

MANN AND HIS BSA

THEY'RE EVEN BETTER FOR 1972.

For 1972 Dick Mann wears the No. 1 Grand National Championship plate. He won it on BSA. Here are three of his favorites: the 650 Lightning, the Victor Trail 500, and the Victor MX 500.

This year, BSA is making sure the competition won't catch up—by constantly improving these already great bikes.

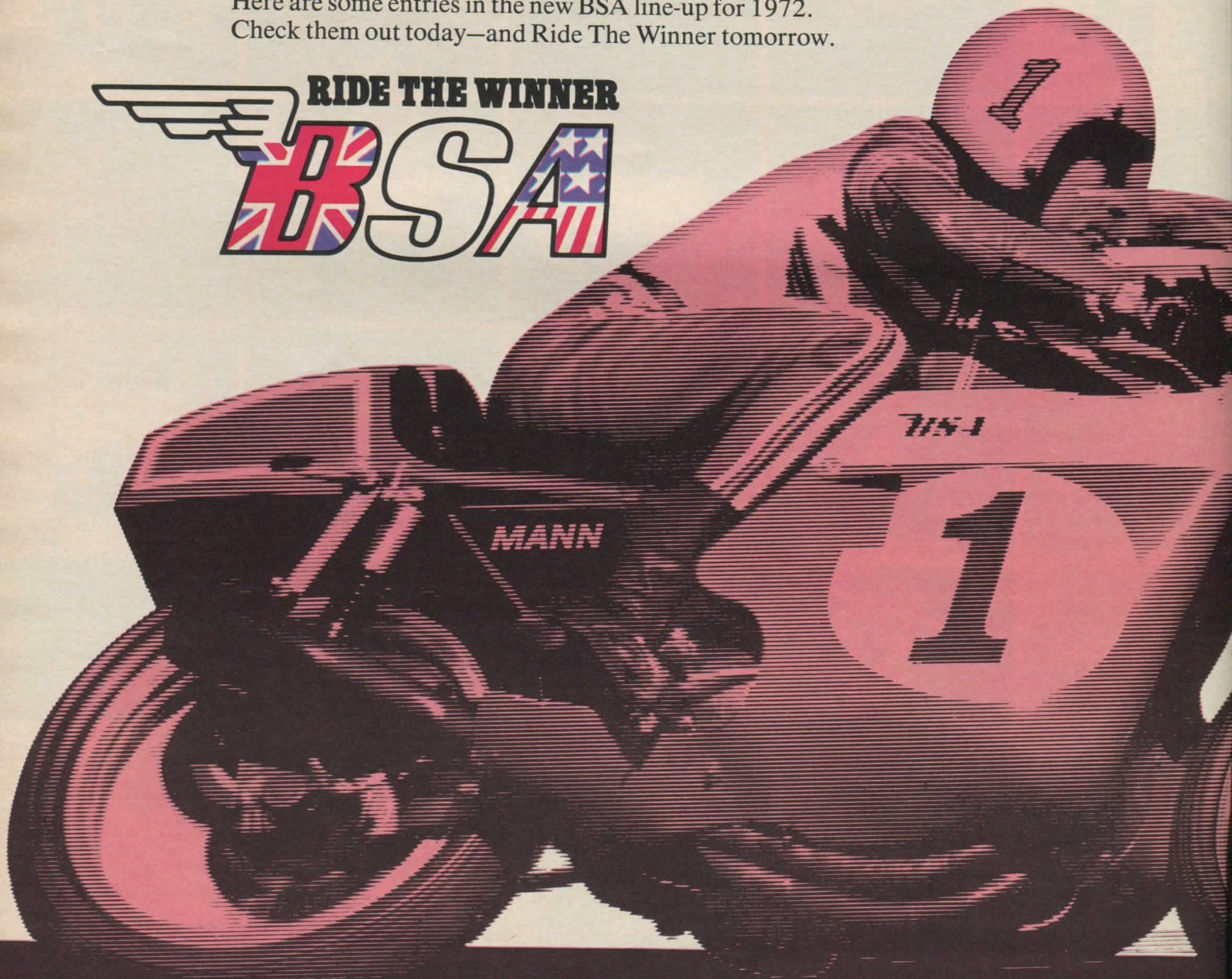
BSA took everything they learned on the AMA Pro Circuit, and put that know-how into BSA for 1972.

