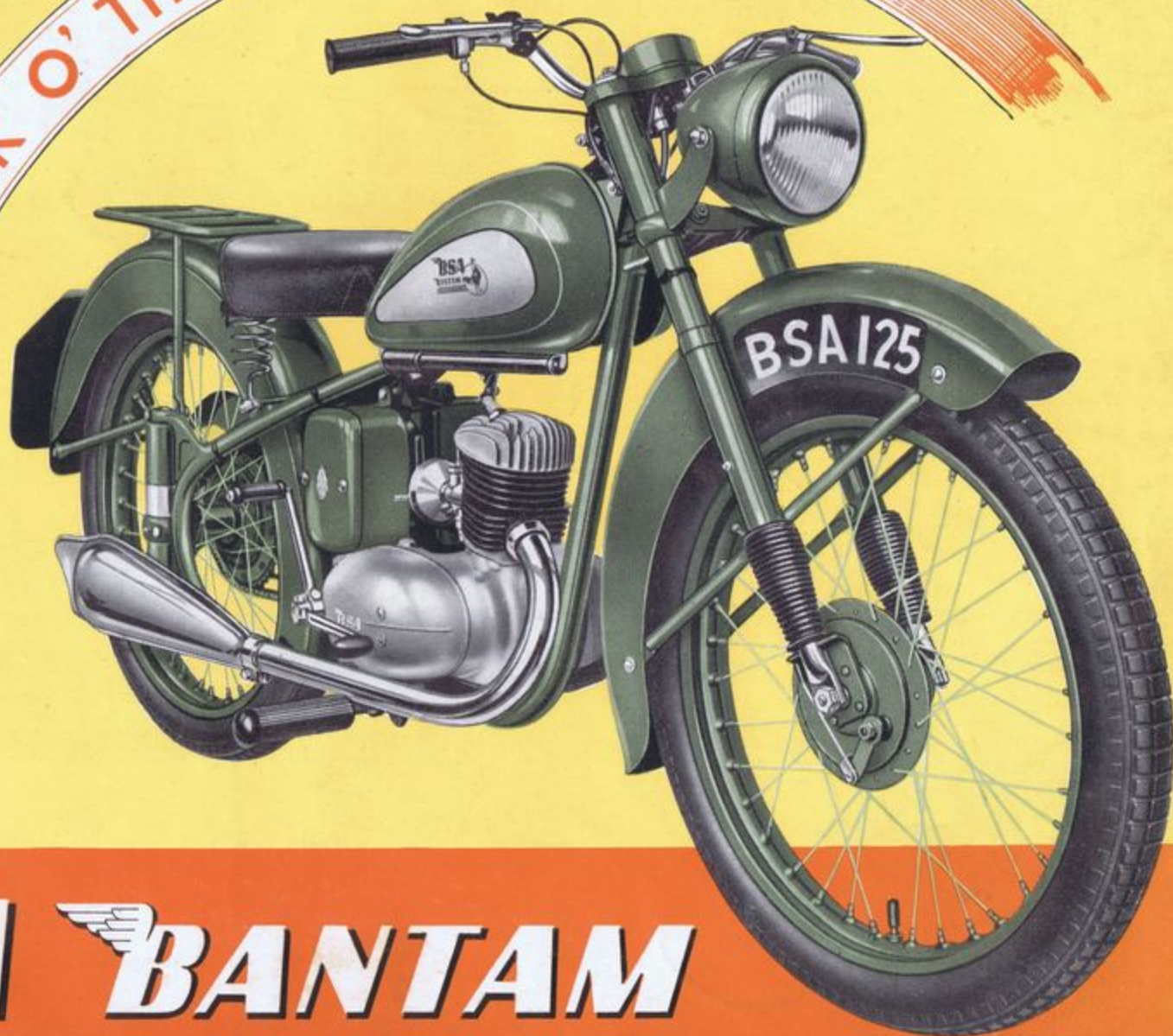


OVERSEAS

COCK O' THE LIGHTWEIGHTS



BSA BANTAM

The small machine with a **BIG PERFORMANCE**

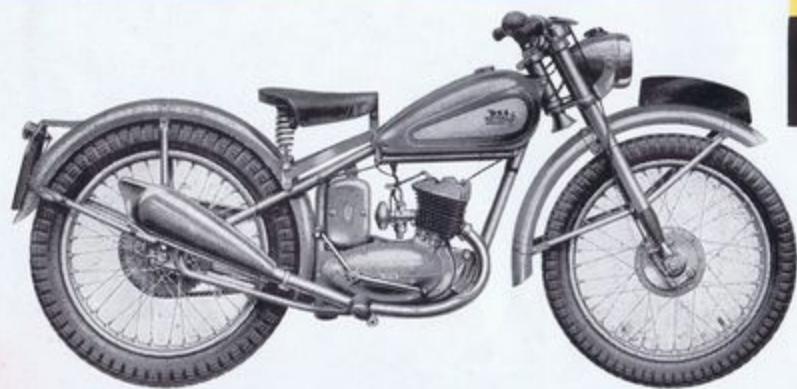


In the comparatively short time since its introduction, the B.S.A. Bantam has achieved a popularity in all parts of the world unequalled by any other motor cycle.

