

The Latest addition to the World's Widest and Finest range of Motor Cycles —



BSA

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GOLDEN

O.H.V.

FLASH

TWIN

The New BSA

GOLDEN FLASH

Embodying the attractive design and specification features which have contributed to the remarkable popularity of model A7, the entirely new engine of increased cylinder capacity has a remarkable performance throughout its entire speed range. At the same time the engine is so flexible and the machine so versatile that it provides an unprecedented sidecar performance, and will satisfy the most ardent high-speed solo enthusiast.

Engine Even-firing Vertical Twin Cylinder O.H.V. 70 mm. bore by 84 mm. stroke; 646 c.c. (40 cu. in.). One-piece forged steel crankshaft with integral bobweights and bolted-on central flywheel also incorporating a bobweight. Roller journal bearing on drive-side mainshaft. Plain bearing big-ends with replaceable indium-flashed lead-bronze liners. Plain bearing for mainshaft timing side. Forged light alloy connecting rods with phosphor-bronze bushes for small-end bearings; low expansion aluminium silicon alloy pistons, with two compression rings, and slotted scraper ring in special duplex oil control groove. Twin cylinders cast in single unit with specially cored air passages. Unit cylinder head-casting with narrow angle valves, two per cylinder, operating in shallow combustion chambers specially developed for maximum efficiency. Separate exhaust rocker box for each cylinder with twin inlet rocker box at rear; special cylinder fin arrangement ensures maximum air flow between ports and over the combustion heads.

Valves operated by overhead rockers, and push rods actuated by a single camshaft at rear through large cam-type tappets with specially generous bearing surfaces. Camshaft gear-driven from engine-shaft through idler pinion, and incorporating timed mechanical breather. Twin exhaust pipes with cylindrical absorption type silencers.

Lubrication System Engine lubricated by dry-sump system with twin gear-type pump, driven by skew gear from engine shaft; pressure feed to timing-side main bearing and big-ends, with by-pass oil pressure release. Metered pressure oil feed to overhead rocker spindles, with return to crankcase. Camshaft operates in specially-designed oil trough. Other moving parts lubricated by oil mist. Capacity of oil-tank—four Imperial pints.

Induction System Bifurcated inlet manifold cast in cylinder head, ensuring correct gas flow from Amal carburettor specially adapted to accommodate large capacity built-in air cleaner, mounted on seat tube between oil tank and tool box.

Ignition Lucas magneto, gear driven from camshaft with centrifugal type automatic advance.

Transmission Primary drive from engine by $\frac{3}{8}$ " duplex roller chain, running in cast aluminium oil-bath chaincase, inner portion forming part of crankcase. Chain tension correctly maintained by adjustable slipper-type

tensioner with hard-chrome bearing surface and external adjustment. Twin cam-type spring-loaded engine shaft cush drive. Rear chain $\frac{5}{8}$ " x $\frac{3}{8}$ " roller, lubricated by special breather-pipe from oil tank. Five-plate clutch with oil-proof fabric inserts; six radially disposed springs designed for uniform pressure distribution; clutch centre mounted on roller bearing to ensure correct alignment when disengaged. Clutch operation by hardened steel push-rod through centre of hollow gearbox mainshaft.

Gearbox B.S.A. four-speed constant mesh gearbox with built-in positive stop foot change. Gearbox mainshaft mounted on ball journal bearings.

Frame Duplex triangulated cradle of ample strength for solo or sidecar work. All frame lugs including those for sidecar and pillion footrests are of forged steel. B.S.A. telescopic front forks with automatic progressive hydraulic damping, and special oil seals at sliding members. Wheels quickly detachable, front with the 8" brake incorporating duplex type ribbed shoes of great strength operating in high MOLYBDENUM cast iron drum; rear of straight spoke type with 7" brake; Dunlop tyres, front 3.25-19, rear 3.50-19. Welded pressed steel petrol tank—capacity 4 $\frac{1}{4}$ Imperial gallons (5 U.S. gallons); adjustable handlebar; generous mudguards; tail portion of rear guard detachable for easy wheel removal; spring-up central stand; adjustable footrests.

Equipment Adjustable spring-seat saddle; Lucas 6-volt c.v.c. lighting set with sealed-beam headlamp and high frequency electric horn; metal toolbox under seat tube with complete toolkit; tyre pump; rubber knee-grips.

Controls On left of handlebar, clutch lever and headlamp dip-switch; on right of handlebar, front brake, air lever and horn button; damper knob on steering head; ignition cut-out button on nearside back stay; rear brake operated by left toe pedal; kickstarter and gear-change pedals on right, both provided with rubber sleeves. Twin petrol taps at rear of tank, both with reserve levers and fine mesh gauze filters. Finger adjustment for brakes and clutch controls.

Finish All bright parts including the exhaust system heavily chromium plated; frame, mudguards, etc., lustrous black enamel; petrol tank, black and chrome with distinctive motif; wheel rims chrome with black centres; polished front chain case, gearbox cover, timing cover.

EXTRAS

www.ClassicCycles.org

Spring Frame, as illustrated.

Colour Finish—frame, forks and mudguards in beige enamel; petrol tank beige and chrome with attractive motif; wheel rims chrome with beige centres.

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 manufacturers at any time without giving notice.