

1963 BSA

A 10 SUPER ROCKET

The 1963 model year was the last for BSA using the traditional “non-unit” engine, wherein the engine and transmission were separate units, connected by an external primary drive chain. In 1964 BSA introduced its “unit-design” engine, incorporating the transmission and the engine lower end into the same cases. (While most modern motorcycles likewise use unit-design engines, Harley-Davidson “Big Twins” are remaining examples of the non-unit engine design.)

This particular example was initially sold in Great Britain, and later imported to the United States by a private individual.

The manufacturer is B.S.A. Motorcycles Ltd., Birmingham, UK



Museum Loan from: Joe Hottenstein / Locust Grove Restorations

BSA, like Triumph, marketed “factory custom” machines to meet the desires of its performance-oriented buyers. The Super Rocket, the name first used in 1957, fitted a proven higher-compression 650cc parallel-twin engine to a solid frame, creating a more sporting motorcycle than BSA’s more utilitarian mainstay models. This example has also been modified to resemble the hottest BSA twin of the time, the Rocket Gold Star, to include “Siamesed” (two into one) exhaust system, and the Gold Star forks with a 190mm racing front brake.

DID YOU KNOW!

The BSA Super Rocket was a Birmingham Small Arms Company (BSA) motorcycle that was a development of the BSA Road Rocket.

Specs:

Engine: 650cc pushrod, OHV parallel-twin
Claimed power output: 43 HP
Carburetion: (1) 1 5/32 Amal “Monobloc”
Transmission: 4-speed, non-unit construction, chain primary-drive
Wheels/tires: 19” x 3.25 (front); 19” x 3.50 (rear)
Weight (dry): 418 lbs
Top speed: 95mph

This vehicle is unavailable for adoption.