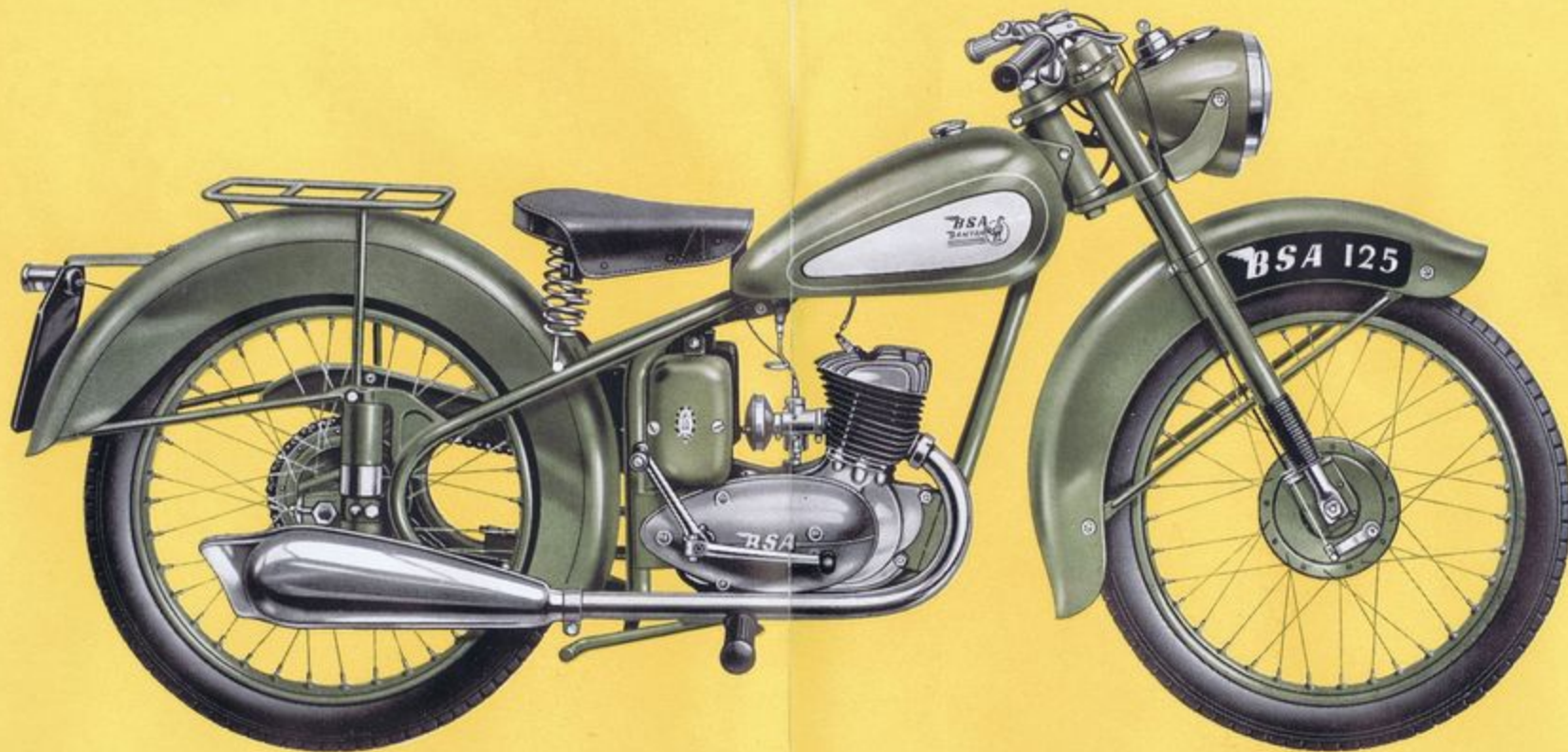
This is due to the fact that never before has there been a machine which is so wonderfully economical yet gives such a perfect combination of high performance with reliability, easy handling and riding comfort.

The introduction of the model with spring frame (illustrated in colour) and the choice of also a Lucas 45 watt A.C. generator, rectifier, battery, and coil ignition, now offers real luxury in light-weight motor cycling at a reasonable first cost and amazingly economical running and upkeep.

The B.S.A. Bantam is aptly described as "Cock o' the Lightweights."



