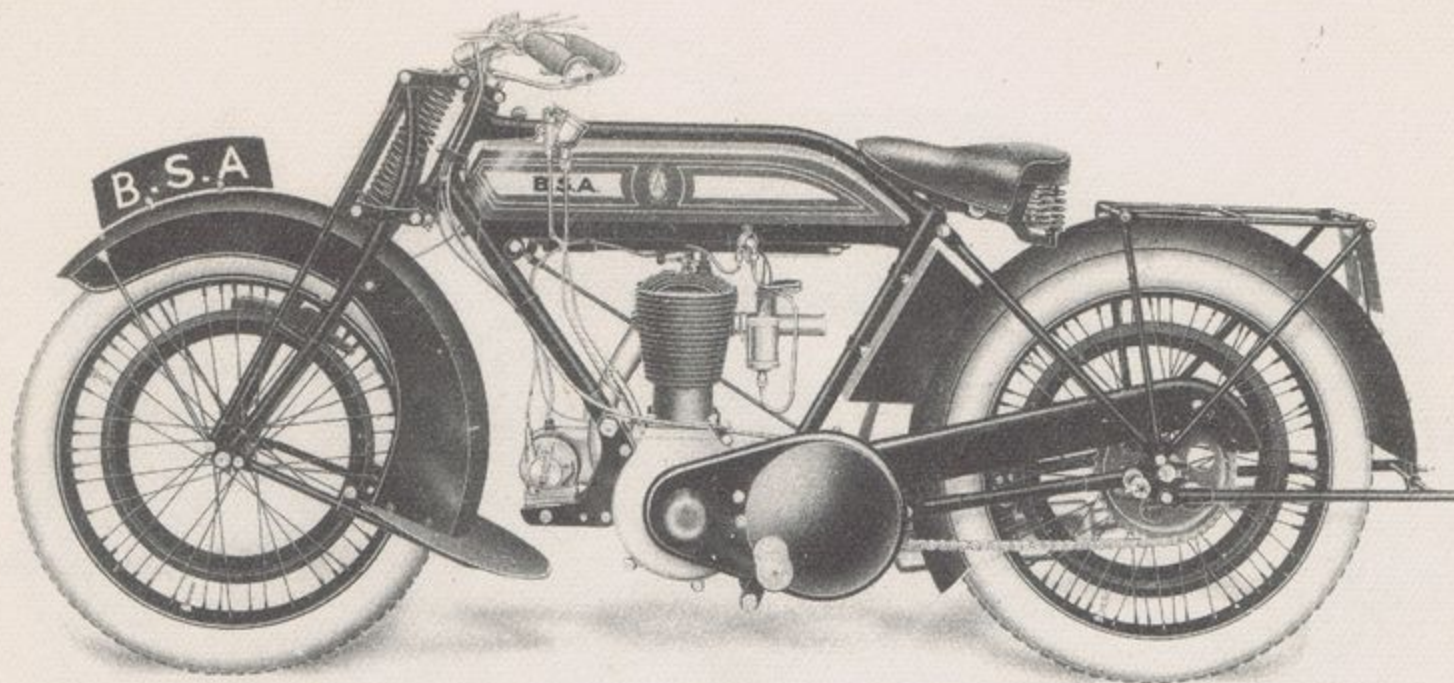
PRICES (for Great Britain only)

	CASH PRICES.
Without Lamps and Horn - - - - -	£44. 15. 0.
With Lucas No. 342 Acetylene Lamps and No. 63 Bulb Horn	£47. 1. 6.
With Lucas "Magdyno" Lighting Set and No. 63 Bulb Horn	£52. 10. 0.
M.L. Mag-Lita or Lucas Magdynette Set and Lucas No. 63 Bulb Horn at	£6. 5. 0. extra.

For other extras, see page 29.

4.93 h.p. B.S.A.

Model S26 De Luxe



SPECIFICATION

ENGINE. Single Cylinder, 4.93 h.p., 80 × 98 m/m bore and stroke (493 c.c.). Roller big end bearing, mainshaft mounted on large ball bearings. Aluminium alloy piston, silent timing gear of improved design. Silencer with large tail pipe giving mellow note without loss of efficiency.

CARBURETTER. Amac.

IGNITION. Magneto, driven by adjustable chain in aluminium dust-proof case.

FRAME. Specially designed to give ample ground clearance (minimum 5in.). Weldless steel tubing and forged steel lugs throughout, and fitted with head bearings of generous proportions. Special connections to take B.S.A. Sidecars (see pages 21-25). Strong carrier fitted.

SPRING FORK. B.S.A. type, fitted with barrel spring.

BRAKES. Front brake, operated by lever on right handlebar, with mechanism protected from mud by cover. Parallel motion rear brake acting on special rim on rear wheel, and operated by pedal on right-hand side of machine. Grease gun nipples fitted to fulcrum pins.

TYRES. 26in. × 3in. Dunlop cord or 26in. × 3.25 wired on.

WHEELS. Heavy gauge rims to suit. Enamelled.

TANK. Supported by brackets brazed to the frame. Caps unbreakable, secured with bayonet joint and chain; combined priming cock and petrol tap. Capacity: Petrol 2½ gallons. Oil 3 pints.

LUBRICATION. Gravity feed to mechanical pump of improved type, then to sight feed on tank, and feeding to crank case. Hand pump is also fitted for emergency use. Hubs, fork links, etc., fitted with grease gun nipples.

EQUIPPED WITH LUCAS ACETYLENE OR ELECTRIC "MAGDYNO" LIGHTING SET, LAMPS AND BULB HORN TO ORDER.

TRANSMISSION. Front chain ½in. × .305in.; rear chain ½in. × ½in.; front drive enclosed in chain case and rear drive protected by an efficient guard. Cam-faced cush drive fitted to engine shaft. For gear ratios, see page 31.

CLUTCH. Contained in large chain wheel. Floating dry plate type, indestructible. Controlled by lever on left handlebar, with large diameter cable.

GEAR BOX. B.S.A. Three-speed gear box. All gears constantly in mesh. Kick-starter mechanism enclosed in gear box. Change speed lever on right side of tank.

STANDS. Back kick-up. Front stand of special design.

FOOTRESTS. Adjustable. Footboards 10/- extra.

TOOL BOX. Metal case, leather lined, fixed to frame tube underneath saddle. Complete set of tools in neat roll, and grease gun. Inflator.

MUDGUARDS. Rear, strong and wide, of plain section. Front, with side wings and splash attachment.

SADDLE. Terry spring seat.

HANDLEBAR. Sporting type, with rubber grips, or Touring bars to order. Both types adjustable.

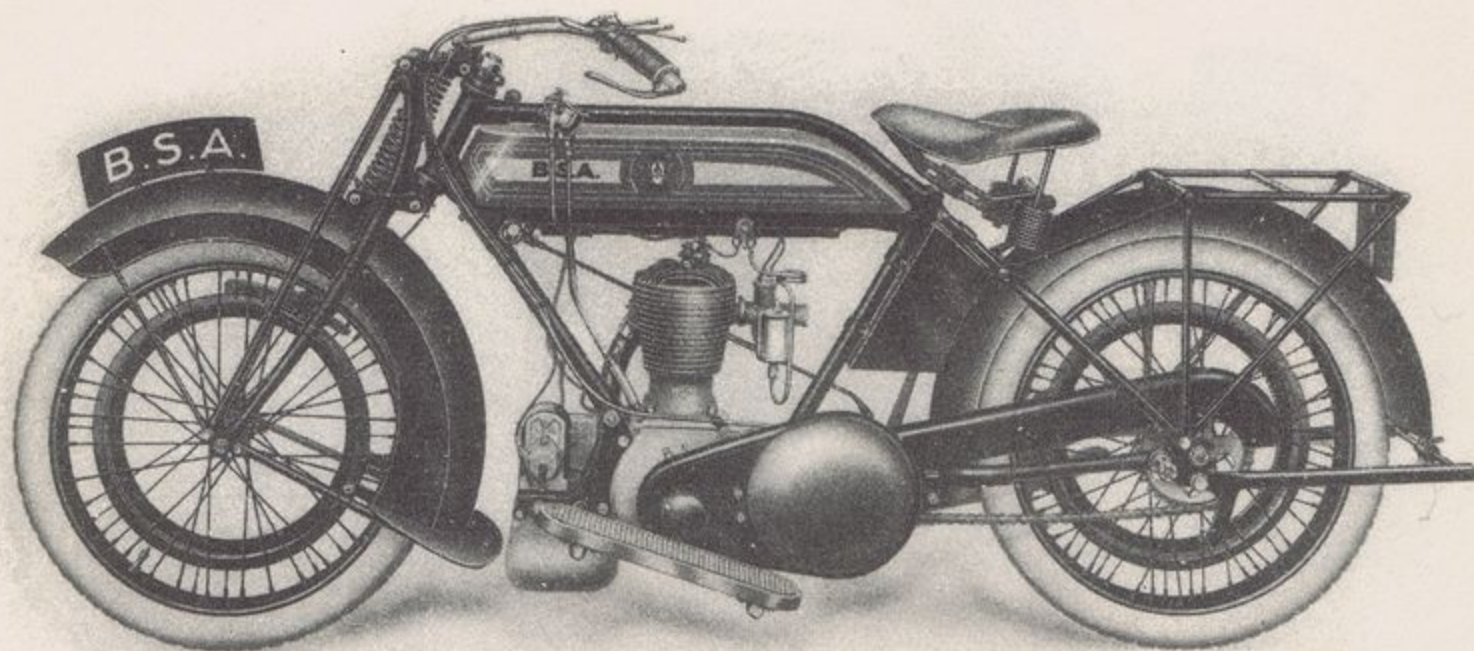
FINISH. Tank in usual B.S.A. colours. Black enamel and bright parts heavily plated.

WEIGHT. 263 lbs.

PRICES (for Great Britain only)

	CASH PRICES.
Without Lamps and Horn - - - - -	£48. 15. 0.
With Lucas No. 342 Acetylene Lamps and No. 63 Bulb Horn -	£51. 1. 6.
With Lucas "Magdyno" Lighting Set and No. 63 Bulb Horn -	£56. 10. 0.
M.L. Mag-Lita or Lucas Magdynette Set and Lucas No. 63 Bulb Horn at £6. 5. 0. extra.	

For other extras, see page 29.



SPECIFICATION

ENGINE. Single Cylinder, 5.57 h.p., 85 × 98 m/m bore and stroke (557 c.c.). Roller big end bearing, mainshaft mounted on large ball bearings. Aluminium alloy piston of special design. Decompressor to facilitate starting. Silent timing gear, large capacity silencer, giving quiet exhaust without loss of efficiency.

CARBURETTER. Amac.

IGNITION. Magneto driven by adjustable chain in aluminium dust-proof case.

FRAME. Specially designed for sidecar work, with integral sidecar attachments. Weldless steel tubing and forged steel lugs throughout. For B.S.A. Sidecars suitable, see pages 20-22. Strong carrier fitted.

SPRING FORK. B.S.A. type, fitted with barrel spring.

BRAKES. Front brake operated by lever on right handlebar, with mechanism protected from mud by cover. Parallel motion rear brake acting on special rim on rear wheel, and operated by pedal on right side of machine. Grease gun nipples fitted to fulcrum pins.

TYRES. 650 × 65 m/m Dunlop cord heavy on front and extra heavy on rear (3 in. tyres extra), or 27in. × 2.75 wired on. 26in. × 3.25 wired on extra.

WHEELS. Heavy gauge rims to suit. Enamelled.

TANK. Supported by brackets brazed on to the frame. Caps unbreakable, secured with bayonet joint and chain; combined priming cock and petrol tap. Capacity: Petrol 2½ gallons. Oil 3 pints.

CLUTCH. Contained in large chain wheel. Floating dry plate type, indestructible. Controlled by lever on left handlebar, with large diameter cable.

LUBRICATION. Gravity feed to mechanical pump of improved type, then to sight feed on tank, and feeding to crank case. Hand pump is also fitted for emergency use. Hubs, fork links, etc., fitted with grease gun nipples.

TRANSMISSION. ½in. × ½in. roller chains throughout; front drive enclosed in chain case and rear drive protected by an efficient guard. Cam-faced cush drive fitted to engine shaft. For gear ratios, see page 32.

GEAR BOX. B.S.A. Three-speed gear box. All gears constantly in mesh. Kick-starter mechanism enclosed in gear box. Change speed lever on right side of tank.

STANDS. Back kick-up. Front stand of special design.

FOOTBOARDS. Large footboards set at comfortable angle.

TOOL BOX. Metal case, leather lined. Complete set of tools in neat roll, and grease gun. Inflator.

MUDGUARDS. Rear, strong and wide, of plain section. Front, fitted with side wings and splash attachment.

SADDLE. Best quality.

HANDLEBAR. Touring or Sporting pattern, both adjustable.

FINISH. Tank in usual B.S.A. colours. Black enamel and bright parts heavily plated.

WEIGHT. 290 lbs.

EQUIPPED WITH LUCAS ACETYLENE OR ELECTRIC "MAGDYN" LIGHTING SET, LAMPS AND BULB HORN TO ORDER.

