The World-beater you've been waiting for

BSA VICTOR

441 SCRAMBLES MODEL

Jeff Smith writes:

". . . You can take it from me that BSA are not offering you just a "hotted-up" version of a standard model.
"The VICTOR is a carbon copy of the machine I rode throughout the 1964 season, and on which I ultimately won the World Championship.
"Here's the very best of luck to all Scramble enthusiasts who 'GO BSA'."

Jeff Smith

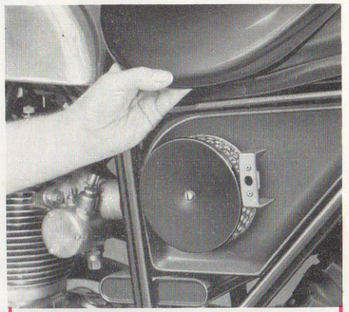
Specification

ENGINE 441 c.c. (79 x 90 mm.); single cylinder four stroke; light alloy cylinder barrel with hard-chrome plated bore; die cast light alloy head; compression ratio 11.4; high performance camshaft; pressure oil feed to overhead rocker mechanism; strengthened crankcase with heavy duty ball bearings drive side and timing side; roller bearing big-end; dry sump lubrication with double gear type oil pump; crankcase shield; upswept exhaust system with megaphone.

CARBURETTER Amal Monobloc type of 1 3/32 in. bore; quick-action twist-grip with nylon body. Readily-accessible large capacity fibre-glass air cleaner with double paper element.

TRANSMISSION BSA four-speed unit construction gearbox; ratios 6.97, 8.65, 11.42, 15.4; positive-stop foot control; multi-plate clutch with resilient facings and a synthetic rubber cush drive; 3/8 in. duplex primary chain with tensioner; rear chain 1/2 in. x .305 in. rollers; rear chain guide, primary chain oil bath, folding starter pedal.

IGNITION Direct ignition from high output generator; contact breaker with automatic ignition control mounted in timing case and driven from camshaft; capsulated coil.



The double-paper element air cleaner in fibreglass case with the quickly-detachable cover removed. Note oil header tank immediately below air cleaner casing.

FUEL TANK Light alloy, capacity 1 1/2 gallons.

BRAKES & TYRES 7 in. dia. front and rear brakes, both with finger adjustment. Quickly detachable wheels front and rear. Dunlop Sports tyres 3.00—20 front and 4.00—18 rear.

SUSPENSION BSA hydraulically-damped telescopic front forks with chrome molybdenum shafts and specially-developed internal damping units. Heavy-duty pivoted fork rear suspension hydraulically-damped and adjustable for load.

FRAME Cradle type of Reynolds 531 tubing, with duplex seat tubes and engine mounting; specially reinforced head-lug; all-brazed construction, with oil carried in tubes and integral header tank. Oil capacity 4 1/2 pints. Plain blade alloy mudguards. Raised footrests. BSA single seat. Reinforced handlebar with ball ends to levers.

FINISH Frame, etc. enamelled black. Fuel tank deep ivory and polished alloy; chrome wheel rims and front brake cover plate. Polished primary chain cover, timing cover rim, mudguards, and rim on rear brake cover plate. All other bright parts chromium-plated.

GENERAL DIMENSIONS Ground clearance 7 in. (laden); seat height 32 in.; wheel-base 52 3/4 in.; overall length 81 1/2 in.; weight 255 lbs.

We reserve the right to alter designs or any constructional details of our manufactures at any time without giving notice.

BSA

B.S.A. MOTOR CYCLES LTD., Armoury Road, Birmingham, 11.
Telephone: **VICtoria 2381,** ***Telegrams:*** **SELMOTO, BIRMINGHAM**

1543/64

1964 Moto-Cross 500 c.c.

WORLD CHAMPIONSHIP WINNER

THE 1964 World Moto-Cross Championship was decided in a series of fourteen fiercely-contested events held in fourteen different countries — Switzerland, Austria, Denmark, Sweden, Holland, France, Italy, Russia, Czecho-Slovakia, Belgium, Luxemburg, West Germany, East Germany and Spain.

Each event comprised two "legs" of the course, so that in effect, every competitor had to ride a total of twenty-eight races over courses which tested to the limit the endurance of both man and machine.

100% Reliability!

The B.S.A. (now aptly named the VICTOR) ridden by Jeff Smith, set an unprecedented 100% record of reliability—winning seven events outright, finishing second in six, and third in the remaining one — thus winning the world 500 c.c. class title.