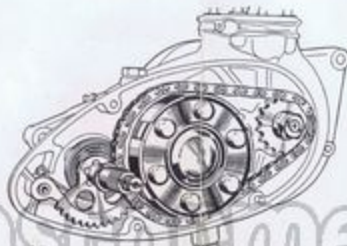
BSA BANTAM Competition Model



The **BSA BANTAM** 125 Two-stroke Model D1



View of deflectorless piston head with combustion chamber machined all over for consistent efficiency.



Unit construction of engine and gearbox with totally enclosed primary drive and kickstarter mechanism.



The robust fly-wheel assembly with "faced" fly-wheels to ensure minimum air friction and maximum induction-transfer efficiency.

ECONOMY

150-160 miles per gallon.

PERFORMANCE

Amazing flexibility over the entire speed range, and capable of maintaining touring speeds up to 40-50 m.p.h.

EASILY THE MOST OUTSTANDING MOTOR CYCLE VALUE IN THE WORLD TODAY



Specification as Model D1 but finished in black. Tank with chromium top panel and cream side panels; chromium plated rims. Equipped with legshields, safety bars and larger carrier.

BSA BANTAM Model BD1

Specification of the

BSA BANTAM

ENGINE: Single cylinder two-stroke; 52 mm. bore x 58 mm. stroke; 123 c.c.; deflectorless piston head with twin transfer ports giving efficient scavenging; aluminium alloy piston; roller bearing big-end; detachable aluminium alloy cylinder head; Amal carburettor incorporating air cleaner; mainshaft on ball journal bearings with spring-loaded crankcase compression seals; combined flywheel magneto and dynamo; petroil lubrication; efficient silencer.

TRANSMISSION: Crankcase and gearbox in unit construction, with fixed-centres; primary chain drive from engine shaft to clutch on gearbox mainshaft; three-speed constant mesh gearbox, positive foot change (with gear position indicator) and kick-starter, both pedals on right; gear ratios 7.0, 11.7 and 22.0 to 1; front chain .375 in. pitch; rear chain $\frac{1}{2}$ in. x .335 in.

FRAME: Of tubular welded construction; $1\frac{1}{2}$ gallons petrol tank; telescopic front forks with rubber gaiters; brakes 5 in. diameter, of weatherproof design with finger adjustment; spring-up central stand; spring seat saddle.

CONTROLS: Twist grip throttle and front brake lever on right handlebar; clutch lever and lighting switch on left handlebar; rear brake operation by left toe pedal.

EQUIPMENT: Dunlop 2.75-19 tyres; Wico-Pacy flywheel dynamo lighting set with switch operation by handlebar lever; provision for parking battery in headlamp; bulb horn built into steering stem; rear luggage carrier, metal toolbox with complete toolkit; tyre inflator; licence holder.

FINISH: Frame, tank, forks, wheels, etc., attractive pastel green; bright parts chromium plated.

EXTRAS: Speedometer; legshields, spring-frame; Lucas lighting with battery, and coil ignition with special switch position for starting if battery is fully discharged; battery operated electric horn.

DIMENSIONS: Wheelbase 50 in. (127 cm.); saddle height 27 in. (68 cm.); ground clearance 5 in. (13 cm.); overall width 26 $\frac{1}{2}$ in. (67 cm.); overall length 77 in. (195 cm.).

B.S.A. Bantam for Competitions purposes only—as above specification, but with the following modifications:—

Decompressor in cylinder head; folding kick-starter; gear ratios—8.64, 14.45 and 27.14 to 1; upswept exhaust system; roller bearings in the front wheel; unvalenced mudguards; 3.25 x 19 rear tyre; adjustable footrests; raised saddle mounting.

B.S.A. CYCLES LTD., Birmingham 11, England

B.S.A. Cycles Limited reserve the right to alter designs or any constructional details of their manufactures at any time without giving notice.

Printed in England. March 1950.

The **BSA** range

The British Journal

MOTOR CYCLING

says

"It can truly be said that it offers the most comprehensive and widely differing range of motorcycles that have emanated from one factory since the 'boom' days of the 1920's. . . . Every machine in the catalogue is modernised right up to the minute."

125 2-stroke	D1 Bantam
125 2-stroke	D1 Competition
250 S.V.	C10
250 O.H.V.	C11
250 O.H.V.	C11 de Luxe
350 O.H.V.	B31
350 O.H.V.	B32 Competition
350 O.H.V.	B32 Gold Star
500 O.H.V.	B33
500 O.H.V.	B34 Competition
500 O.H.V.	B34 Gold Star
500 S.V.	M20
600 S.V.	M21
500 O.H.V.	M33
500 O.H.V. Twin	A7
500 O.H.V.	A7 Star Twin
650 O.H.V. Twin	A10