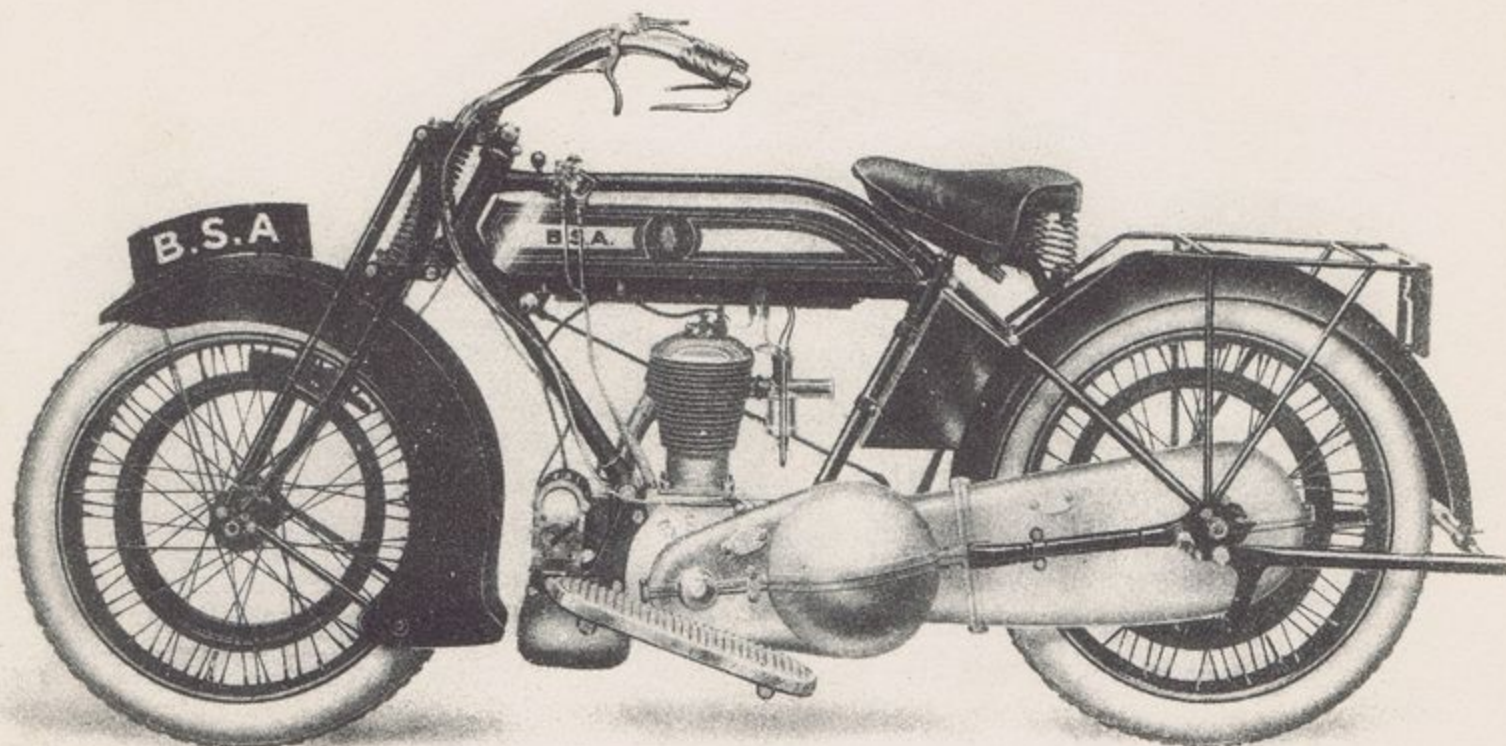
PRICES (for Great Britain only)

	CASH PRICES.
Without Lamps and Horn - - - - -	£55. 0. 0.
With Lucas No. 442 Acetylene Lamps and No. 63 Bulb Horn -	£57. 14. 0.
With Lucas "Magdyno" Lighting Set and No. 63 Bulb Horn -	£62. 15. 0.

BARNSTORMERS.CO.NZ

For other extras, see page 29.

5.57 h.p. B.S.A. Model H26 De Luxe



SPECIFICATION

ENGINE. Single Cylinder, 5.57 h.p., 85 × 98 m/m bore and stroke (557 c.c.). Roller big end bearing, mainshaft mounted on large ball bearings. Aluminium alloy piston of special design. Decompressor to facilitate starting. Silent timing gear, large capacity silencer giving quiet exhaust without loss of efficiency.

CARBURETTER. Amac.

IGNITION. Magneto driven by adjustable chain in aluminium dust-proof case

FRAME. Specially designed for sidecar work, with integral sidecar attachments. Weldless steel tubing and forged steel lugs throughout. For B.S.A. Sidecars suitable, see pages 20-22. Strong carrier fitted.

SPRING FORK. B.S.A. type, fitted with barrel spring.

BRAKES. Front brake operated by lever on right handlebar, with mechanism protected from mud by cover. The construction is such that the detachability of front wheel is in no way interfered with. Parallel motion rear brake acting on special rim on rear wheel, and operated by heel pedal on right side of machine. Grease gun nipples fitted to fulcrum pins.

TYRES. 26in. × 3in. Dunlop cord, or 26in. × 3.25 wired on.

WHEELS. Heavy gauge rims to suit. Enamelled. Quickly detachable and interchangeable.

TANK. Supported by brackets brazed on to the frame. Caps unbreakable, secured with bayonet joint and chain; combined priming cock and petrol tap. Capacity: Petrol 2½ gallons. Oil 3 pints.

LUBRICATION. Gravity feed to mechanical pump, then to sight feed on tank, and feeding to crank case. Hand pump is also fitted for emergency use. Hubs, fork links, etc., fitted with grease gun nipples.

TRANSMISSION. ½in. × ½in roller chains throughout, effectively enclosed in sturdy, easily detachable aluminium chain cases. Cam-faced cush drive fitted to engine shaft. For gear ratios, see page 32.

CLUTCH. Contained in large chain wheel. Floating dry plate type, indestructible. Controlled by lever on left handlebar, with large diameter cable.

GEAR BOX. New type B.S.A. Three-speed gear box. All gears constantly in mesh. Kick-starter mechanism enclosed in gear box. Change speed lever on right side of tank.

STANDS. Back kick-up. Front stand of special design.

FOOTBOARDS. Pyramid rubber covered, set at comfortable angle.

TOOL BOX. Metal case, leather lined. Complete set of tools in neat roll, and grease gun. Inflator.

MUDGUARDS. Rear, strong and wide, of plain section. Front guard of improved design.

SADDLE. Terry Spring Seat.

HANDLEBAR. Touring or Sporting pattern, both types adjustable.

FINISH. Tank in usual B.S.A. colours. Black enamel and bright parts heavily plated.

WEIGHT. 313 lbs.

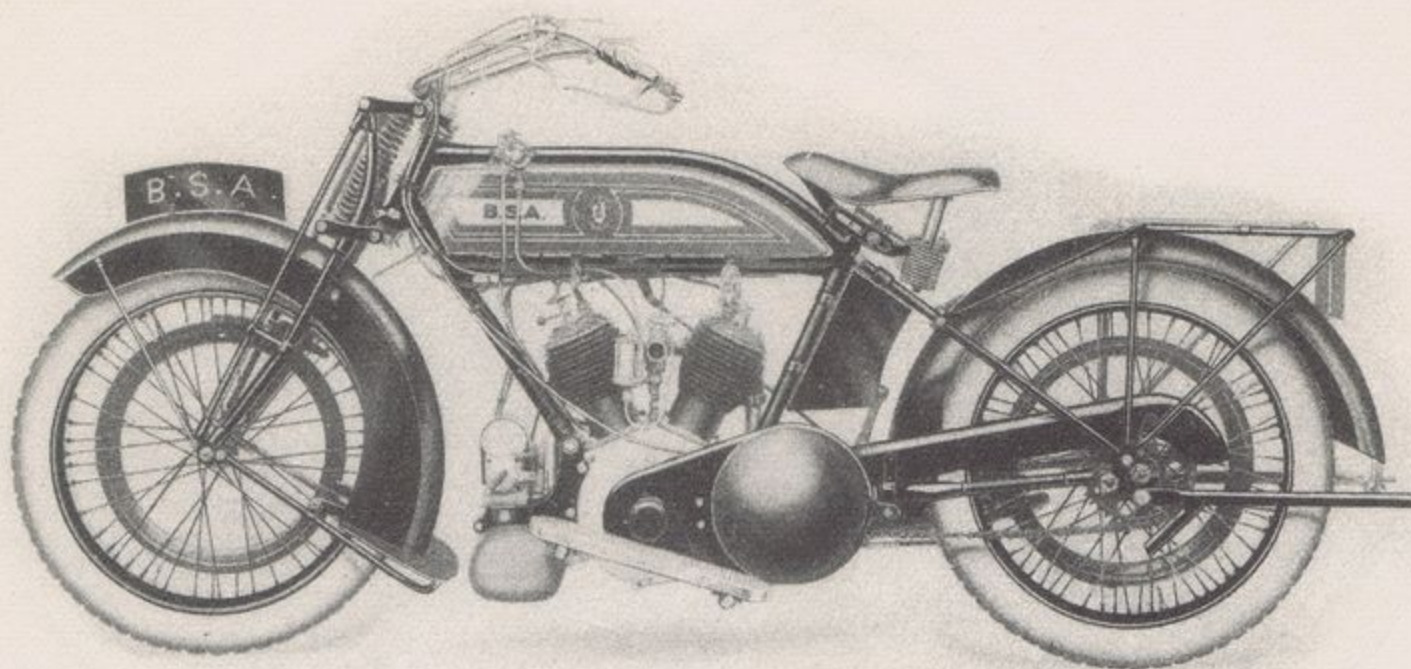
This model can be fitted with Dunlop Balloon Tyres on Wired-on Rims at £2. 12. 6. extra.

EQUIPPED WITH LUCAS ACETYLENE OR ELECTRIC "MAGDYNO" LIGHTING SET, LAMPS AND BULB HORN TO ORDER.

PRICES (for Great Britain only)

	CASH PRICES.
Without Lamps and Horn - - - - -	£60. 0. 0.
With Lucas No. 442 Acetylene Lamps and No. 63 Bulb Horn -	£62. 14. 0.
With Lucas "Magdyno" Lighting Set and No. 63 Bulb Horn -	£67. 15. 0.

For other extras, see page 29.



SPECIFICATION

ENGINE. Twin Cylinder 7.70 h.p. (770 c.c.) 76 × 85 m/m bore and stroke, mainshaft mounted on ball bearings. Aluminium alloy pistons. Big end bearings fitted with rollers. Improved distribution of oil to front cylinder.

CARBURETTER. Amac or Mills' single lever to order.

IGNITION. Magneto driven by adjustable chain in dust-proof case.

SILENCER. Large capacity of efficient design, with outlet pipe carried well to the rear.

FRAME. Specially designed for sidecar work, with integral sidecar attachments. Weldless steel tubing and forged steel lugs throughout. For B.S.A. Sidecars suitable, see pages 20-23. Strong carrier fitted.

SPRING FORK. B.S.A. type, fitted with barrel spring.

BRAKES. Front brake operated by lever on right handlebar, with mechanism protected from mud by cover. Parallel motion rear brake acting on special rim on rear wheel and operated by heel pedal on right side of machine. Grease gun nipples fitted to brake fulcrum pins.

TYRES. 26in. × 3in. Dunlop cord, or 26in. × 3.25 wired on.

WHEELS. Heavy gauge rims to suit. Enamelled.

TANK. Supported by brackets brazed on to the frame. Caps unbreakable, secured with bayonet joint and chain; combined priming cock and petrol tap. Capacity: Petrol 2½ gallons. Oil 3 pints.

LUBRICATION. Gravity feed to mechanical pump, then to sight feed on tank, and feeding to crank case. Hand pump is also fitted for use in emergency. Hubs, fork links, etc., fitted with grease gun nipples.

TRANSMISSION. ½in. × ⅝in. roller chains throughout; front drive enclosed in chain case, and rear drive protected by an efficient guard. Cam-faced 'cush' drive fitted to engine shaft. For gear ratios, see page 32.

CLUTCH. Contained in large chain wheel. Floating dry plate type, indestructible. Controlled by lever on left handlebar, with large diameter cable.

GEAR BOX. B.S.A. Three-speed gear box. All gears constantly in mesh. Kick-starter mechanism enclosed in gear box. Change speed lever on right side of tank.

STANDS. Back kick-up. Front stand of special design.

FOOTBOARDS. Large footboards set at comfortable angle.

TOOL BOX. Metal case, leather lined. Complete set of tools in neat roll, and grease gun. Inflator.

MUDGUARDS. Rear, strong and wide, of plain section. Front fitted with side wings and ample splash attachment.

SADDLE. Best quality.

HANDLEBAR. Touring or Sporting pattern, both types adjustable.

FINISH. Tank in usual B.S.A. colours. Black enamel and bright parts heavily plated.

WEIGHT. 320 lbs. (solo).

EQUIPPED WITH LUCAS ACETYLENE OR ELECTRIC "MAGDYNO" LIGHTING SET, LAMPS AND BULB HORN TO ORDER.

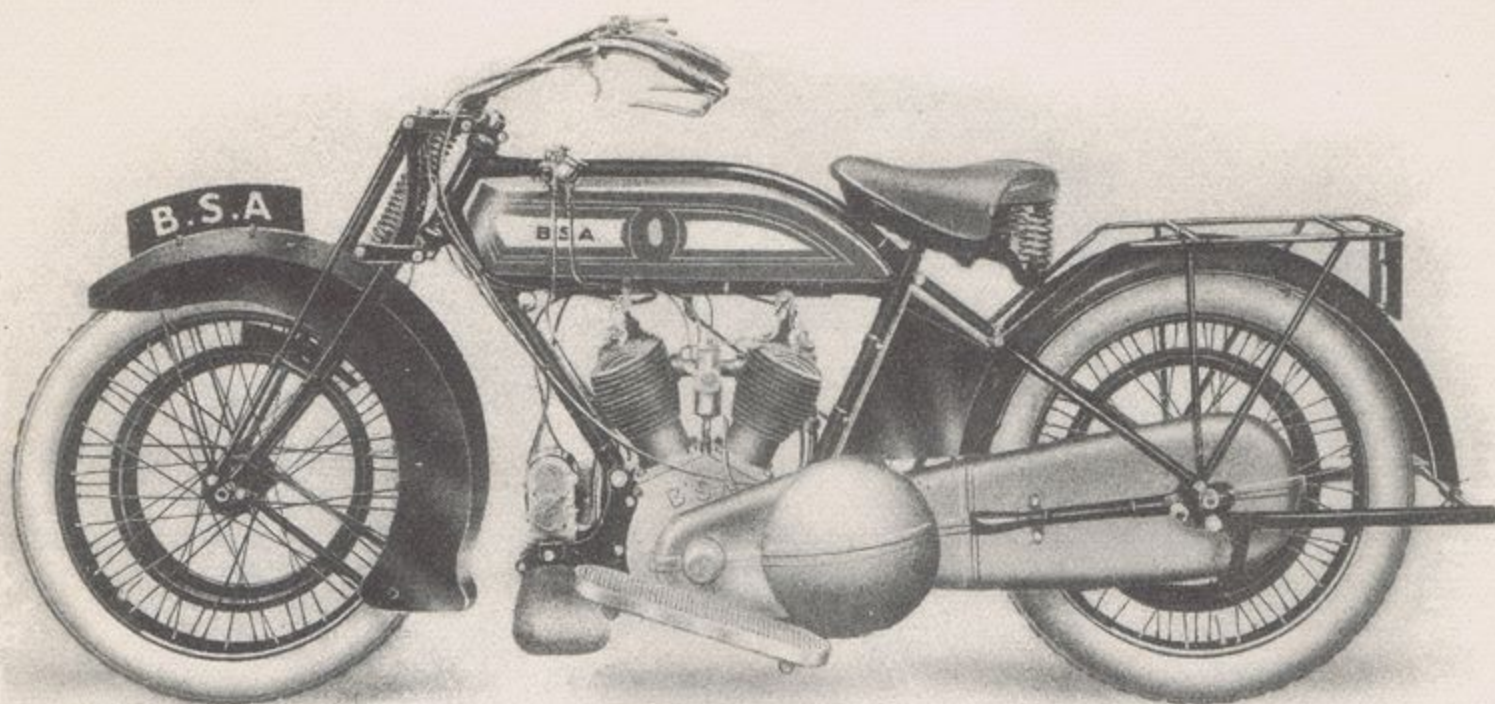
PRICES (for Great Britain only)

	CASH PRICES.
Without Lamps and Horn - - - - -	£63. 0. 0.
With Lucas No. 442 Acetylene Lamps and No. 63 Bulb Horn -	£65. 14. 0.
With Lucas "Magdyno" Lighting Set and No. 63 Bulb Horn -	£70. 15. 0.