Features like the BSA No-Tank Oil System, race-proven alloy forks that are lighter and stronger, aluminum alloy brake hubs that run cooler while reducing unsprung weight, the simple, dependable single cylinder 500 cc engine. And more.

Here are some entries in the new BSA line-up for 1972.

Check them out today—and Ride The Winner tomorrow.

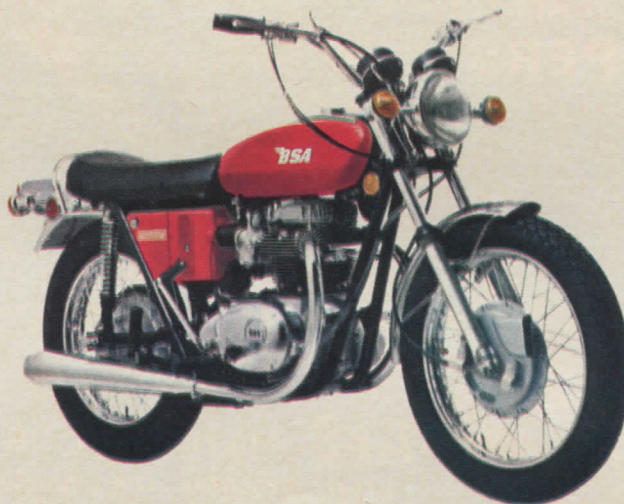
RIDE THE WINNER
BSA



CHAMPIONSHIP BIKES.

BSA LIGHTNING 650.

This OHV vertical twin is built for massive, flexible power. The twin cylinders are punched by twin Amal concentric carbs, each feeding a single cylinder independently. The double-loop frame uses the center spine instead of an oil tank, so saving weight and cooling the oil more efficiently. The front forks control road shock through two-way hydraulic damping that allows 6¾ inches of travel. The conical brake hubs decrease weight, increase strength and dissipate the heat more rapidly. If you want lightning response in a bike, you want a BSA Lightning.



THE VICTOR 500 TRAIL AND THE VICTOR 500 MX.

Here's a pair of winners for off-road riding and motocross competition. These bikes are streamlined down to the toughest minimum, and beefed up with mighty 4-stroke engines that deliver plenty of torque out of every cc.

The special BSA No-Tank oil system runs the lube through the frame, lightens unsprung weight along with alloy race-proved racing forks.

Get out on a Victor Trail or a Victor MX—500's that let you know you're Riding The Winner.



	BSA LIGHTNING 650. OHV 4-stroke	BSA VICTOR 500 TRAIL. OHV 4-stroke	BSA VICTOR 500 MX. OHV 4-stroke
ENGINE TYPE:	2	1	1
CYLINDERS:	39.4 ft. lbs. @ 6500 rpm	28 ft. lbs. @ 5000 rpm	35 ft. lbs. @ 5000 rpm
MAX. TORQUE:	75 x 74 mm	84 x 90 mm	84 x 90 mm
BORE/STROKE:	9 : 1	10 : 1	10 : 1
COMP. RATIO:	4-Speed gearbox	4-Speed gearbox	4-Speed gearbox
TRANS:	2-Amal 30mm conc.	Amal 30mm conc.	Amal 32mm conc.
CARBURETOR:	Dunlop 3.25 x 19" K70	Dunlop 3.00 x 20" Trials	Dunlop 3.00 x 20" Sports
FRONT TIRE:	Dunlop 4.00 x 18" K70	Dunlop 4.00 x 18" Trials	Dunlop 4.00 x 18" Sports
REAR TIRE:	8" DLS	6" SLS	6" SLS
FRONT BRAKE:	7" SLS	7" SLS	7" SLS
REAR BRAKE:	56"	54"	54"
WHEEL BASE:	7"	7½"	7½"
GRND. CLEAR.:	383 lbs.	298 lbs.	260 lbs.
DRY WEIGHT:	3 gals.	2½ gals. (alum. tank)	1¼ gal. (alum. tank)
FUEL TANK:	6 pts.	4¾ pts.	4¾ pts.
OIL:			

Specifications subject to change without notice