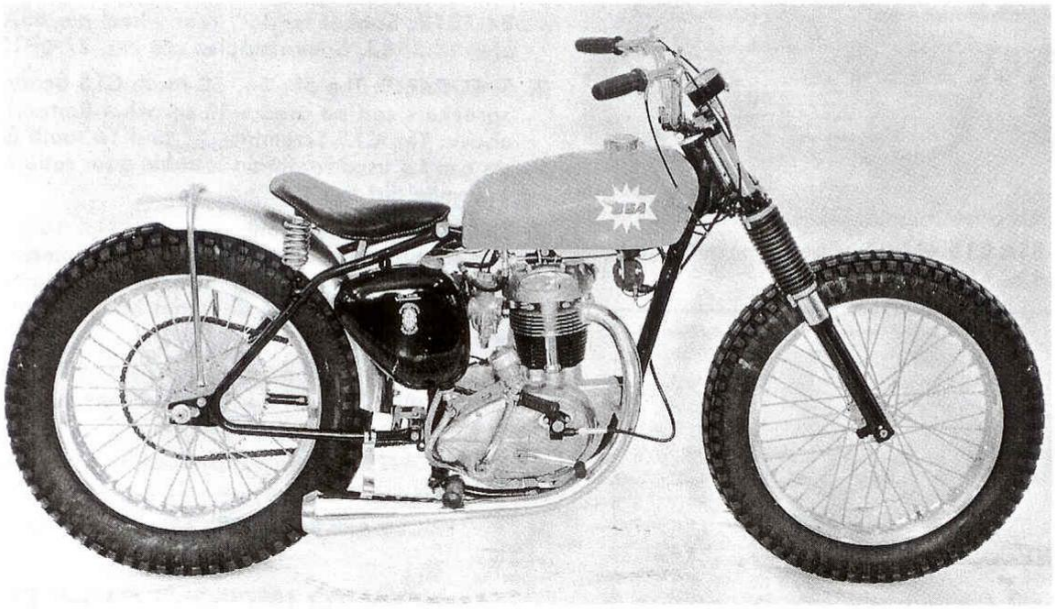
BSA

RACING EQUIPMENT FOR C15 250cc MODELS



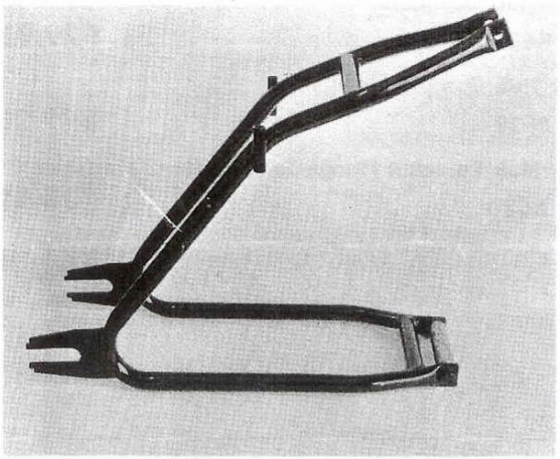
Convert a C15 model for Novice Class "C" Dirt Track Racing.
A BSA C15 Model 1959-1962 can be converted into an ideal machine for 250cc Class "C" Novice Dirt Track Racing by assembling a rigid rear frame section, light wheel hubs, light gas tank, tachometer and megaphone exhaust. The items listed on this sheet are the principal parts required for this conversion. (Speed parts are available to improve engine performance.)

ALL PARTS LISTED ARE IN STOCK, READY FOR IMMEDIATE SHIPMENT. Illustration above shows machine assembled, ready to race.

FIBRE- GLASS FUEL TANK:

Strong but light. Built to give good service under racing conditions. Fitted with alloy quick-fill cap. Easy to install, can be painted any color. Furnished in bright red.

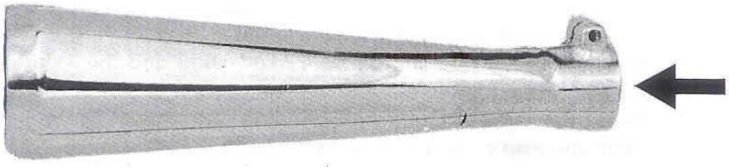
Fibre-glass racing fuel tank: No. B633 **$48.00 B**



RIGID REAR FRAME SECTION:

Strongly made of high quality tubular steel. Saves many pounds of weight.

No. B628 **$42.20**



MEGAPHONE EXHAUST EXTENSION:

Increases extractor effect, ups power development.

No. B618 **$9.07 B**

Bush for above Megaphone—1-3/8" to 1-1/2":