BARNSTORMERS.CO.NZ

For other extras, see page 29.

7.70 h.p. B.S.A. Model E26 De Luxe



SPECIFICATION

ENGINE. Twin Cylinder, 7.70 h.p. (770 c.c.), 76 × 85 m/m bore and stroke, mainshaft mounted on ball bearings. Big end bearings fitted with rollers. Aluminium alloy pistons. Improved distribution of oil to front cylinder.

CARBURETTOR. Amac or Mills' single lever to order.

IGNITION. Magneto driven by adjustable chain in dust-proof case.

SILENCER. Large capacity of efficient design, with outlet pipe carried well to the rear.

FRAME. Specially designed for sidecar work, with integral sidecar attachments. Weldless steel tubing and forged steel lugs throughout. For B.S.A. Sidecars suitable, see pages 20-23. Strong carrier fitted.

SPRING FORK. B.S.A. type, fitted with barrel spring.

BRAKES. Front brake operated by lever on right handlebar with mechanism protected from mud by cover. Parallel motion rear brake acting on special rim on rear wheel, and operated by heel pedal on right side of machine. Grease gun nipples fitted to brake fulcrum pins.

TYRES. 26in. × 3in. Dunlop cord or 26in. × 3.25 wired on.

WHEELS. Heavy gauge rims to suit. Enamelled. Quickly detachable and interchangeable.

TRANSMISSION. $\frac{1}{2}$ in. × $\frac{1}{4}$ in. roller chains throughout, effectively enclosed in easily detachable aluminium cases. Cam-faced cush drive fitted to engine shaft. For gear ratios, see page 32.

TANK. Supported by brackets brazed on to the frame. Caps unbreakable, secured with bayonet joint and chain; combined priming cock and petrol tap. Capacity: Petrol 2½ gallons. Oil 3 pints.

LUBRICATION. Gravity feed to mechanical pump, then to sight feed on tank, and feeding to crank case. Hand pump is also fitted for use in emergency. Hubs, fork links, etc., fitted with grease gun nipples.

CLUTCH. Contained in large chain wheel. Floating dry plate type, indestructible. Controlled by lever on left handlebar, with large diameter cable.

GEAR BOX. B.S.A. Three-speed gear box. All gears constantly in mesh. Kick-starter mechanism enclosed in gear box. Change speed lever on right side of tank.

STANDS. Back kick-up. Front stand of special design.

FOOTBOARDS. Pyramid rubber covered, set at comfortable angle.

TOOL BOX. Metal case, leather lined. Complete set of tools in neat roll, and grease gun. Inflator.

MUDGUARDS. Rear, strong and wide, of plain section, Front mudguard of improved design.

SADDLE. Terry Spring Seat.

HANDLEBAR. Touring or Sporting pattern, both types adjustable.

FINISH. Tank in usual B.S.A. colours. Black enamel and bright parts heavily plated.

WEIGHT. 338 lbs.

This model can be fitted with Dunlop Balloon Tyres on Wired-on Rims at £2. 12. 6. extra.

EQUIPPED WITH LUCAS ACETYLENE OR ELECTRIC "MAGDYNO" LIGHTING SET, LAMPS AND BULB HORN TO ORDER.

PRICES (for Great Britain only)

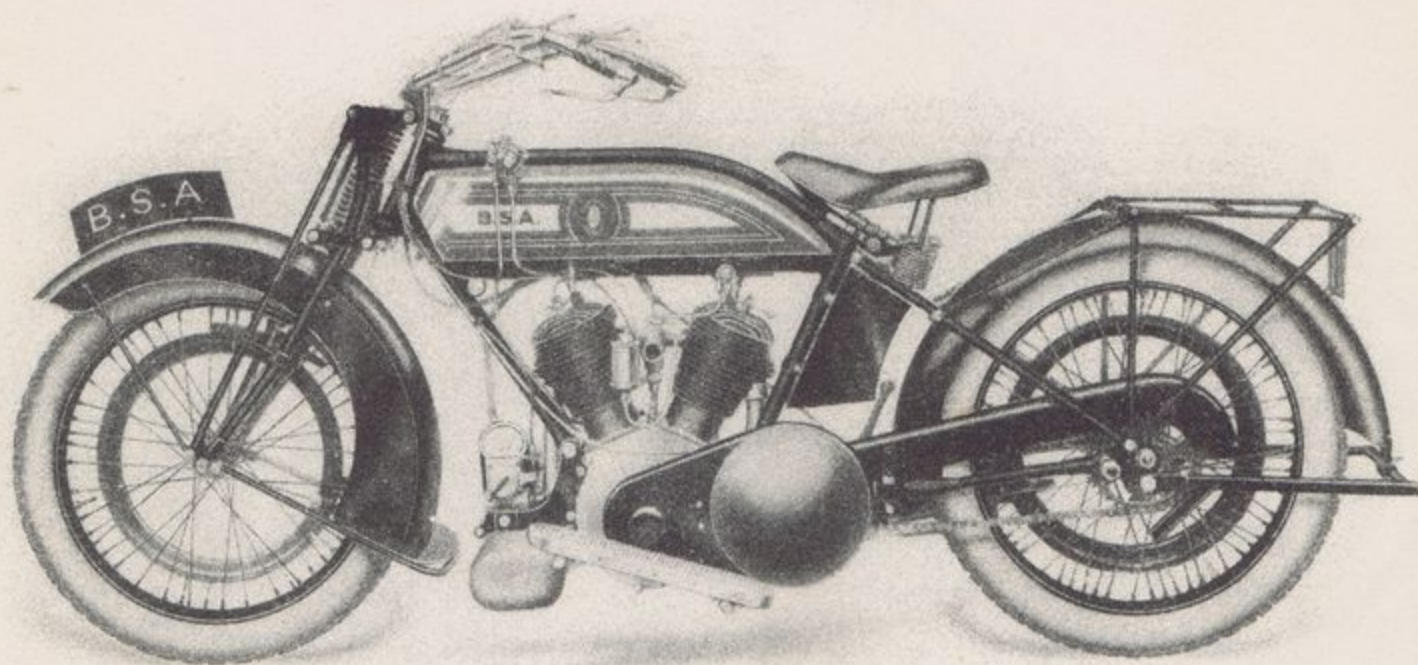
	CASH PRICES.
Without Lamps and Horn - - - - -	£69. 0. 0.
With Lucas No. 442 Acetylene Lamps and No. 63 Bulb Horn -	£71. 14. 0.
With Lucas "Magdyno" Lighting Set and No. 63 Bulb Horn -	£76. 15. 0.

BARNSTORMERS.CO.UK

For other extras, see page 29.

9.86 h.p. B.S.A.

Model G26



SPECIFICATION

ENGINE. Twin Cylinder 9.86 h.p. (986 c.c.), 80 × 98 m/m bore and stroke, mainshaft mounted on ball bearings. Aluminium alloy pistons. Big end bearings fitted with rollers. Improved distribution of oil to front cylinder.

CARBURETTOR. Amac or Mills' single lever to order.

IGNITION. Magneto, driven by adjustable chain in dust-proof case.

SILENCER. Large capacity of efficient design, with outlet pipe carried well to the rear.

FRAME. Specially designed for sidecar work, with integral sidecar attachments. Weldless steel tubing and forged steel lugs throughout. For B.S.A. Sidecars suitable, see pages 20-23. Strong carrier fitted.

SPRING FORK. B.S.A. type, fitted with barrel spring.

BRAKES. Front brake operated by lever on right handlebar, with mechanism protected from mud by cover. Parallel motion rear brake acting on special rim on rear wheel and operated by heel pedal on right side of machine. Grease gun nipples fitted to brake fulcrum pins.

TYRES. 26in. × 3in. Dunlop cord heavy, or 26in. × 3.25 wired on.

WHEELS. Heavy gauge rims to suit. Enamelled.

TRANSMISSION. $\frac{3}{4}$ in. × $\frac{3}{4}$ in. roller chains throughout; front drive effectively enclosed in chain case and rear drive protected by an efficient guard. Cam-faced cush drive fitted to engine shaft. For gear ratios, see page 32.

TANK. Supported by brackets brazed on to the frame. Caps unbreakable, secured with bayonet joint and chain; combined priming cock and petrol tap. Capacity: Petrol 2½ gallons. Oil 3 pints.

LUBRICATION. Gravity feed to mechanical pump, then to sight feed on tank, and feeding to crank case. Hand pump is also fitted for use in emergency. Hubs, fork links, etc., fitted with grease gun nipples.

CLUTCH. Contained in large chain wheel. Floating dry plate type. Indestructible. Controlled by lever on left handlebar, with large diameter cable.

GEAR BOX. B.S.A. Three-speed gear box. All gears constantly in mesh. Kick-starter mechanism enclosed in gear box. Change speed lever on right side of tank.

STANDS. Back kick-up. Front stand of special design.

FOOTBOARDS. Large footboards, set at a comfortable angle.

TOOL BOX. Metal case. leather lined. Complete set of tools in neat roll, and grease gun. Inflator.

MUDGUARDS. Rear, strong and wide, of plain section. Front, fitted with side wings and ample splash attachment.

SADDLE. Best quality.

HANDLEBAR. Touring or Sporting pattern, both types adjustable.

FINISH. Tank in usual B.S.A. colours. Black enamel and bright parts heavily plated.

WEIGHT. 334 lbs.

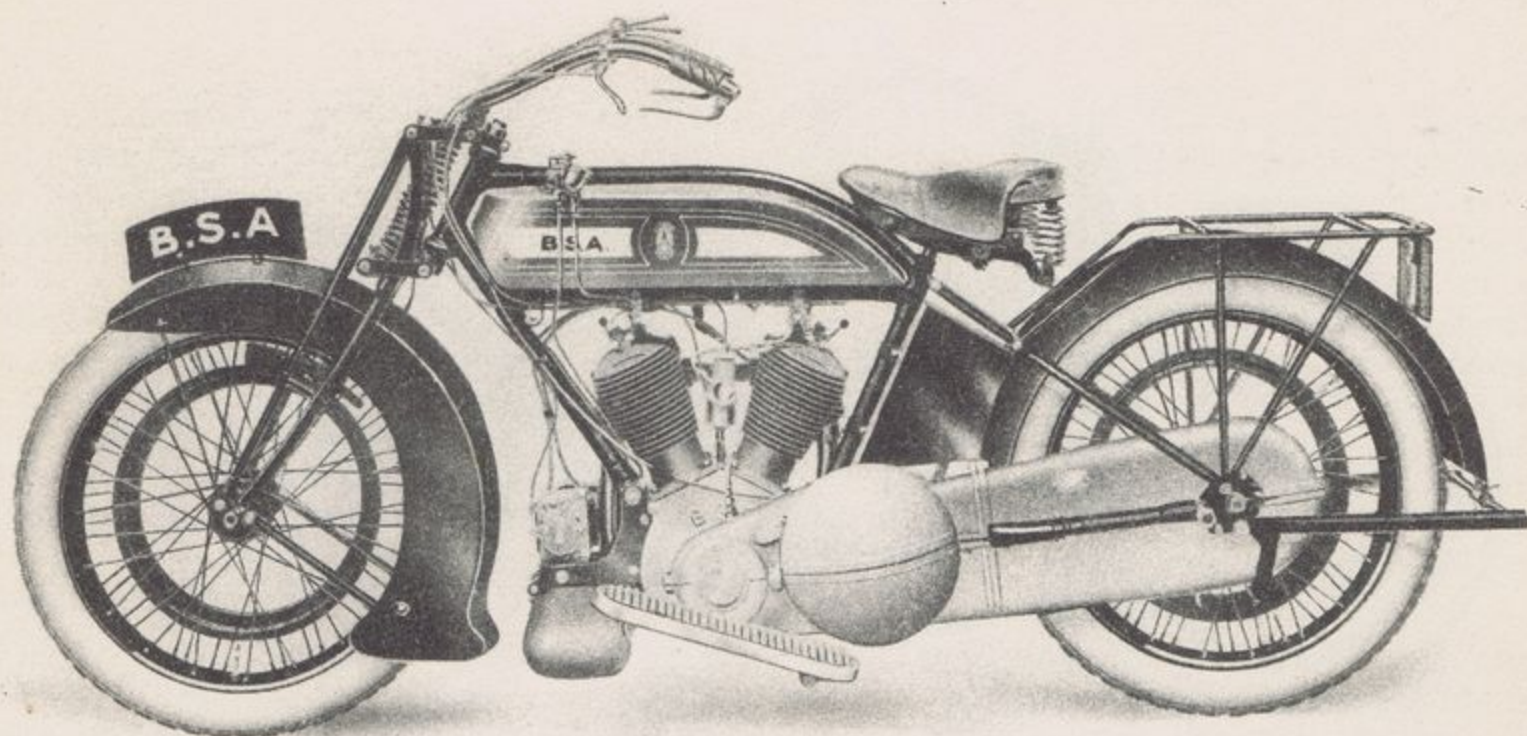
EQUIPPED WITH OR WITHOUT LUCAS ACETYLENE OR ELECTRIC "MAGDYNOL" LIGHTING SET, LAMPS AND BULB HORN TO ORDER.

PRICES (for Great Britain only)

	CASH PRICES.
Without Lamps and Horn - - - - -	£64. 0. 0.
With Lucas No. 442 Acetylene Lamps and No. 63 Bulb Horn -	£66. 14. 0.
With Lucas "Magdynol" Lighting Set and No. 63 Bulb Horn -	£71. 15. 0.

For other extras, see page 29.

9.86 h.p. B.S.A. Model G26 De Luxe



SPECIFICATION

ENGINE. Twin Cylinder, 9.86 h.p. (986 c.c.), 80 × 98 m/m bore and stroke, mainshaft mounted on ball bearings. Big end bearings fitted with rollers. Aluminium alloy pistons. Improved distribution of oil to front cylinder.

CARBURETTOR. Amac or Mills' single lever to order.

IGNITION. Magneto driven by adjustable chain in dust-proof case.

SILENCER. Large capacity of efficient design, with outlet pipe carried well to the rear.

FRAME. Specially designed for sidecar work, with integral sidecar attachments. Weldless steel tubing and forged steel lugs throughout. For B.S.A. Sidecars suitable, see pages 20-23. Strong carrier fitted.

SPRING FORK. B.S.A. type, fitted with barrel spring.

BRAKES. Front brake operated by lever on right handlebar, with mechanism protected from mud by cover. Parallel motion rear brake acting on special rim on rear wheel and operated by heel pedal on right side of machine. Grease gun nipples fitted to brake fulcrum pins.

TYRES. 26in. × 3in. Dunlop cord heavy, or 26in. × 3.25 wired on.

WHEELS. Heavy gauge rims. Enamelled. Quickly detachable and interchangeable.

TRANSMISSION. The drive is transmitted through $\frac{1}{2}$ in. × $\frac{1}{2}$ in. roller chains effectively enclosed in easily detachable aluminium cases. Cam-faced cush drive fitted to engine shaft. For gear ratios, see page 32.

