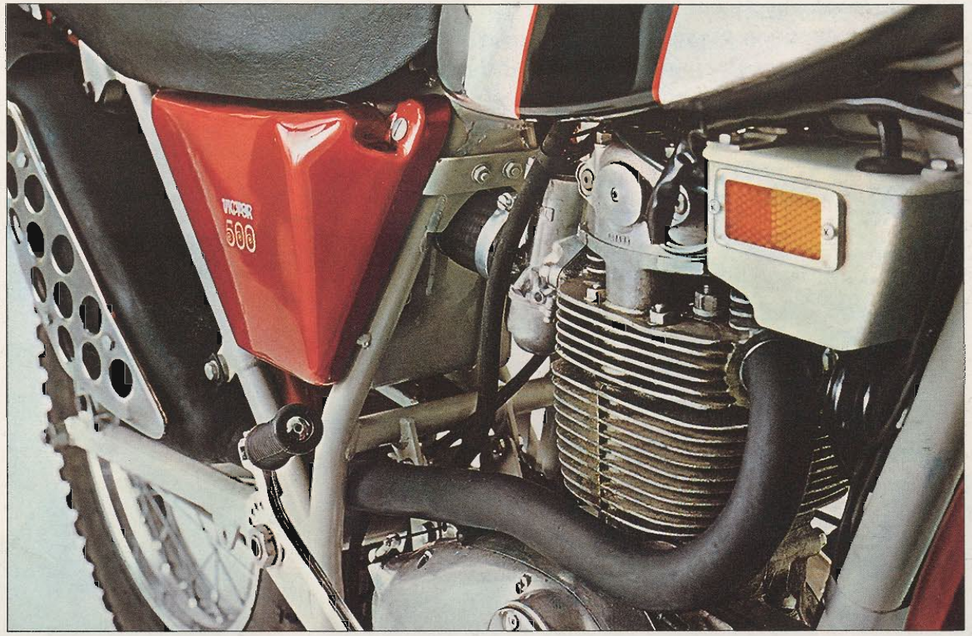
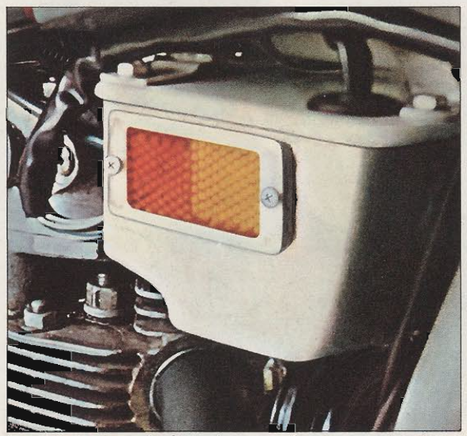
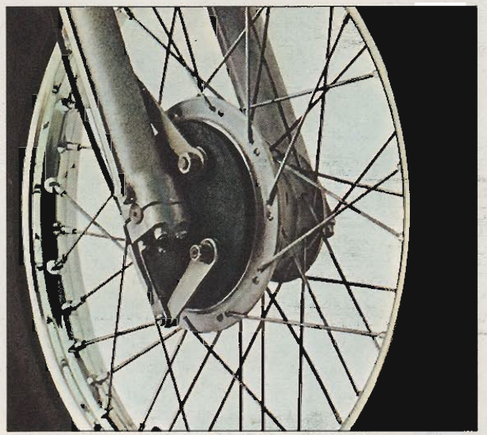
From the pipe that's tucked inside the frame, to the muffler that's baffled away in back, from the racing frame that carries the oil to the single cylinder, 4-stroke power plant, these bikes have been proven feature-by-feature by John Banks, Britain's famous champion racer.





Instantly detachable electrics disconnect with a single plug that goes to a single-source, water-resistant box.



All-aluminum copy of John Banks' Motocross, six-inch front brake. On all models, excepr Gold Star 500-SS.

The Power of British Engineering.
The Glory of American Styling.

BSA

THE BRITISH ARE COMING.

(With a first.)

THE WORLD'S FIRST 500cc TRAIL BIKES.

BSA GOLD STAR 500-SS. (B-50SS)

Engine Type	OHV 4-stroke
No. of Cylinders	1
Max. Horsepower	34 bhp @ 6200 rpm
Max. Torque	28 ft. lb. @ 5000 rpm
Bore/Stroke	84 x 90 mm
Comp. Ratio	10:1
Transmission	4-Speed gearbox
Carburetor	Amal 30mm concentric
Tire Size Front	Dunlop 3.25 x 18" K70
Tire Size Rear	Dunlop 3.50 x 18" K70
Front Brake Dia./Type	8" DLS
Rear Brake Dia./Type	7" SLS
Wheel Base	54"
Ground Clearance	7"
Dry Weight	310 lbs.
Fuel Tank Capacity	2½ gals.
Oil Capacity	4¾ pts.

