BSA

A division of the Birmingham Small Arms Company, Inc.
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Member of MIC

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Number 1 looks right at home on BSA.

The 1973 BSA Victor 500 MX (B50MX)

Engine type—OHV 4-Stroke
Cylinders—1
Capacity—499cc
Bore / Stroke—84mm X 90mm
Comp. Ratio—9 :1
BHP—Max @ 6200 rpm
Gear Box—4 Speed
Carburetor—1 Amal 30mm
Front Tire—Dunlop Sports 3.00 X 21
Rear Tire—Dunlop Sports 4.00 X 18
Front Brake—6″ SLS
Rear Brake—7″ SLS
Wheel Base—54″
Ground Clearance—7½″
Dry Weight—260 lbs.
Fuel Capacity—2½ U.S. Gals.
Oil Capacity—4¾ U.S. Pts.
Spark Arrestor—USDA Approved

Not for street or highway use.

Dick Mann carries the coveted number 1 on his motorcycle all this year. He earned it by winning last year's Grand National Championship. On a BSA.

Winning Championships is nothing new for BSA. It's a machine that was bred for racing.

And this winning heritage has been carried on to the latest model in our line. The Victor 500 MX.

This thumper comes trail ready out of the crate. Powered by a big 499cc single, it has huge low end torque for flexible off-road performance.

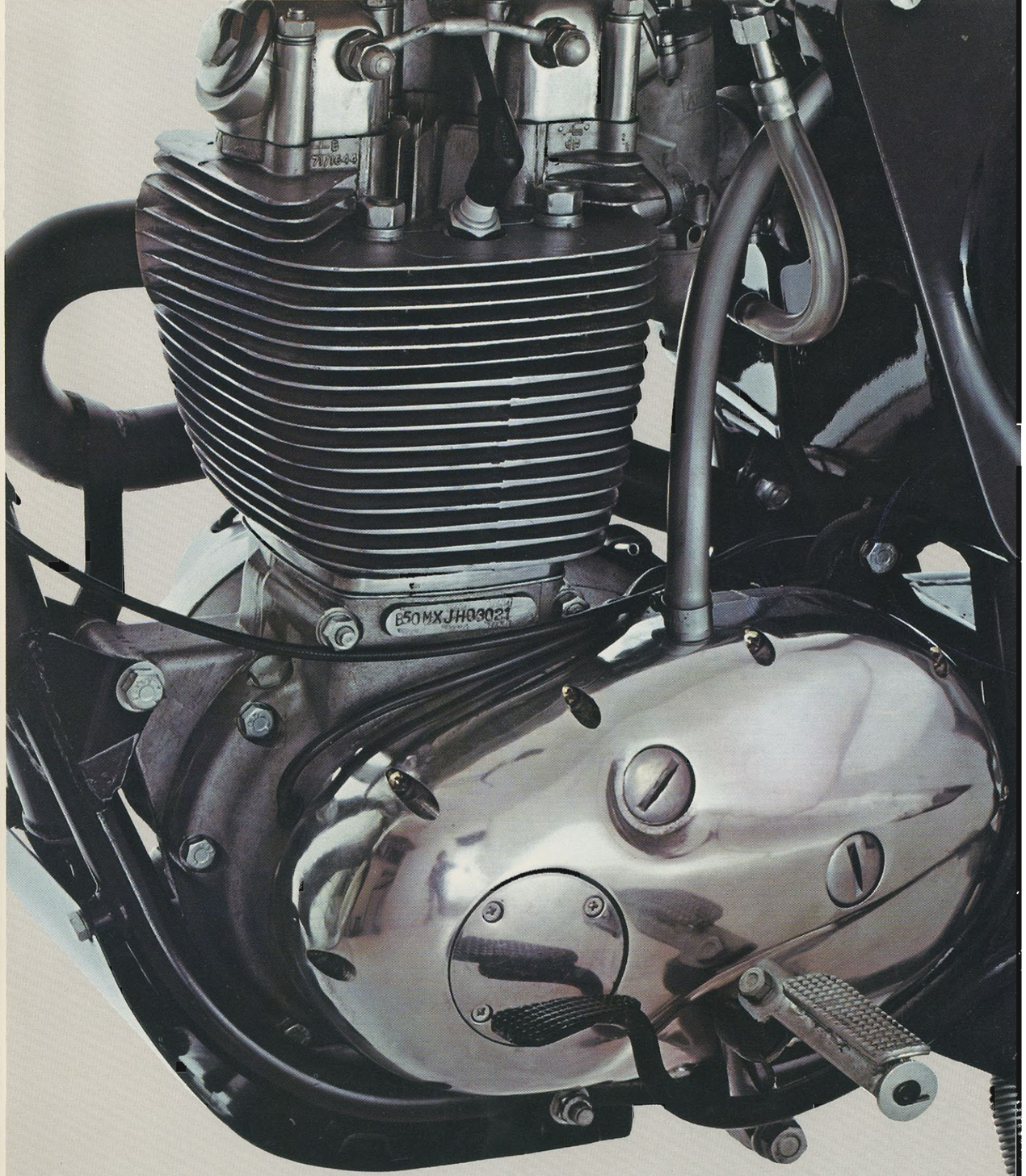
There's a special racing frame, designed for competition. And the ingenious oil-in-frame design distributes the weight evenly and eliminates the need for a separate oil tank.

Big features like these and little things you might not notice go into making BSA number 1. But they all have one thing in common. They're race-tested and race-proven.

A polished aluminum alloy tank. Extremely light yet exceedingly strong. Just like the Victor itself.

Better performance from the Girling rear shocks, and better looks in the stainless steel fender.

The lightweight conical shaped front hub means less unsprung weight.
And there's 6¾" travel in the Motocross-proven front forks.



The Victor's race-tested power plant. A torque-y 499cc OHV single cylinder. It has the thumper 4-stroke sound. And goes like a thumper ought to go. Like lightning.