No. B619 **$0.56 B**

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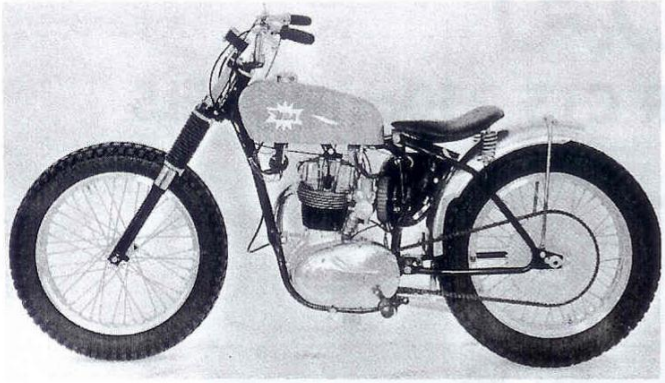
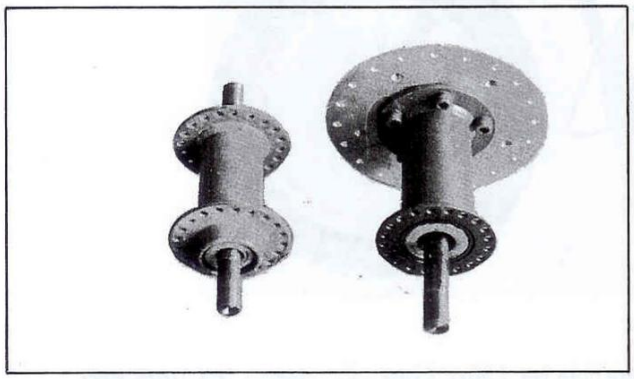


Above: Left side of BSA C15 which has been converted to a dirt track racing machine.



LIGHTWEIGHT RACING HUBS:

Built of steel, complete with bearings and axle. Can be laced to steel or alloy rims.

Front Hub Complete:

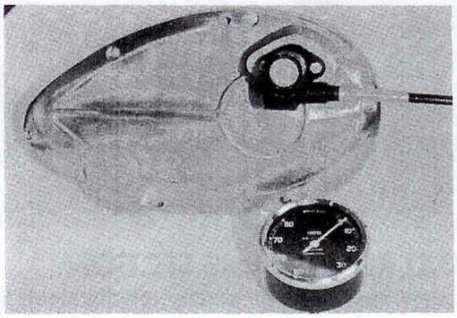
No. B631 **$29.98 B**

Rear Hub Complete:

No. B629 **$42.20 B**

Rear Hub Sprocket Flange for above:

No. B630 **$13.12 B**



CRANKCASE COVER WITH TACHOMETER DRIVE MOUNT:

Replaces standard timing cover. Has mounting for Gold Star type tachometer angle drive, accepts Clubman tach drive and head. (Angle drive, cable, and tachometer head are extra.)

Crankcase cover with tachometer drive mount;

No. B625 **$28.12 B**

Tachometer drive nut for above; No. B626 **$ 1.06 B**

INFORMATION ON WHEELS, SPROCKETS, MEGAPHONE, AND FORKS

1. **THE WHEELS** can be built up with the original steel rims or with alloy rims. Spokes for 19" front wheels are BSA Part No. 24-7012. Spokes for 19" rear wheel are BSA Nos. 90-5584 and 90-5583. Spoke nipples are No. 27-6813.
2. **SPROCKETS:** The 52, 56, 60 tooth C15 Scrambler rear wheel sprockets can be used with sprocket flange No. B630 listed above. The C15 Scrambler 15 and 16 tooth gear box sprockets can be used to obtain suitable gear ratio combinations for 1/2 mile dirt track racing.
3. **TACH. DRIVE:** The crankcase cover No. B625 has been modified so that a Gold Star Clubman tachometer angle drive can be fitted, and the Clubman tachometer head and cable can be assembled. Special drive nut B626 replaces the standard camshaft nut.
4. **THE MEGAPHONE** listed is for a 1-1/2" exhaust pipe. When the standard 1-3/8" C15 exhaust pipe is used, it is necessary to assemble the bush No. B619.
5. **THE FRONT END** can be lowered by shortening the front fork springs 2 inches.

PRICES ARE RETAIL PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

HOW TO IMPROVE C15-S ENGINE PERFORMANCE

The engine performance can be improved on 1960-61-62 C15 Starfires by installing oversize valves, racing valve springs, alloy valve collars, induction spacer and oversize carburetor as listed below.

Quantity	Part No.	Description	List Price
1	389/8	1-1/8" Monobloc Carb.	$33.00 A
1	65-2562	Spacer—1" Carb. to Cyl. Head	4.68 A
2	40-127	Studs—ea.	.18 A
2	2-49	Nuts—ea.	.06 A
2	24-8784	Washers—ea.	.03 A
3	65-1417	Gaskets—ea.	.02 A
1	65-1419	Fiber Spacer	.48 A
1	68-0156	Inlet Valve—Oversize	4.32 A
1	B-617	Exhaust Valve—Oversize	8.34 B
2 pr.	B-613	Racing Valve Springs—ea. pair	2.55 B
2	67-1349	Alloy Valve Collars—ea.	1.92 A
2 pr.	65-1848	Valve Collar Keepers—ea. pair	1.92 A
1	65-209	Exhaust Valve Cap	.30 A

MODIFICATION TO CYLINDER HEAD

1. Increase the inside diameter of the inlet valve port to 1-3/8".
2. Increase the intake port at the carb. mounting flange to 1-1/8" straight through maximum.
3. Increase the inside diameter of the exhaust valve port to 1-3/16".
4. Blend in the diameters and streamline the inlet and exhaust ports with a burring tool.
5. Polish both ports and the combustion chamber to a mirror finish.
6. Bore out and polish the induction spacer to match up with cylinder head and carburetor.
7. The inlet valve seat should be 1/16" wide and the exhaust 3/32" wide.
8. Grind the valves in with fine grinding compound.
9. Shim the valve springs to a height of 1-5/16".
10. Cut away the pockets in the pistons to provide clearance for the larger valves.