Choose from three types: Street Scrambler, Trail, Moto-X. All bred-on-the-trail by John Banks, champion British rider.

John Banks riding on BSA, twice won Britain's national Moto-X championship and he helped BSA develop the features of these bikes. We took 500 ccs of British muscle, harnessed it in a four-stroke, single cylinder engine. We teamed it with a new, lightweight racing frame– a frame that contains and cools the engine oil, and eliminates the tank. Then we added new, telescopic front forks that help keep you in control on any terrain; 3-way, adjustable, Girling shocks, double-shoe brakes, to name just a few of the features that make these 1971 trail bikes Britain's best. (In fact, the worse the trail gets, the better you like BSA.)

The Power of British Engineering.
The Glory of American Styling.

BSA

TWO MORE WAYS TO RIDE 500 AND TAKE OVER THE COUNTRY.

500ccs of powerful performance, flowing from the smoothest, surest source you can get, the four-stroke, single cylinder, overhead valve engine. And every other feature is just as logically planned, including: inside-the-frame pipes, one compact source-box for electrics—with an instantly detachable plug, and the conical aluminum hubs. (Thank you, John Banks.)

BSA VICTOR 500-TRAIL.
(B-50T)

Engine Type	OHV 4-stroke
No. of Cylinders	1
Max. Horsepower	34 bhp @ 6200 rpm
Max. Torque	28 ft. lb. @ 5000 rpm
Bore/Stroke	84 x 90 mm
Comp. Ratio	10:1
Transmission	4-Speed gearbox
Carburetor	Amal 30mm concentric
Tire Size Front	Dunlop 3.00 x 20" Trials
Tire Size Rear	Dunlop 4.00 x 18" Trials
Front Brake Dia./Type	6" SLS
Rear Brake Dia./Type	7" SLS
Wheel Base	54"
Ground Clearance	7½"
Dry Weight	298 lbs.
Fuel Tank Capacity	2½ gals. (aluminum tank)
Oil Capacity	4¾ pts.

BSA VICTOR 500-MX.
(B-50MX)

Engine Type	OHV 4-stroke
No. of Cylinders	1
Max. Horsepower	38 bhp @ 6200 rpm
Max. Torque	35 ft. lb. @ 5000 rpm
Bore/Stroke	84 x 90 mm
Comp. Ratio	10:1
Transmission	4-Speed gearbox
Carburetor	Amal 32mm concentric
Tire Size Front	Dunlop 3.00 x 20" Sports
Tire Size Rear	Dunlop 4.00 x 18" Sports
Front Brake Dia./Type	6" SLS
Rear Brake Dia./Type	7" SLS
Wheel Base	54"
Ground Clearance	7½"
Dry Weight	240 lbs.
Fuel Tank Capacity	1¼ gal. (aluminum tank)
Oil Capacity	4¾ pts.

TWO 250s THAT PROVED THEMSELVES BEFORE YOU RACE THEM.

Each one of these bikes has features developed out of John Banks' own racing experience. Not only the big things you can see, like the power to go and the power to stop, the lightweight forks, and the new lightweight 20″ front wheels, but features you can't see, like the competition-proved 4-speed gearbox, the high torque that makes extra gears unnecessary. And there are many, many more advantages. (Check the specs.)

BSA GOLD STAR 250-SS.

(B-25SS)

Engine Type	OHV 4-stroke
No. of Cylinders	1
Max. Horsepower	22.5 bhp @ 8250 rpm
Max. Torque	15.8 ft. lb. @ 7000 rpm
Bore/Stroke	67 x 70 mm
Comp. Ratio	10:1
Transmission	4-Speed gearbox
Carburetor	Amal 28mm concentric
Tire Size Front	Dunlop 3.25 x 18″ K70
Tire Size Rear	Dunlop 3.50 x 18″ K70
Front Brake Dia./Type	6″ SLS
Rear Brake Dia./Type	7″ SLS
Wheel Base	54″
Ground Clearance	7″
Dry Weight	290 lbs.
Fuel Tank Capacity	2½ gals.
Oil Capacity	4¾ pts.

BSA VICTOR 250-TRAIL.

(B-25T)

Engine Type	OHV 4-stroke
No. of Cylinders	1
Max. Horsepower	22.5 bhp @ 8250 rpm
Max. Torque	15.8 ft. lb. @ 7000 rpm
Bore/Stroke	67 x 70 mm
Comp. Ratio	10:1
Transmission	4-Speed gearbox
Carburetor	Amal 28mm concentric
Tire Size Front	Dunlop 3.00 x 20″ Trials
Tire Size Rear	Dunlop 4.00 x 18″ Trials
Front Brake Dia./Type	6″ SLS
Rear Brake Dia./Type	7″ SLS
Wheel Base	54″
Ground Clearance	7½″
Dry Weight	287 lbs.
Fuel Tank Capacity	2½ gals. (aluminum tank)
Oil Capacity	4¾ pts.