TANK. Supported by brackets brazed on to the frame. Caps unbreakable, secured with bayonet joint and chain; combined priming cock and petrol tap. Capacity: Petrol 2½ gallons. Oil 3 pints.

LUBRICATION. Gravity feed to mechanical pump, then to sight feed on tank, and feeding to crank case. Hand pump is also fitted for use in emergency. Hubs, fork links, etc., fitted with grease gun nipples.

CLUTCH. Contained in large chain wheel. Floating dry plate type. Controlled by lever on left handlebar with large diameter cable.

GEAR BOX. B.S.A. Three-speed. All gears constantly in mesh. Kick-starter mechanism enclosed in gear box. Change speed lever on right side of tank.

STANDS. Back kick-up. Front stand of special design.

FOOTBOARDS. Pyramid rubber covered, set at a comfortable angle.

TOOL BOX. Metal case, leather lined. Complete set of tools in neat roll, and grease gun. Inflator.

MUDGUARDS. Rear, strong and wide, of plain section. Front mudguard of improved design.

SADDLE. Terry Spring Seat.

HANDLEBAR. Touring or Sporting pattern, both types adjustable.

FINISH. Tank in usual B.S.A. colours. Black enamel and bright parts heavily plated.

WEIGHT. 348 lbs.

This model can be fitted with Dunlop Balloon Tyres on Wired-on Rims at £2. 12. 6. extra.

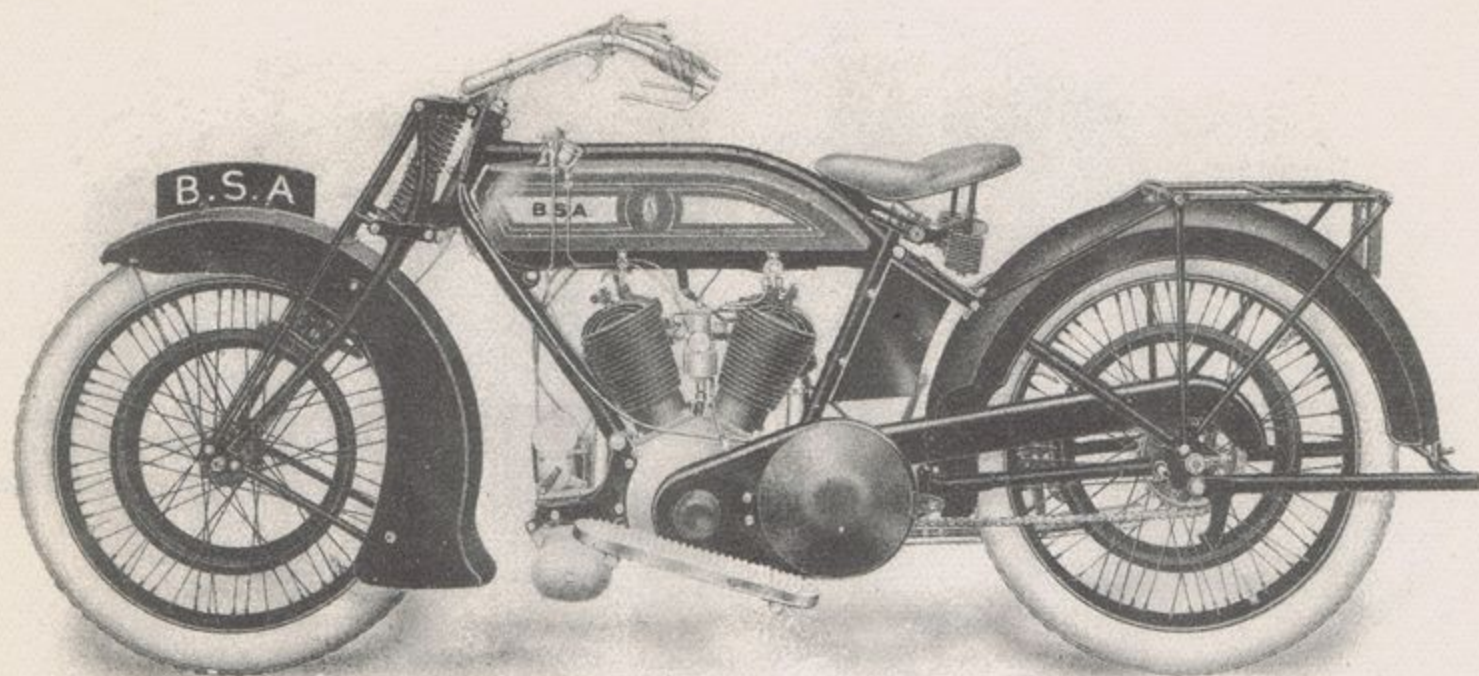
EQUIPPED WITH OR WITHOUT LUCAS ACETYLENE OR ELECTRIC "MAGDYN" LIGHTING SET, LAMPS AND BULB HORN TO ORDER.

PRICES (for Great Britain only)

	CASH PRICES.
Without Lamps and Horn - - - - -	£70. 0. 0.
With Lucas No. 442 Acetylene Lamps and No. 63 Bulb Horn -	£72. 14. 0.
With Lucas "Magdyno" Lighting Set and No. 63 Bulb Horn -	£77. 15. 0.

For other extras, see page 29.

9.86 h.p. B.S.A. Model G26 Colonial



SPECIFICATION

ENGINE. Twin Cylinder, 9.86 h.p. (986 c.c.), 80 × 98 m/m bore and stroke, mainshaft mounted on ball bearings, and aluminium alloy pistons. Big end bearings fitted with rollers. Improved distribution of oil to front cylinder.

CARBURETTOR. Amac or Mills' single lever to order.

IGNITION. Magneto driven by adjustable chain in dust-proof case.

SILENCER. Large capacity of efficient design, with outlet pipe carried well to the rear.

FRAME. Exceptionally strong and designed to give large ground clearance (minimum 5½ in.). Weldless steel tubing, and forged steel lugs fitted throughout. For B.S.A. Sidecars suitable, see pages 20-23. Strong carrier fitted.

FORKS. B.S.A. type, fitted with barrel spring.

BRAKES. Powerful parallel action front brake operated by lever on right handlebar, acting on rim with mechanism protected from mud by cover. Parallel motion rear brake acting on special brake rim on rear wheel and operated by heel pedal on right side of machine. Grease gun nipples fitted to brake fulcrum pins.

TYRES. 28in. × 3in. Dunlop cord heavy.

WHEELS. Extra strong, 28in. × 3in., quickly detachable and interchangeable.

HUBS. Taper roller bearings front and rear.

CLUTCH. Contained in large chain wheel. Floating dry plate type. Indestructible. Controlled by lever on left handlebar, with large diameter cable.

TANK. Supported by brackets brazed on to the frame. Filler caps fitted with bayonet joints and secured by chains. Combined priming cock and petrol tap. Priming tap fitted for front cylinder. Capacity: Petrol 2½ gallons. Oil 3 pints.

LUBRICATION. Gravity feed to mechanical pump, then to sight feed on tank, and feeding to crank case. Hand pump is also fitted for use in emergency. Hubs, fork links, etc., fitted with grease gun nipples.

TRANSMISSION. ½ in. × ½ in. roller chains, front chain effectively enclosed in aluminium case, rear chain protected by an efficient guard. Cam-faced cush drive fitted to engine shaft. For gear ratios, see page 32.

GEAR BOX. B.S.A. Three-speed gear box. All gears constantly in mesh. Kick-starter mechanism enclosed in gear box. Change speed lever on right side of tank.

STANDS. Back kick-up. Front stand of special design.

FOOTBOARDS. Large footboards, set at a comfortable angle.

SADDLE. Best quality.

MUDGUARDS. Of strong section, well supported, giving generous tyre clearance. Both front and rear fitted with sidewings. Improved front guard.

HANDLEBAR. Touring or Sporting pattern. Both types adjustable.

TOOL CASE. Metal case, leather lined. Complete set of tools in neat roll, and grease gun. Inflator.

FINISH. Tank in usual B.S.A. colours. Black enamel and bright parts heavily plated.

WEIGHT. 353 lbs.

This model can be fitted with Dunlop Balloon Tyres on Wired-on Rims but ground clearance will be slightly reduced.

EQUIPPED WITH OR WITHOUT LUCAS ACETYLENE OR ELECTRIC "MAGDYNO" LIGHTING SET, LAMPS AND BULB HORN TO ORDER.

PRICES (for Great Britain only)

	CASH PRICES.
Without Lamps and Horn - - - - -	£70. 0. 0.
With Lucas No. 442 Acetylene Lamps and No. 63 Bulb Horn -	£72. 14. 0.
With Lucas Electric Lamps and No. 63 Bulb Horn - - -	£77. 15. 0.

For other extras, see page 29

B.S.A. Sidecars

B.S.A. Sidecar.

Model No. 6.

Weight 168 lbs.

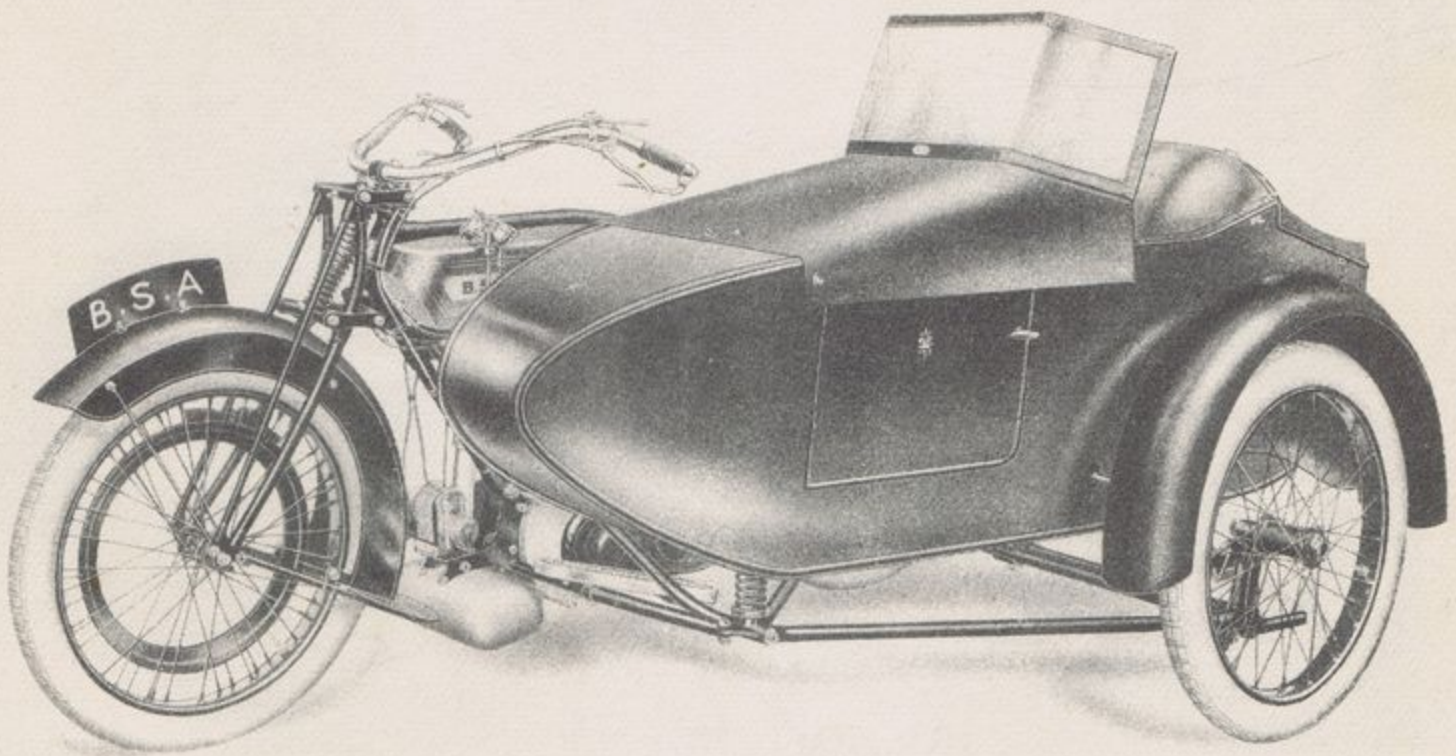
Price £18

This Sidecar has been specially designed for attachment to the B.S.A. Motor Bicycle. The chassis is of unusual design, its triangular construction enabling the utmost advantage to be taken of the strength of the first-class materials of which it is composed. It is attached to the frame of the motor bicycle at four points by specially designed connections. The front of the body is supported by a single helical spring which is mounted on a bracket at the apex, or most forward point of the triangular chassis. At the rear the body is clamped to the centre of a transverse inverted semi-elliptic spring, the ends of which are attached to the twin axle tubes on the chassis, the left-hand end being shackled to allow for the necessary motion of the spring. These shackles are fitted with grease gun nipples. The rear spring is so designed that it effectively absorbs both large and small shocks without setting up any objectionable bouncing. The mudguard, which is of exceptional width, is attached to the body and not to the chassis. A stand is fitted for raising the Sidecar wheel off the ground.

The body is designed on graceful lines which harmonise with the general design of the B.S.A. Motor Bicycle, and is coach finished in a rich shade of dark green. The body is very roomy. A deep spring-seat cushion is fitted and the back is also well sprung. A map pocket is provided, and under the seat cushion is a tool locker. A waterproof apron is also fitted.

The back of the body consists of a luggage compartment of exceptional capacity, which is constructed to accommodate a child's seat. The seat and squab can be supplied at an extra charge of 10/-

A windscreen is fitted to this Sidecar as standard when complete combination is ordered.



B.S.A. Sidecar. Model No. 6.

This Sidecar is suitable for 5.57 h.p., 7.70 h.p. and 9.86 h.p. Motor Bicycles, details of which will be found on pages 13-19.

Extra for Sidecar Lighting (all models)
Acetylene 16/6; "Magdyno" Electric 15/-; Mag-Lita Electric 12/6.

