BSA

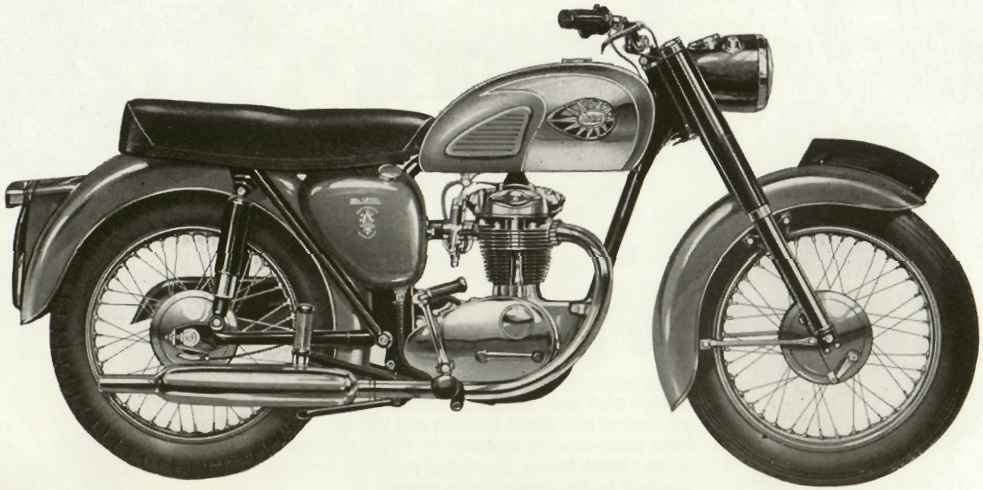
scene stealers '67

EXPORT EDITION

BSA

eye openers

For many motorcyclists, there's nothing to equal the satisfaction and enjoyment to be had from the feel of a good "punchy" four stroke single, and in this class you've a choice of three BSAs.
The 250 cc. Star, a popular favourite; and two newcomers—the 250 cc. Starfire and the 441 cc. Shooting Star model. Both the latter are very largely developments of the successful 441 Victor on which Jeff Smith won the World 500 cc. Moto Cross Championship in 1964 and 1965, and embody many of the proved features of this machine.



250 cc. Star

The ideal all purpose motorcycle.
Handles and brakes like the thoroughbred it is, and does everything you could want under any conditions. A really good looking, good buy!
4-speed unit construction gearbox, with new internals developed in Moto Cross; duplex primary chain in oil bath case; rack and pinion clutch mechanism; contact breaker enclosed in timing case; roller bearing big end; dry sump lubrication with double gear type oil pump; hydraulically damped suspension front and rear; full width hubs; finished in royal red, sapphire blue or black.

The New 250 cc. STARFIRE

If you want a top flight sporting 250, this new STARFIRE—the fastest production 250 yet made by BSA—is for you.

It's sleek sporty lines are backed by a really superb performance, the result of 9.5 :1 compression ratio, sports camshaft, large inlet valve and heavy duty valve springs. A one-piece forged steel crankshaft with bolted-on flywheels, duralumin connecting rod, and the specially-strenghtened crankcase developed for the famous Victor Grand Prix, are design features which mean complete reliability.
Frame is of the competition type, with quickly-detachable wheels; the front forks have the Victor-type two-way damping, ensuring a smooth ride. Petrol tank, oil tank and matching side panel are glass fibre. Finish is attractive tangerine, white and chrome; black frame and forks.

—and the 441 SHOOTING STAR

for those who want more power, and the extra performance that goes with it. Employing the same frame and fuel tanks as the Starfire it is similar in general appearance, but the power unit is almost identical to the Victor Grand Prix, except for lower compression ratio (9.4 :1) and the square-finned cylinder barrel featured on the Starfire. Specification includes built-up crankshaft assembly with forged steel flywheels, roller big-end bearing and forged steel H-section connecting rod, ball-bearing on timing side mainshaft. Finish is ruby red and chrome.