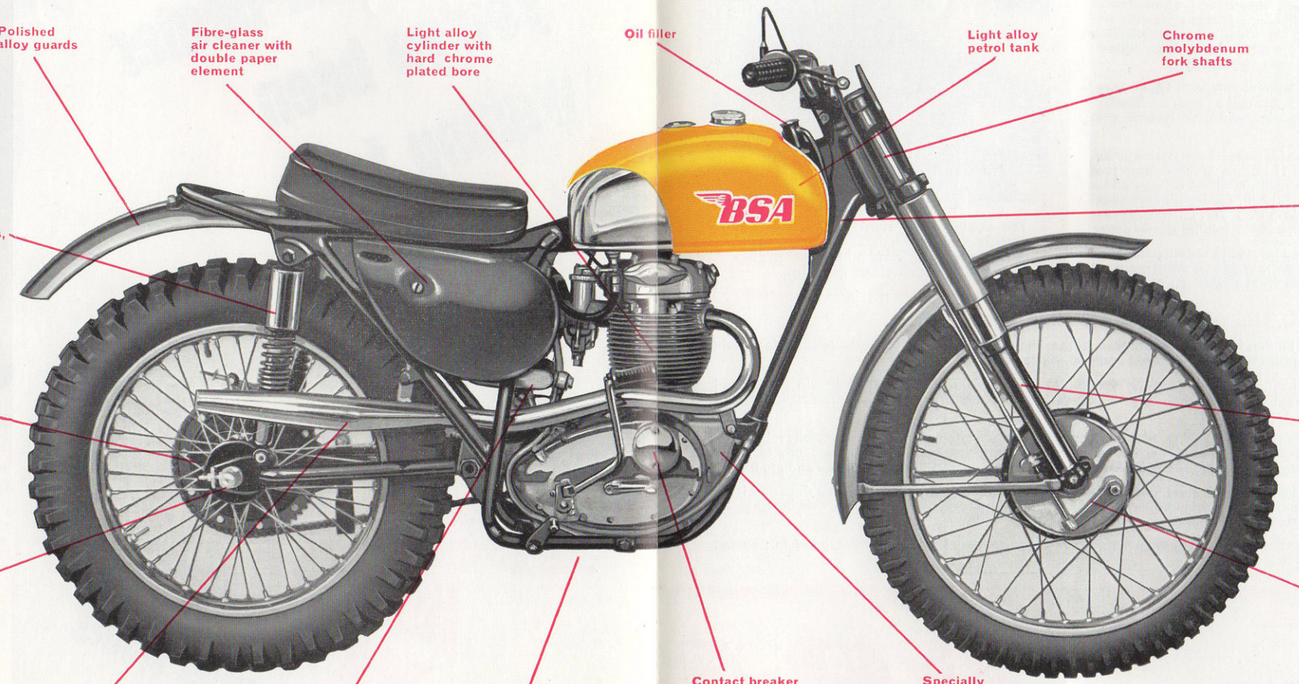
Today the B.S.A. VICTOR — an exact replica of the world's most successful scrambler—is available to you, and you can reap the benefit of over three years' patient development and rigorous testing in actual competition.

The punch and power of a World-beater

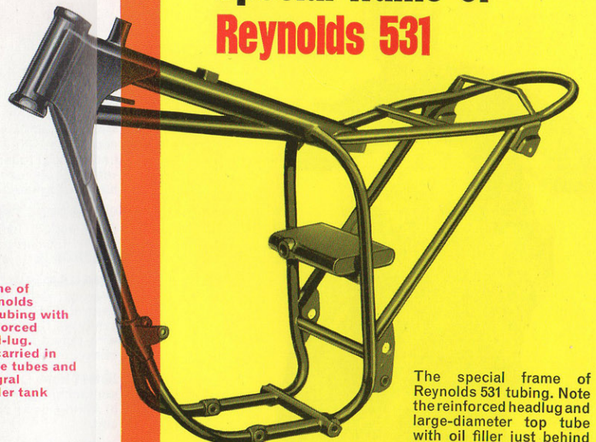
Such features as the light alloy cylinder barrel, with hard-chrome plated bore; the strengthened crank-case and heavy duty main bearings; the new front fork damping units, and many other special details, have all resulted from the necessity to attain that extra performance and extra reliability so vital to a world-beater, whilst the new design of frame using Reynolds 531 tubing, with oil carried in the tubes, results in a machine weighing no more than a 250, yet enjoying the tremendous punch and power of the 441 c.c. long-stroke engine.

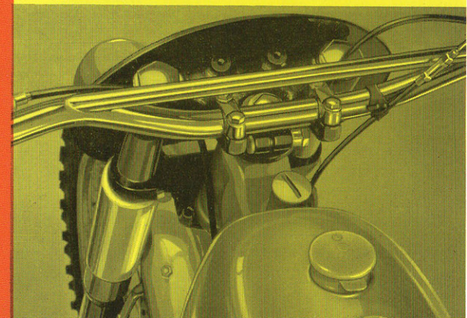
If you take your scrambling seriously and are out to WIN, the B.S.A. VICTOR must be your choice.
Go B.S.A. . . . and GO!

BSA Victor Model B44



Special frame of Reynolds 531



The special frame of Reynolds 531 tubing. Note the reinforced headlug and large-diameter top tube with oil filler just behind the head. 4¼ pints of engine oil are carried in the frame tubes and integral header tank.

The reinforced handlebar, and — immediately in front of tank — the oil filler for the replenishment of oil supply carried in frame tubes and header tank.