**B.S.A. Sidecar. Model No. 6a. Weight 200 lbs.
Price £23**

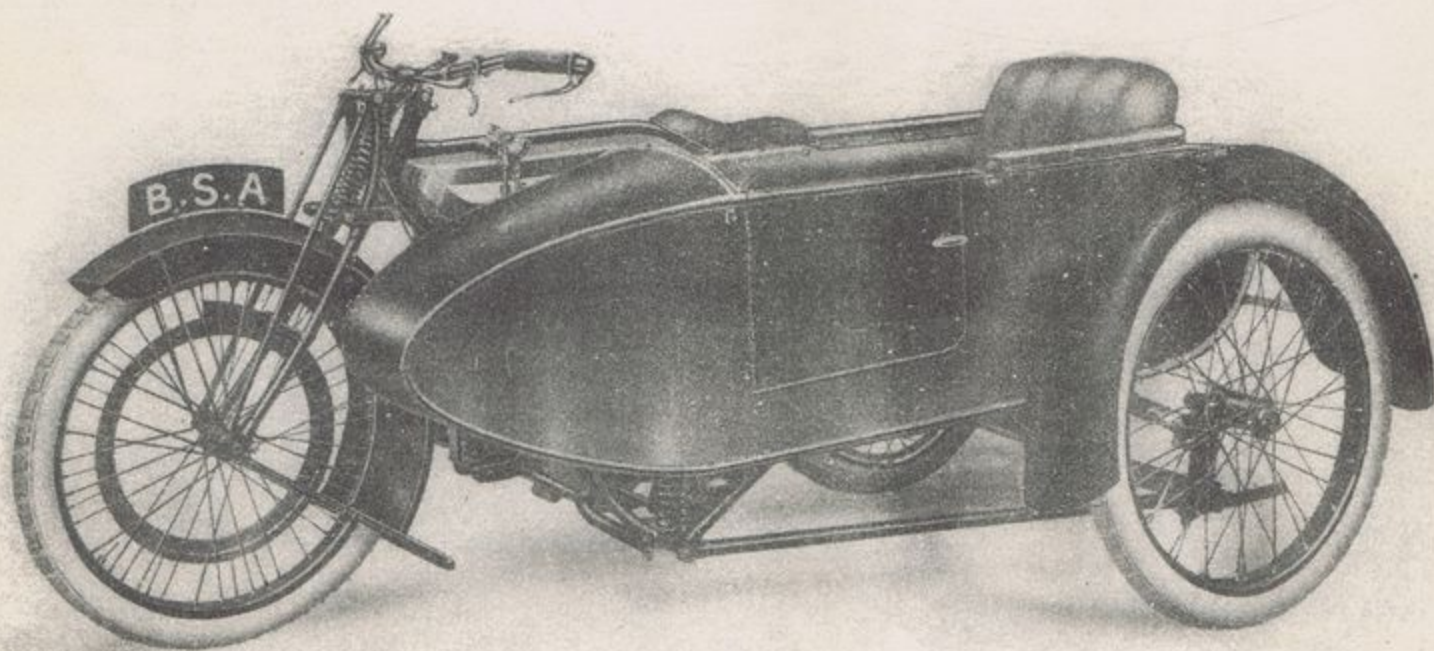
This Sidecar is the same as the Model No. 6, illustrated on previous page, but is fitted on to a sprung wheel chassis, increasing the comfort of both passenger and driver. For description of detachable Sprung Wheel fitted to this chassis, see page 25.

A windscreen is fitted to this Sidecar as standard when complete combination is ordered.

**B.S.A. Sidecar. Model No. 7. Weight 138 lbs.
Price £17**

The chassis for the B.S.A. Light Sidecar, Model No. 7, is the same as for the Model No. 6 Sidecar, with the exception that it has been slightly modified, giving a narrower wheel track, which is a great advantage on a sporting chassis. Grease gun nipples are fitted to the end of spring shackle bolts.

The body is designed on graceful lines which harmonise with the general design of the B.S.A. Motor Bicycle, and is coach finished in a rich shade of dark green. The leg length available is ample and a locker space is arranged behind the removable seat back and a luggage platform is provided on top of the locker. A waterproof apron is fitted. Body fitted with door, 10/- extra.



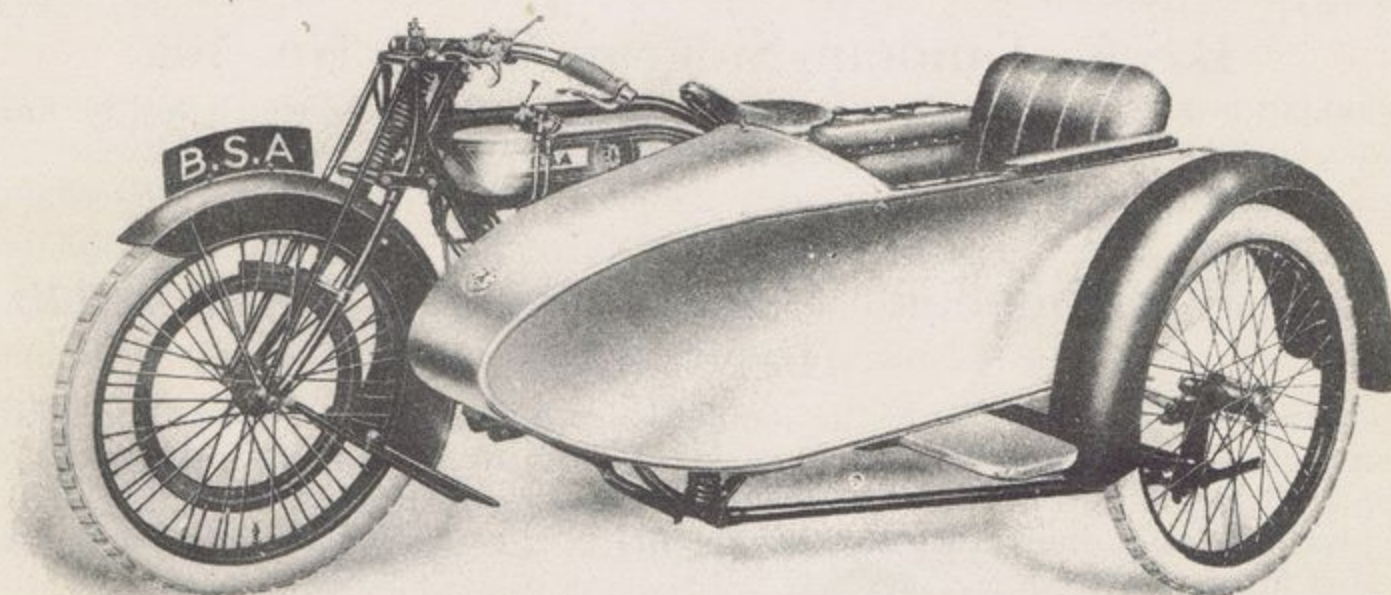
B.S.A. Sidecar. Model No. 7

This Sidecar is suitable for 4.93 h.p., 5.57 h.p., 7.70 h.p. and 9.86 h.p. Motor Bicycles, details of which will be found on pages 11-19.

B.S.A. Sidecar. Model No. 7a. Weight 124 lbs.
Price £20.

The body on this model is of improved design, finished with highly polished aluminium panels. The longer over-all length gives increased comfort and extra large locker space behind the removable seat back. A luggage platform is also provided on top of the locker. The interior is upholstered in best black material of excellent finish which harmonises with the highly polished aluminium panels giving an extremely smart appearance to the Sidecar. The nose also is of special design, being raised and extended to give a stream-line effect and sporting appearance.

The apron is made of high quality "faced material" which is not only waterproof but impervious to dust. Grease gun nipples are fitted to the end of the spring shackle bolts.



Sidecar Model No. 7a

Is suitable for 4.93 h.p., 5.57 h.p., 7.70 h.p. and 9.86 h.p. Motor Bicycles, details of which will be found on pages 11-19.

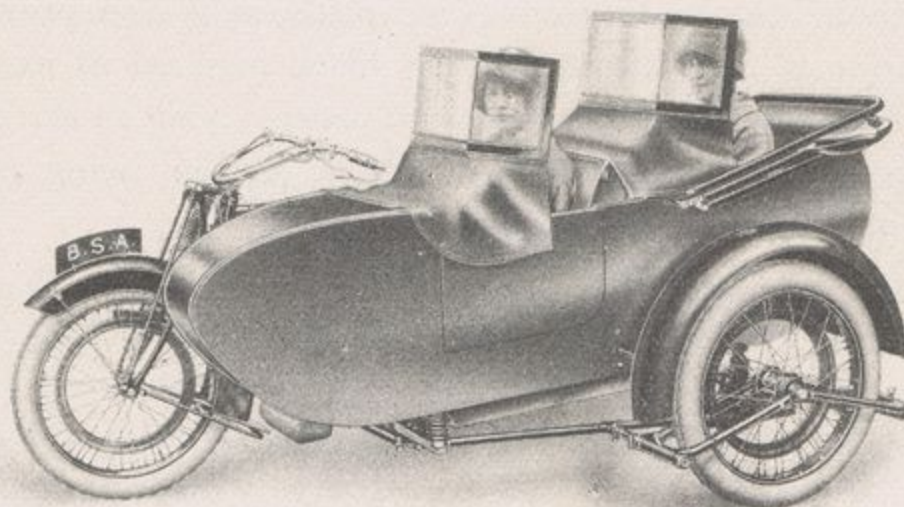
B.S.A. Sidecar. Model No. 7b. Weight 133 lb.
Price £20.

The general specification of this Sidecar is similar to the No. 7a, the body being finished with highly polished aluminium panels. It is, however, built on racing lines with a view to eliminating wind resistance and giving a low seating position for the passenger.

For illustration see Sidecar Model No. 9b.

B.S.A. Sidecar. Model No. 10. Weight 205 lbs. Price £22.
Model No. 10a. Weight 235 lbs. Price £27.

This Sidecar can be supplied with the No. 6 and No. 6a chassis. The body is specially designed to carry two adult passengers tandem fashion. Locker space is provided at rear of back seat. This Sidecar is finished in B.S.A. green. Windscreens for both passengers can be fitted when required at an extra charge of £2. 15. 0. Hood, £5 extra.



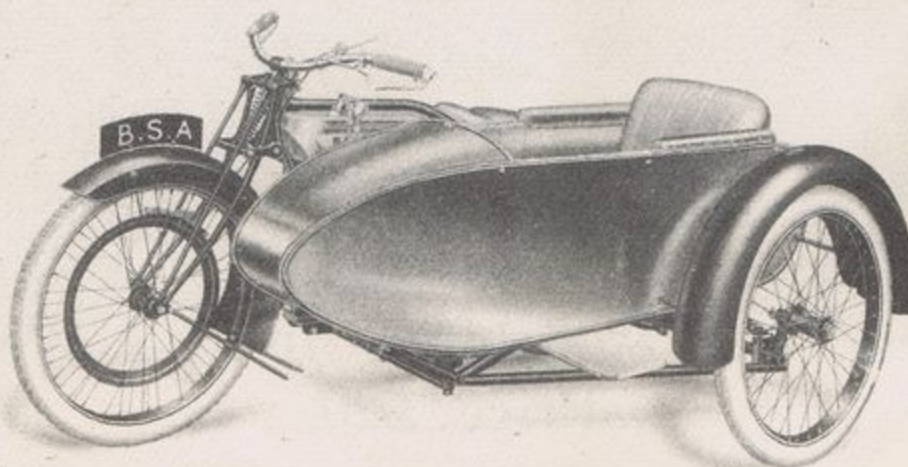
B.S.A. Tandem Sidecar Model No. 10a

Is suitable for 7.70 h.p. and 9.86 h.p. Motor Bicycles, details of which will be found on pages 15-19.

B.S.A. Light Sidecar. Model No. 9. Weight 119 lbs.
Price £14.

The chassis for this Sidecar is of the standard B.S.A. triangulated design and springing, but of lighter and simplified construction. It has been designed specially for fitting to the 4.93 h.p. and 3.49 h.p. machines, and has a narrow wheel track. The body is of pleasing design finished in dark green, and is of ample proportions, being identical with that fitted to the No. 7 chassis.

A locker space is arranged behind the removable seat back and a luggage platform provided on top of locker. A waterproof apron is also fitted. With door, 10/- extra.



Sidecar Model No. 9

Is only suitable for 4.93 h.p. and 3.49 h.p. Motor Bicycles, details of which will be found on pages 9-12.

B.S.A. Light Sidecar. Model No. 9a. Weight 116 lbs.
Price £17

Built on sporting lines, this Sidecar is finished with highly polished aluminium panels and has been specially designed for fitting to the 4.93 h.p. and 3.49 h.p. machines.

The chassis embodies standard B.S.A. practice as regards triangulation and springing, but is of lighter and simplified construction.

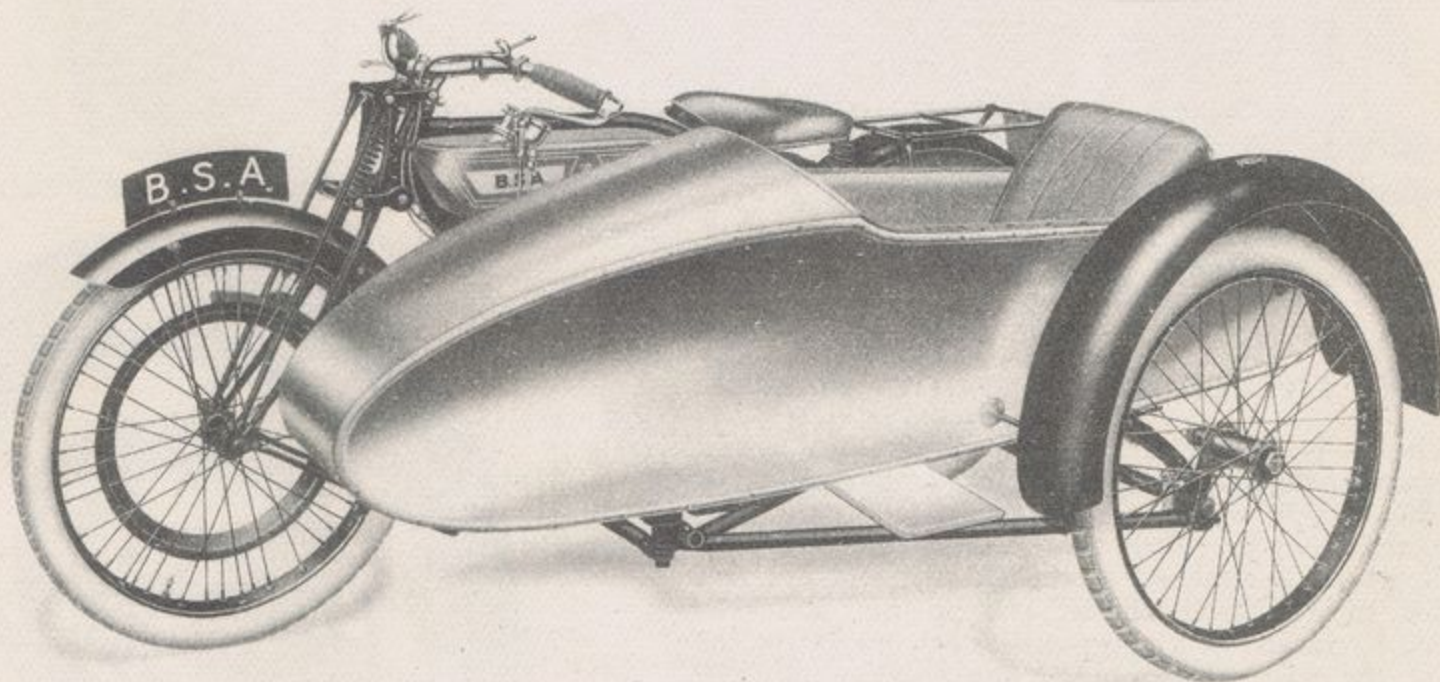
The generous overall length gives increased comfort and an extra large locker space is provided behind the removable seat back. The body, which is identical with that fitted to the No. 7a Sidecar, is upholstered in best black material of excellent finish, and a luggage platform is provided on top of the locker.

