



**VICTOR** SPECIAL

*from the exciting world of* **BSA**

# Introducing THE 1966 BSA VICTOR B44

Suddenly the rumor is fact . . . the B44 VICTOR is ready for the American motorcyclist.

Only once in a generation does the opportunity arise to offer an entirely new concept of motorcycling. You start with an idea, work with it, develop it, and prove it . . . you add knowledge gained over 50 years of motorcycle production, you build it without compromise . . . *results* are the triple threat 1966 BSA VICTOR B44.

The styling is continental . . . it's *lightweight*, only 288 pounds . . . it's *functional* — not an unnecessary doodad anywhere . . . it's *practical* — lights, muffler, horn, and fenders are standard . . . it's *handsome* — a starkness that will surprise you with a beauty of craftsmanship.

The performance is earth shattering . . . a *torque* curve so flat it looks straight — 500 rpm right on up to 6000 rpm . . . *reliability* — comes from an all alloy engine of unit construction . . . it has roller and ball bearings for the crankshaft assembly and a full pressure oiling system throughout.

The ride was made for you . . . the handling is superb — the B44 will ride where you want it to go. In fact, it reads your mind sometimes . . .

Technical details reveal: *a single cylinder* long stroke (79mm x 90mm) 441 cc light alloy engine . . . *9.4 to 1* compression ratio, or, if you like, remove the compression plate and get 11.4 to 1 compression . . . *a high torque* sport camshaft with a  $1\frac{5}{32}$ " Amal Monobloc carburetor . . . *a crankcase* beefed up for the heavy duty built-up flywheel assembly . . . *the connecting rod* has a roller big end bearing, there is a massive roller bearing on the drive side and a ball bearing for the timing side . . . *oil* for the roller lower end enters through the end of the crankshaft . . . *the ignition* is by an AC magneto . . . *the four speed gearbox* is slick and quick with just the right ratios . . .

Styling and chassis details reveal: *a rugged cradle frame* with folding footrests . . . *all chrome* sport fenders . . . a BSA sport solo seat . . . *reinforced handlebars* and ball end levers . . . *an all alloy gas tank* with a bright yellow and polished aluminum finish . . . a 19 inch front wheel — seven inch brake — 3.29 x 19 Dunlop K70 tire . . . *the rear wheel* has an 18 inch wide base rim for sure footed traction — a 4.00 x 18 Dunlop K70 tire is fitted . . . *direct lighting* is standard equipment, but it's easy to remove when you take to the hills . . . *the suspension* is proven by two world championships, it's double action (both on impact and rebound) on the front fork and 3 way adjustable for the rear.

The B44 VICTOR will meet any demand you give it. *Try it* in the hills, it will work all day and never whimper . . . *try it* in competition, but remember what happened to Jeff Smith — he won two world championships on his B44 . . . *try it* for commuting to school or work, it's quick and nimble and fast when the time comes . . .

Low price? You bet. But your authorized BSA dealer is saving that pleasant surprise for the clincher . . . Stop in to see the 1966 BSA VICTOR B44 . . . Go ahead and ride it . . . you'll never forget it.

## Technical Information BSA VICTOR B44

Engine: Single cylinder, air cooled, light alloy construction  
Bore x stroke: 79mm x 90mm  
Displacement: 441cc (26.9 cu. in.)  
Compression ratio: 9.5 to 1 (11.4 to 1 with base plate removed)  
Cam design: High torque  
Carburetion: One  $1\frac{5}{32}$ " Amal Monobloc  
Ignition: AC magneto  
Horsepower: 34 (11.4 to 1 compression ratio)  
Electrical system: Direct lighting  
Exhaust system: Hi flow/sport muffler  
Gearbox: 4 speed with footchange  
1st gear — 2.64 (final — 14.21)  
2nd gear — 1.64 (final — 8.85)  
3rd gear — 1.24 (final — 6.65)  
4th gear — 1.00 (final — 5.36)  
Clutch: Multiple disc (four friction plates)  
Engine x clutch ratio: 2.07 to 1  
Gearbox sprocket: 16T  
Rearwheel sprocket: 52T (bolt on)  
Wheelbase: 53"  
Overall length: 81 $\frac{1}{2}$ "  
Ground clearance: 8"  
Seat height: 32"  
Weight: 288 lbs.  
Side stand: Standard equipment  
Engine guard: Standard equipment  
Handlebar: Reinforced scrambler  
Wheels: Front — WM2 x 19  
Rear — WM3 x 18  
Tires: Front — 3.25 x 19 Dunlop K70  
Rear — 4.00 x 18 Dunlop K70  
Brakes: Front and rear — 7" and 6" dia. x 1 $\frac{1}{8}$ " wide  
Gas tank: Light alloy — 2 gallon  
Oil tank: Rubber mounted — 2 quarts

Sold and serviced by over 800 authorized BSA dealers throughout the U.S.A. Specifications may vary slightly between eastern and western models. All specifications and models are subject to change or may be discontinued without prior notice.

Western Distribution by: BSA Motorcycles-Western, California  
Eastern Distribution by: BSA, Inc., Nutley, New Jersey

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