The apron is of high quality "faced material" which is not only waterproof but impervious to dust.

For illustration see Sidecar Model No. 7a.

B.S.A. Sidecar. Model No. 9b. Weight 106 lbs.
Price £17

The general specification of this Sidecar is similar to the No. 9a, the body being finished with highly polished aluminium panels. It is, however, built on racing lines with a view to eliminating wind resistance and giving a low seating position for the passenger. The chassis embodies standard B.S.A. practice as regards triangulation and springing, but is of lighter and simplified construction. This Sidecar is suitable for 4.93 h.p. and 3.49 h.p. Motor Bicycles.



B.S.A. Sidecar Model No. 9b

This Sidecar is suitable for 4.93 h.p. and 3.49 h.p. Motor Bicycles, details of which will be found on pages 9-12.

B.S.A. SIDECARS—*continued.*

B.S.A. Sidecar.

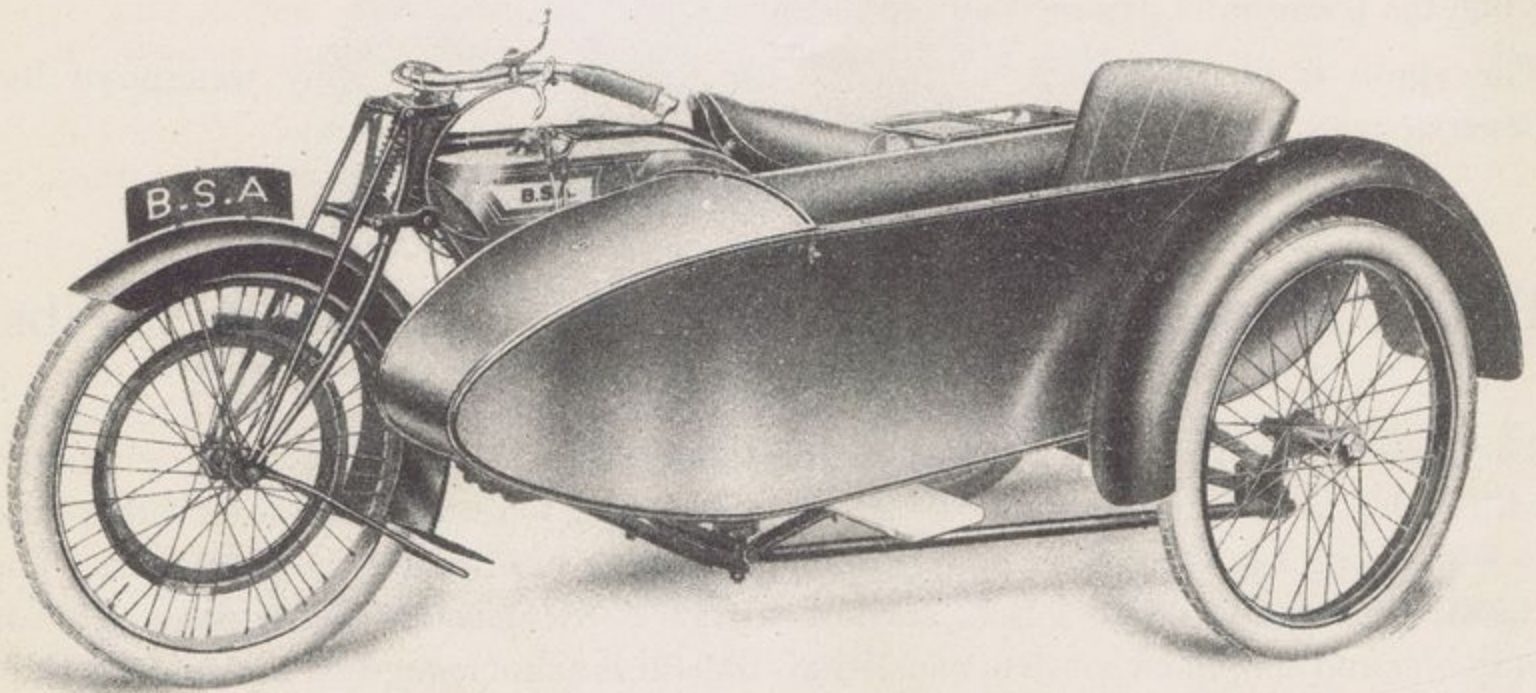
Model No. 9c.

Weight 108 lbs.

Price £11

The B.S.A. Popular Sidecar Model No. 9c has been constructed to meet a popular demand for a cheap Sidecar, the body being both strong and efficient. It is finished in the usual B.S.A. green and upholstered in green. It is supplied with apron of good quality material.

The chassis is the same as that fitted to the No. 9 Sidecar.



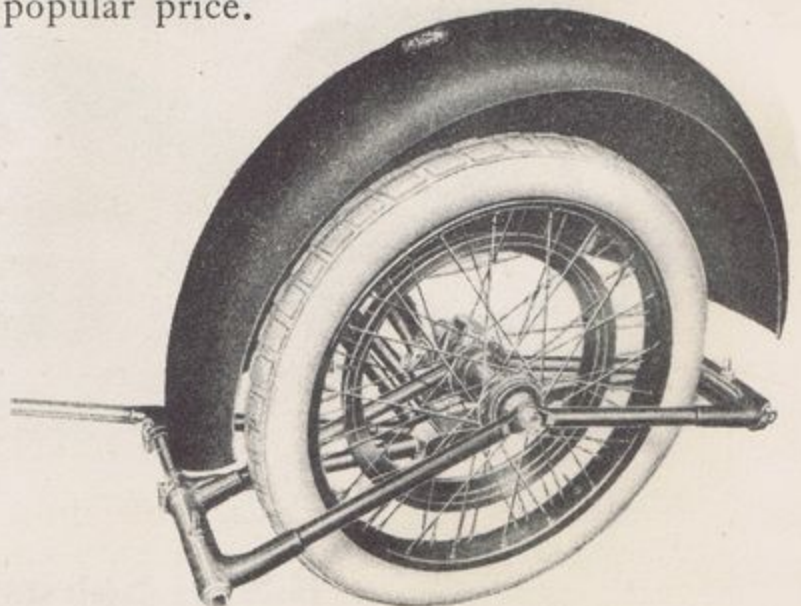
B.S.A. Sidecar Model No. 9c

Is suitable for 4.93 h.p. (S26) and 3.49 h.p. Motor Bicycles, and provides a serviceable passenger outfit at a popular price.

B.S.A. Detachable Sprung Wheel

The chassis is of similar design to Model No. 6, but incorporates a detachable wheel, which is interchangeable with the bicycle wheels. This wheel is carried in a cradle, the front of which swings on a hardened steel spindle which is attached to the chassis, and the rear shackled to a quarter elliptic leaf spring, which is attached by means of a substantial steel bracket to the ends of the twin axle tubes. The front waterproof bearing and shackle pins are provided with grease gun nipples.

The sprung wheel gives a marked flexibility to the whole outfit, makes it safer at left-hand corners and gives the passenger increased comfort. Road shocks from the sidecar wheel are, in addition, insulated from the bicycle frame and rider.



B.S.A. Detachable Sprung Wheel

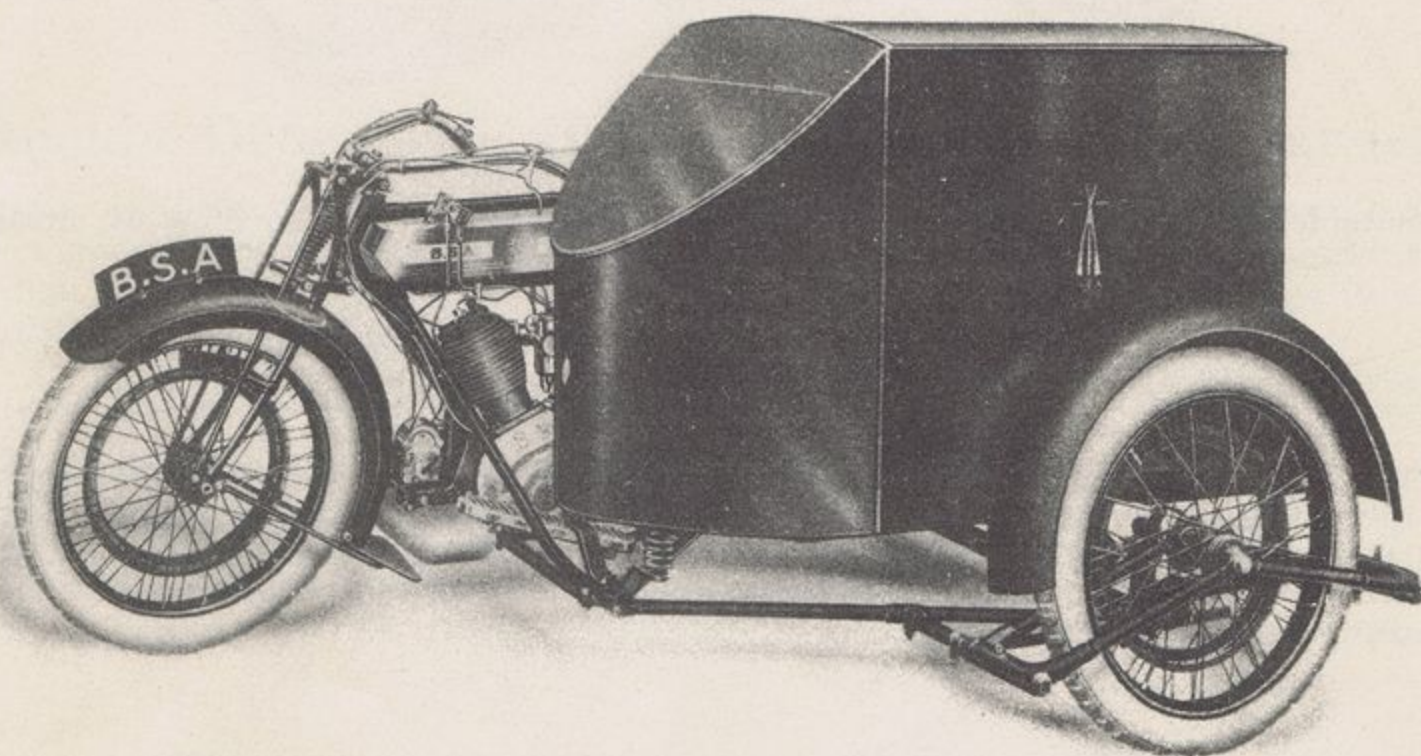
B.S.A. Commercial Carriers

B.S.A. Commercial Van Sidecar. Tax £4 (combination)

Mounted on No. 6 Chassis (fixed wheel) £25.

Mounted on No. 6a Chassis (sprung interchangeable wheel, as illustrated) £30.

The body is designed to give exceptional capacity for goods of a bulky nature. It is of pleasing design with a rounded front, which reduces wind resistance. The front sloping panel enables the driver to get a clear view of the road at all angles. This front also contains a lid which enables goods to be loaded at the front. The rear is fitted with two folding doors; these can be securely locked and bolted. The size of the box is: length 4ft. 9in., width 2ft. 3in., height 2ft. 6in. (outside measurements), capacity 20 cubic feet. Suitable for carrying loads of $3\frac{1}{2}$ cwt. The all-metal body reduces the danger of fire to a minimum and at the same time the metal panels withstand the action of the weather and rough handling better than three-ply wood which is generally used. The low tax and economical running of the B.S.A. Commercial Van Sidecar make it ideal for the tradesman requiring an efficient and rapid transport service at a minimum cost.



Commercial Van Sidecar

Is suitable for 7.70 h.p. and 9.86 h.p. Motor Bicycles, details of which will be found on pages 15-19.

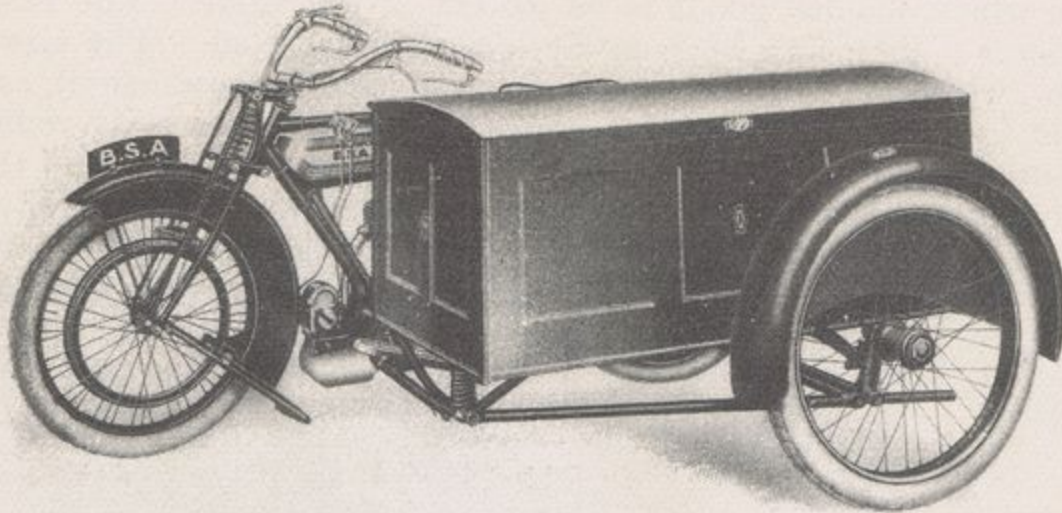
B.S.A. Special Steel Drop Forgings

The use of B.S.A. special steel drop forgings in all B.S.A. frames and sidecar chassis is an example of the excellence and thoroughness of B.S.A. production methods. Drop forgings are much stronger than malleable castings, and their use at all vital points ensures a reliability, durability and safety which will be appreciated by all motor cyclists.

B.S.A. Tradesman's Box Carrier £14

The B.S.A. Tradesman's Box Carrier can be supplied for any of the B.S.A. Motor Bicycles, with the exception of the 2.49 h.p. and 3.49 h.p. models. The chassis is the same as that used for the Model No. 6 Sidecar, with the exception that it is fitted with exceptionally strong springs both front and rear. The Box Carrier is well made, and provided with steel waterproof flange on lid and steel corner plates. The size of the Box is : length 4ft. 2in., width 2ft., height 1ft. 7in. (outside measurements), capacity 12 cubic feet. The load carried must not exceed $2\frac{1}{2}$ cwt.

This can also be supplied with a chassis having a detachable and sprung wheel.

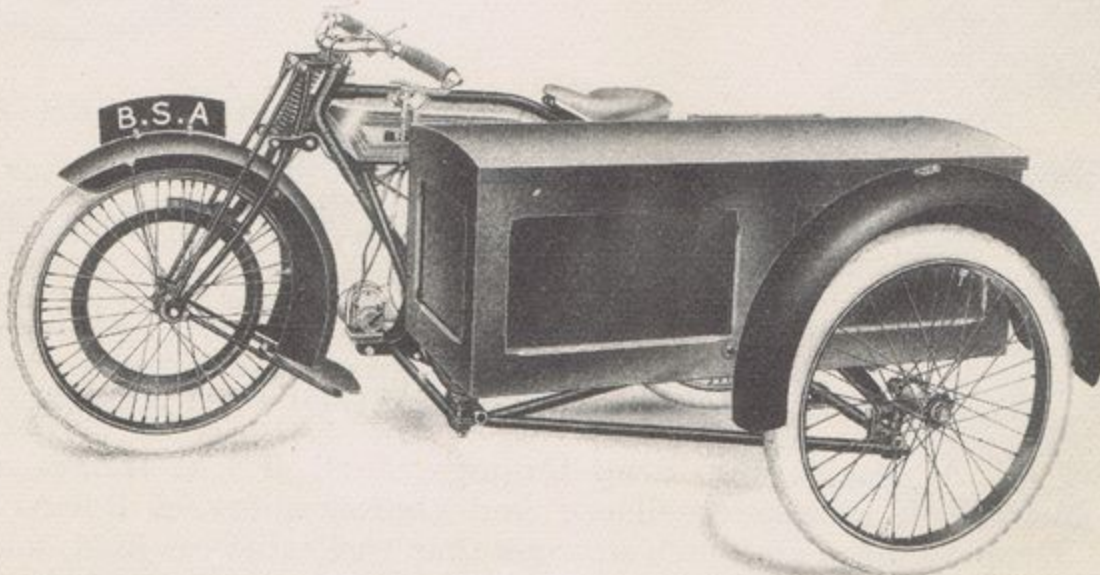


Tradesman's Box Carrier

Is suitable for 4.93 h.p., 5.57 h.p., 7.70 h.p. and 9.86 h.p. Motor Bicycles, details of which will be found on pages 12-19.

B.S.A. Tradesman's Light Box Carrier £11

The B.S.A. Light Box Carrier is supplied for fitting to the 4.93 h.p. and 3.49 h.p. Motor Bicycles only. The chassis is the same as that used for Model No. 9 Sidecar. The Box Carrier is well made and is provided with waterproof flanges on lid. The load carried must not exceed 1 cwt. Size of box is length 4ft., width 1ft. 6in., height 1ft. 6in. (outside measurements), capacity $8\frac{1}{2}$ cubic feet.

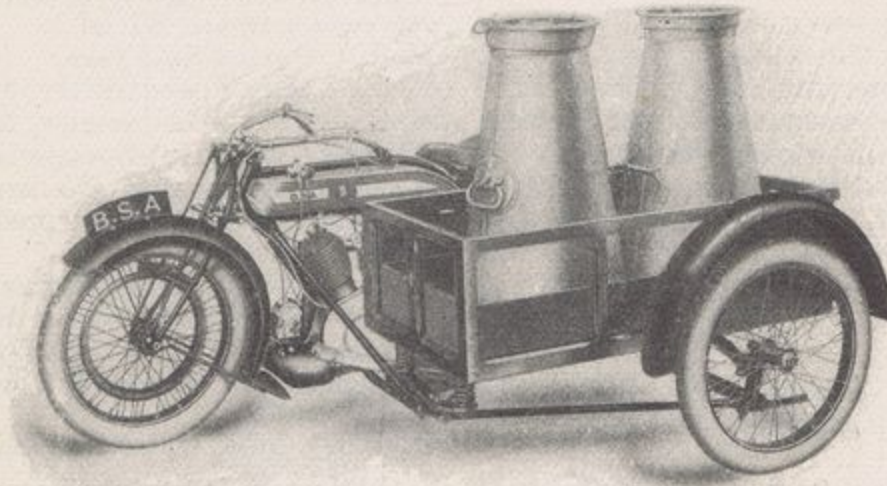


B.S.A. Tradesman's Light Box Carrier

COMMERCIAL CARRIERS—continued.

B.S.A. Milk Carrier £14

This Carrier has been specially designed for the 5.57 h.p., 7.70 h.p. and 9.86 h.p. Motor Bicycles, and is made from special hard woods. The Carrier is carefully sprung to carry two full milk churns.



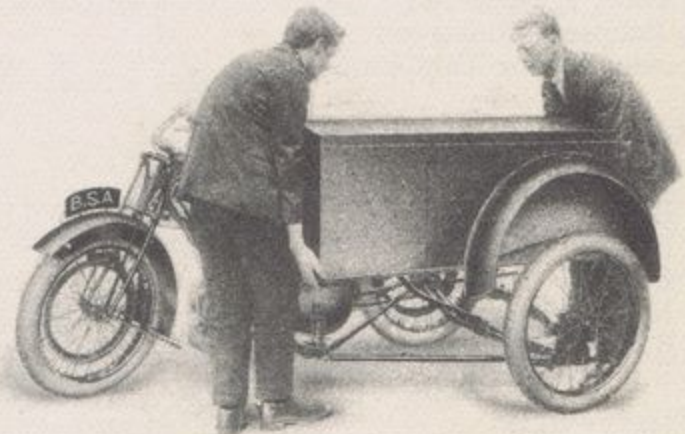
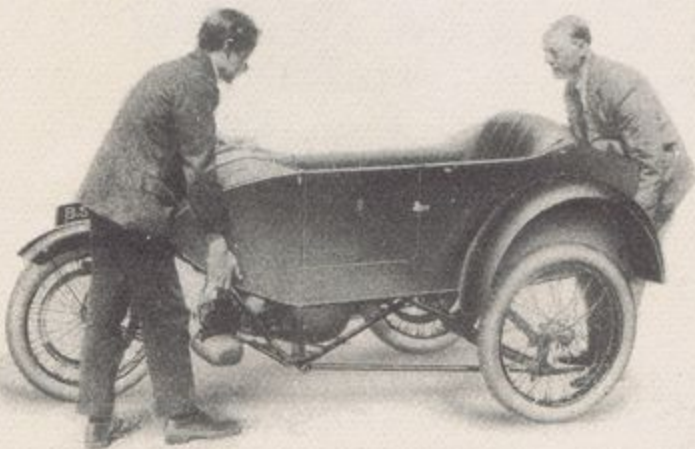
B.S.A. Milk Carrier

Quickly Detachable Bodies for Tradesman's Carriers

All types of Tradesman's Box Carriers and also the Commercial Carrier can be fitted with a special arrangement which enables the bodies to be readily changed to a passenger carrying type. To reduce the time taken to carry out this change to a few minutes, each body is supplied with its own mudguard.

The types of body which can be supplied are:—

				Price for both bodies with Special Fittings and Chassis.
Commercial Van	Alternative	Body No. 6	-	£34. 10. 0.
Tradesman's Box Carrier	..	.. No. 6	-	£23. 10. 0.
Tradesman's Light Box	..	.. No. 9	-	£19. 10. 0.
Milk Carrier	..	.. No. 6	-	£23. 10. 0.



Illustrations show B.S.A. Sidecar body being lifted off the chassis and replaced by the B.S.A. Tradesman's Box Carrier.

EQUIPMENT

—Extras Fitted at Works to New B.S.A. Motor Bicycles and Sidecars—

Electric Lighting

	£	s.	d.
Large Head Lamp for Magdyno (extra). -	7	6	

Acetylene Lamps

Lucas No. 331, Projector Set, complete -	1	5	6
Lucas No. 342, Projector Set, complete -	1	12	6
Lucas No. 442, Projector Set, complete -	2	0	0
Lucas No. 462s, Projector Set, complete -	3	3	0
Lucas No. 472, Projector Set, complete -	3	10	0

Sidecar Lamp Sets

Lucas No. 354, complete -	1	2	6
Lucas No. 350, complete -	16	6	

Rear Lamp Set

Lucas No. 344, complete -	13	0	
Tail Lamp only -	3	6	

Electric Horns

Lucas Electric Horn -	1	1	0
Clearhooter, white metal finish -	1	3	0
Clearhooter, all black -	1	5	0
Sygnol -	18	6	

Bulb Horns

Lucas Bulb Horn No. 60, black -	15	6	
Lucas Bulb Horn No. 63, black -	10	6	

Leg Shields

Fitted to 2.49 h.p., 3.49 h.p. and 4.93 h.p. Footboard Models -	15	0	
Fitted to 5.57 h.p., 7.70 h.p. and 9.86 h.p. Models -	1	0	0

Windscreens

(Extra when not fitted as standard)			
Starling Windscreen, Touring and Sporting -	1	1	0
Easting Royal Windscreen -	} Prices on application.		
Easting Standard Windscreen -			
Easting Baby Windscreen -			
Easting Eclipse Windscreen -			
Windscreens (2) for Tandem Sidecar -	2	15	0

Saddles

Brooks B. 150 Lightweight -			
Brooks B. 155 Lightweight -			
Brooks B. 170 -			
Brooks B. 175 -			
Brooks B. 190 Sports Model, Supple Seat -	} The extra price for fitting these saddles will be given on application.		
Brooks B. 195 Touring Model, Supple Seat -			
Brooks B. 2 Pillion Seat, with Handle -			
Terry Heavyweight -			
Terry Lightweight -			
Terry Ultra-Lightweight. This Saddle is recommended for the Lightweight Models -			
Lycett Aero Saddles -			

Miscellaneous

	£	s.	d.
Spare Wheel, complete with fittings -	6	17	6
Spare Wheel, with tyre, less fittings -	6	0	0
Cover for Spare Wheel -	1	0	0
B.S.A. Spring Seat Pillar -	13	6	
Cowey Trip Speedometer, Model 7 -	3	15	0
Cowey Trip Speedometer, Model 8 -	4	5	0
Cowey (non-Trip) Speedometer, Model 20 -	3	5	0
Luggage Grid, with tyre carrier -	2	5	0
Luggage Grid, with spare wheel carrier -	3	3	0
Licence Holder -	2	3	
Steering Dampers, including adaptors -	1	5	0
Lucas Observation Mirror No. 16 -	10	6	
Lucas Observation Mirror No. 11 -	6	6	
Moseley Air Cushions for Saddles—No. 1, 12" or 14" -	15	0	
Moseley Air Cushions for Saddles—No. 3, Raised Peak, 12" or 14" -	16	6	
Moseley Air Cushions for Pillions—No. 30, 14" x 9" x 2½" -	1	7	6
Moseley Air Cushions for Pillions—No. 160, 16" x 11" x 2½" -	1	10	0
Bowden Pillion Seat -	12	6	
Hood for Double Seater Sidecar -	5	0	0

Oils

We confidently recommend the use of B.S.A. specially prepared Cylinder Oil for engine and gear box lubrication. When you cannot obtain B.S.A. Oil use Speedwell "Sans Egal" (Summer or Winter grade), Mobiloil B.B. (Summer), T.T. (Winter) or Castrol XL.



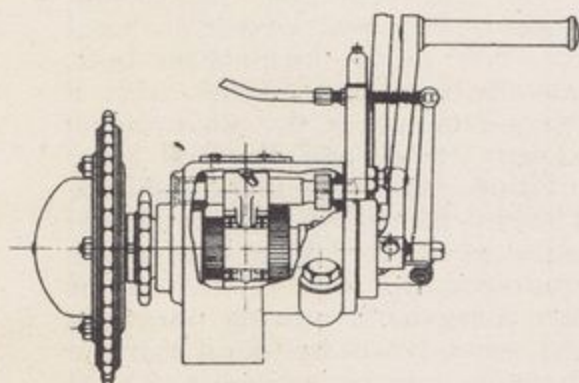
B.S.A. Grease Gun Grease

This specially prepared grease is supplied in 1lb. tins, and also in cartons which contain sufficient grease for one loading, the filling of the gun being a very simple matter.

BARNSTORMERS.CO.NZ

The B.S.A. Countershaft Two-speed Gear Box

As fitted to the B.S.A. 2·49 h.p. Model



THIS Gear Box is sturdy, compact and presents a clean exterior. The gears are constantly in mesh, the change being effected by dogs. The gear-changing mechanism is enclosed within the box together with the kick-starter gear. The latter consists of kick-starter crank connected to quadrant which is mounted directly on the lay shaft. When operated this meshes with ratchet pinion mounted on the main shaft.

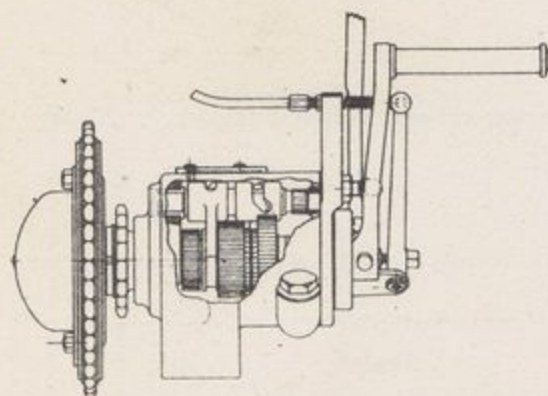
The change speed lever is fitted direct to the gear box and is provided with an outside selector quadrant so that position of gear lever can be readily seen. The clutch is left in to start the engine, the gear lever being in the central notch on the selector plate (neutral position). When the engine has been started the clutch is withdrawn by the lever on the left of the handlebar and the low gear is engaged by moving the gear lever to the rear position. The clutch may then be gradually engaged and the load will be taken up in a particularly smooth and efficient manner. In changing to top gear the clutch is slightly disengaged, and the gear lever moved smartly forward into the top gear position.

The oil filler plug is fitted on the end plate and the height is such that if the box is filled to this level adequate lubrication is given to all moving parts.

Below are given particulars of gear ratios for the 2·49 h.p. model showing the ratio recommended. The 16 T sprocket on engine shaft gives gears suitable for use in hilly country with heavy rider.

The B.S.A. Three-speed Gear Box

As fitted to B.S.A. 2·49 h.p. Model



THIS Gear Box is similar in appearance to the Two-speed Model, with the exception of the selector quadrant, which is notched to register the extra gear. As in the Two-speed gear box all gears are constantly in mesh, and the kick-starter gear is identical in operation.

The clutch is left in to start the engine, the gear lever being in the neutral position, *i.e.*, the small second notch nearest the rider. When the engine has been started the clutch is withdrawn, and the low gear engaged by pulling the gear lever to the rear position. The clutch may then be gradually engaged to take up the load.

The top gear position is at the forward end of the control plate, and the middle gear at the deep notch, midway between the high and low positions. The clutch should always be eased when changing gear.

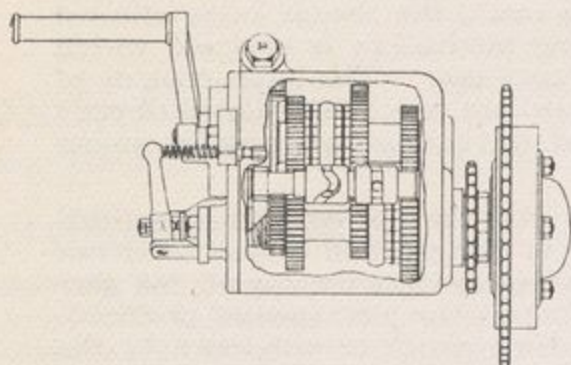
The oil filler plug is fitted on the end plate, and the height is such that if the box is filled to this level, adequate lubrication is given to all moving parts.

The gears supplied are shown below.

FOR 2·49 h.p. TWO-SPEED GEAR BOX						FOR 2·49 h.p. THREE-SPEED GEAR BOX						
SPROCKET TEETH ON				GEARS		SPROCKET TEETH ON				GEARS		
Engine Shaft	Gear Box		Rear Wheel	High	Low	Engine Shaft	Gear Box		Rear Wheel	High	Med.	Low
16	43	17	42	6·6	12·4	16	43	17	42	6·6	9·8	14·5
17	43	17	42	6·2	11·7	17	43	17	42	6·2	9·3	13·6
					Standard						Standard	

The B.S.A. Countershaft Three-speed Gear Box

As fitted to B.S.A. 3.49 h.p. and 4.93 h.p. Models



THIS Gear Box, although similar in principle to that which is fitted to the heavier machines, is smaller and more compact, consistent with strength. The gear changing mechanism, which is the same as that of the larger type of gear box, is enclosed within the box, together with the whole of the kick-starter gear. When the kick-starter is operated the quadrant meshes with a ratchet pinion rotatably mounted on the mainshaft, the pinion being controlled by a spring loaded ratchet sleeve, and the full force exerted on the kick-starter crank is thus transmitted through the mainshaft direct to the engine. The clutch is left in to start engine, the gear lever on tank being in neutral position. When the engine has been started, the clutch is withdrawn by a lever on the left of handlebar and the low gear is then engaged by moving operating

lever to the front end of the gate quadrant. The clutch can then be engaged, when it will be found that the load can be taken up in a particularly smooth and efficient manner. When changing gear this procedure should be followed: if the clutch is eased slightly when changing down from high gear to second, or second to low, the shock of engagement is reduced. Assuming high gear to be in operation (operating lever pulled as far as possible towards the rider) to change to second gear, the lever should be pushed forward smartly to the stop in the midway position, and to change to low gear, the lever should be moved slightly to the right to clear stop in gate, then being pushed smartly forward to the end of gate quadrant. When changing up from low to high gear, the movement is reversed and it is imperative that the drive of the engine should be disengaged momentarily by releasing the clutch. If care is taken when changing gear, and full use is made of the clutch to reduce driving shocks, the life of the tyres and chains will be considerably prolonged.

The oil filler plug is situated at the rear of the gear box, and the height is such that if the box is filled to this level it gives adequate lubrication to all moving parts. If oil is put in through the inspection lid provided at the top of the box, the filler plug should be removed to allow any excess oil to drain out.

DESCRIPTION OF CLUTCH

The clutch is contained in the large chain wheel and is of the floating dry plate type. It is controlled from the left handlebar, and being remarkably sweet in action it ensures an easy start from rest under any conditions. It can be slipped almost indefinitely without harm, and since it never becomes fierce, it makes the machine ideal for traffic riding. Very light pressure of the fingers on the handlebar lever will operate the clutch, and adjustments, if required, are the work of a few seconds only.

GEAR RATIOS

The following are particulars of Gear Ratios for 1926 Models, showing the ratios recommended for each of our standard models. Other ratios are shown which are suitable for special duty.

3.49 h.p. Standard Model

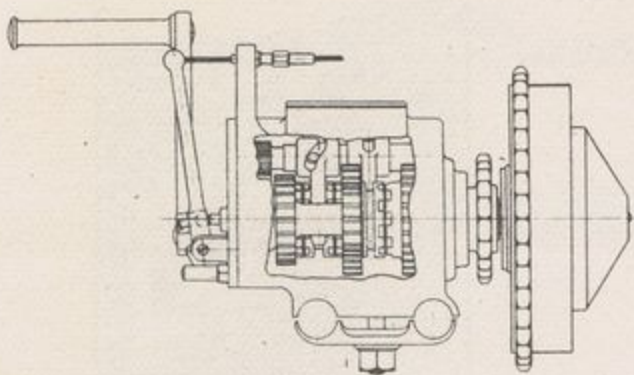
SPROCKET TEETH ON				GEARS			
Engine Shaft	Gear Box		Rear Wheel	High	Middle	Low	Model
16	35	15	42	6.1	8.3	14.5	Comb.
17	35	15	42	5.8	7.9	13.6	Solo
18	35	15	42	5.4	7.4	12.9	
19	35	15	42	5.1	7.0	12.2	

GEAR RATIOS FOR 3.49 h.p. O.H.V. AND 4.93 h.p. MODELS

TEETH ON SPROCKET				RATIOS			
$\frac{1}{2}$ " Pitch		$\frac{5}{8}$ " Pitch					
Engine Shaft	Gear Box	Gear Box	Rear Wheel	High	Middle	Low	Models
21	43	15	42	5.7	7.8	13.5	Combination 3.49 and 4.93 h.p.
22	43	15	42	5.4	7.4	12.9	
23	43	15	42	5.2	7.1	12.3	
24	43	15	42	5.0	6.8	11.8	4.93 h.p. Solo

The B.S.A. Countershaft Three-speed Gear Box

As fitted to B.S.A. 5·57 h.p., 7·70 h.p. Twin and 9·86 h.p. Twin Models



THE Gear Box presents a particularly clean appearance. The pinions for the gear-changing mechanism are enclosed, as is also the whole of the kick-starter gear. The latter is provided with a spring-toothed quadrant, which ensures its engagement with its respective pinion in whatever position this may be. The kick-starter is operated with gear in neutral position, the whole force exerted on starter crank thus being applied direct to engine. The clutch is left in to start engine, gear lever on tank being in neutral position. When the engine has been started the clutch is withdrawn to free engine and the low gear is now engaged by moving operating lever to front end of the gate quadrant. The clutch can then be engaged, when it will be found that the load will be taken up in a particularly smooth and efficient manner.

When changing gear this procedure should be followed: if the clutch is eased slightly when changing down from high gear to second, or second to low, the shock of engagement is reduced. Assuming the high gear to be in operation (operating lever pulled as far as possible towards the rider) to change to second gear the lever should be pushed forward smartly to the stop in the midway position. To change to low gear the lever should be moved slightly to the right to clear stop in gate. It is then pushed smartly forward as before to the end of quadrant. When changing up the movement is reversed, but it is imperative that the drive of the engine should be reduced momentarily by releasing the clutch. If care is taken when changing speed, and full use is made of the clutch to reduce driving shocks, the life of the tyres and chains will be considerably prolonged.

The oil filler plug is fitted on the end plate, and the height is such that if the box is filled to this level it gives adequate lubrication to all moving parts. If oil is put through the inspection lid provided at top of box, the filler plug should be removed to allow any excess of oil to drain out.

GEAR RATIOS

The following are particulars of Gear Ratios for 1926 Models showing the ratios recommended for each of our standard models. Other ratios are shown which are suitable for special duty.

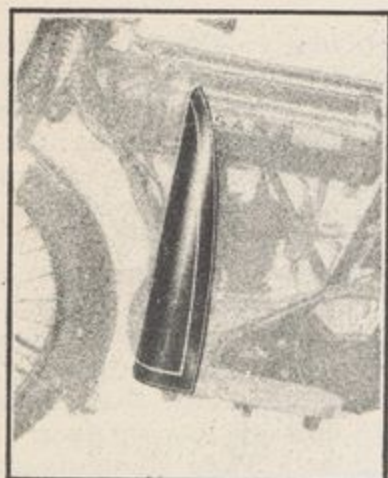
5·57 h.p. Model

SPROCKET TEETH ON				GEARS			Model
Engine Shaft	Gear Box		Rear Wheel	High	Middle	Low	
15	38	15	35	5·9	9·4	15	De Luxe Combination
16	38	15	35	5·5	8·8	14	Light Combination
17	38	15	35	5·2	8·3	13·3	Solo
18	38	15	35	4·9	7·8	12·5	

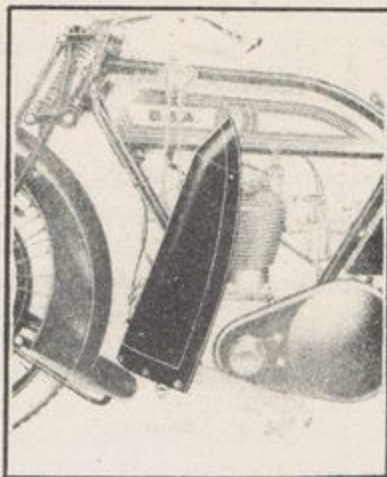
7·70 h.p. and 9·86 h.p. Twin Models

SPROCKET TEETH ON				GEARS			Model
Engine Shaft	Gear Box		Rear Wheel	High	Middle	Low	
16	38	15	35	5·5	8·8	14	De Luxe 7·70 h.p. Combination (Light 7·70 h.p. Combination (9·86 h.p. Combination
17	38	15	35	5·2	8·3	13·3	
18	38	15	35	4·9	7·8	12·5	
20	38	15	35	4·4	7·14	11·4	7·70 h.p. and 9·86 h.p. Solo

B.S.A. Leg Shields



Fitted to 2.49 h.p. Models



Fitted to 3.49 h.p. & 4.93 h.p. Models



Fitted to 5.57 h.p., 7.70 h.p. and 9.86 h.p. Models

B.S.A. Leg Shields add refinement and distinction to B.S.A. Motor Bicycles, as well as being of extremely practical use. The first illustration shows the Leg Shields fitted to the 2.49 h.p. machines. These are designed to protect the rider's legs without being too bulky or causing too much wind resistance. Those designed for use with B.S.A. 3.49 h.p. and 4.93 h.p. Motor Bicycles are more deeply valanced and conform admirably with the clean lines of the machines, while the Leg Shields for use with B.S.A. 5.57 h.p., 7.70 h.p. and 9.86 h.p. machines are very deeply valanced and intercept not only the mud thrown up by the front wheel of the Motor Bicycle itself, but all splashes from passing vehicles. In order not to interfere with engine adjustments the footboards, when the type shields are fitted, are provided with spring clips rendering them instantly removable.

B.S.A. Leg Shields are finished in black enamel, lined in gold, and may be ordered with the machine or obtained from your Agent.

Lighting Sets

The whole range of B.S.A. Motor Bicycles can now be supplied with full electric equipment.

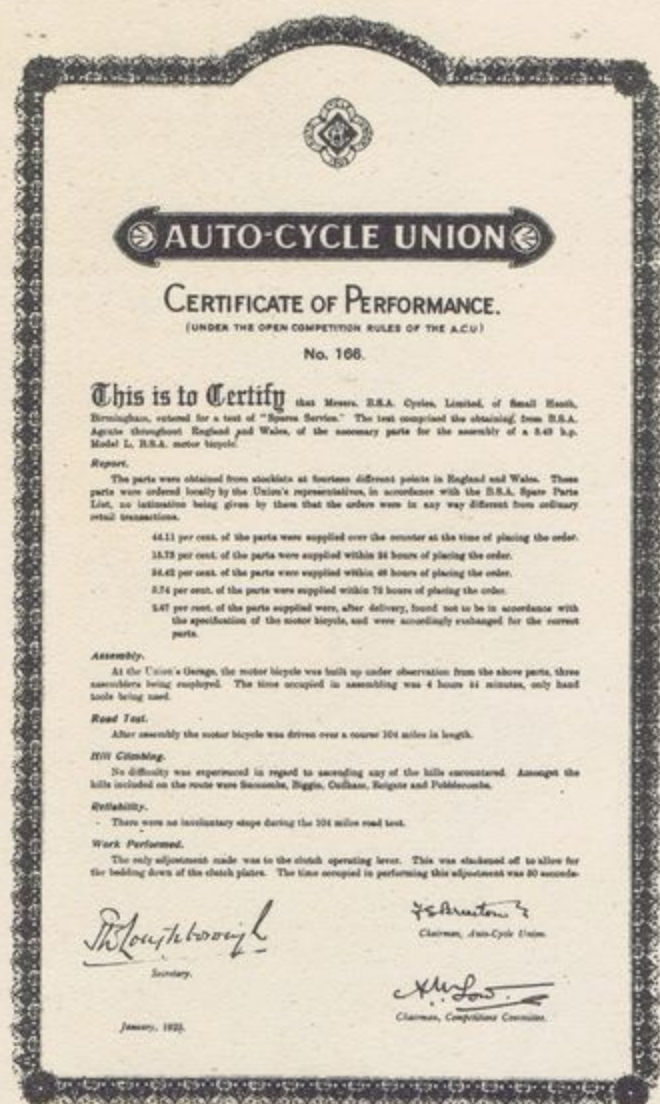
2.49 h.p. MODEL can be fitted with M-L Maglita Set, which has been tested and found to be thoroughly satisfactory for this model.

3.49 h.p. and 4.93 h.p. MODELS can be fitted with Lucas Magdynette or M-L Maglita Sets or with Lucas Magdyno.

ALL OTHER MODELS, Solo or Combination, can be fitted with the well-known Lucas Magdyno.

We have confidence in recommending the Lighting Sets detailed in this catalogue to give the maximum pleasure and enjoyment to motor cyclists. This is particularly applicable to riders who use their machines under all-the-year-round conditions. Each of these Lighting Sets has been extensively tested under the most strenuous conditions with the model for which it is recommended. The Batteries supplied to these Sets are specially made to withstand all Over-seas conditions, both climatic and road. It is essential that the Lighting Set is specified when ordering your new Motor Bicycle.

B.S.A. Spare Parts Service



Reduced facsimile of the A.C.U. certificate.

The B.S.A. 3.49 h.p. was chosen for the first test, and of the 1,076 components, 44.11% were supplied over the counter, and the remainder obtained within three days.

A 1914 5.57 h.p. model was chosen for the second test, and of the 1,426 parts 49.37% were handed over the counters of sixteen Agents chosen by the A.C.U. from the list of B.S.A. Stockists, and the complete set were again obtained within three days.

"IXION" of *The Motor Cycle* says: "A sincere 'Bravo' was wrung from my cynical bosom when the B.S.A. people carried out their first test of spare part service under A.C.U. auspices. . .

They asked for a further test, this time of their 1914 'bus, from which they emerged with flying colours. I have not the least hesitation in saying that in the minds of all thoughtful owners these two tests are more practical than freak trials, and of more value to the public than even the great T.T. itself. I have known what it is to need my machine every day and all day, and to live at such a distance from factories that railing the 'bus back to the works costs a small fortune, while there was no service agent within reach equipped to put me on the road again quickly when trouble came; and, therefore, like many motor cyclists who never compete in trials nor write to the Blue 'Un, I can appreciate these two convincing tests at their real worth."



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