



# The British Connection

Volume 2013 Issue 2

February

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## 2013 ABCC Officers

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## President's Message

*YES IT's TRUE Dues are due!*

Hello fellow British car enthusiast. The ABCC is required to have 3 official club meetings a year. A weekend meeting location is needed for our first meeting and we need to know where our members want to hold it. The Lunch Bunch meets on February 6th at Boondocks in Port Orange and a very short discussion on the topic before lunch is needed to decide a location for February. If you know of a festivity, park or your home/shop for a tech session please let us know your idea at the Lunch Bunch. If you can't make it to lunch please call me (Steve) at 386.775.9558 or email to [sbradley5@cfl.rr.com](mailto:sbradley5@cfl.rr.com) or any officer with your idea before Wednesday so we can pass it on to the members attending the lunch.

Your participation will be greatly appreciated.

Example from the 2013 event list: DeLeon Springs State Park. This location has

outside covered pavilions for our meeting and a unique restaurant with hot plates built into the middle of the tables where you can cook your own breakfast. The menu ranges from meat & eggs to plain or whole wheat pancakes with fresh blueberries. There is an entry fee to the park of \$5 but the club will be picking up this tab for you. This is a safe place to park our cars and a great place to take group pictures with our cars.

-OR-

A drive to the new Flagler Pier can be fun.

Be it a new place or an old favorite let's hear from you.

Your club president,

*Steve Bradley*



2013 Dues are due

# Restoring a 1966 BSA 441 Victor

By: Kevin Lemire

## Beat Me Again Please!

### Or why I restored a 1966 BSA 441 Victor

Do you need professional help? Would a 12-step program be a good idea for you? Are you certifiable? Well, if you own a British car, one or more of the above would certainly apply. Why else would you spend countless hours dealing with the quirks of British motorcars and fighting the devil spawn LUCAS? Hopefully you will continue to avoid the men in white coats who think you should be confined and to convince society that you are pretty much “normal.”

Sooooo, if working on a British car does not satisfy your masochistic tendencies, and pulling your fingernails out at the root does not add the additional pain you desire, what do you do? Well, you can do as I do and try British *motorcycle* restoration! Ahh, the hunt for a suitable project at a suitable price in suitable condition, very similar to the hunt for that magical automotive restoration. Do these sound familiar? “barn find”, “ran fine when parked”, “easy restoration”, “just needs a little TLC”, “rare”, “not many of these made”, “chance of a lifetime”, “true classic”, “finest example out there”, and on and on. Well, I found my latest motorcycle restoration on eBay about a year ago. It is a 1966 BSA 441 Victor, sometimes referred to fondly as a 441 Victim.

I restored a 1970 Victor, er Victim, about 10 years ago and sold it to buy a new driveway. In fact, most of my motorcycle and car restorations had to be sold to buy braces, MRI's, food, clothing, insurance, and of course tuition. The 1966 was the first-year production model, a so-called “round barrel” engine and presumably very desirable.

The BSA Victor has a proud heritage, starting life as a motocross bike that was world champion in 1964 and 1965. This was back in the day when a big 4-stroke single could be competitive. The owner lived about 25 miles from me and had purchased the motorcycle at an auction in Reno, Nev., a couple years prior. The bike was proudly described as “restored, never had fluids in it, ready to run” and looked pretty good on the surface. The owner had never tried to start it and grew tired of using it to gather dust in his garage. We struck a deal and I expected to spend a couple hundred dollars to get it up and running and roadworthy ... RIGGGGHHHT! Silly me, you would think after doing three MGB's and countless motorcycles the optimism would have been driven entirely out of me, however, I am a glass half full guy, so off on another adventure in British land.



(Cont. on pg. 3)

(Cont. from pg. 2)

I should also point out that all older British motorcycles use Lucas electrics; thankfully I would not be saddled with some electrical system that actually worked! So, I put oil in the primary chain case, engine, forks, and transmission and discovered that pretty much every seal and gasket designed to hold oil at bay – did not. I replaced most of the gaskets and seals in the bike in my elusive (and unsuccessful) search for oil tightness. I think with British machinery we can only hope to reduce oil loss to a controllable level. I completely cleaned the carb, bought a rebuild kit and installed it, and as a fluke checked the model number stamped on the body of the carb. It was actually intended for use on a Triumph 250 Cub, a much smaller motorcycle and different manufacturer. The speedometer was broken and was also off a 250 Cub. The speedometer drive unit on the rear wheel was completely empty, only the outside shell remained, and there was no speedometer cable. Most cables needed replacement, the clutch was shot, a rear wheel spacer was missing, the energy transfer coil no longer transferred electricity, the fuel petcock leaked as much fuel as it passed, the compression release did not release compression, numerous fasteners were incorrect, wheel spokes were loose, and the transmission seal leaked like an MGB rear main seal.

I replaced the old 6-volt electrics (and this will only be meaningful to other Brit bike nuts) with a new 12-volt stator and rotor, and bought the Boyer Branson electronic ignition system with a power box to replace the zener diode and rectifier. Well, that was about \$700 of electronics and should have made the bike purr like a kitten. The first kick or two gave me such an electrical shock off the gas tank that I was glad I was done having children, because the unintentional electroshock therapy would likely ensure I remained childless. Turns out the coil they gave me was incorrect for the ignition system and shunted coil voltage right to the gas tank ... hmmm, thousands of volts going through an aluminum tank full of fuel can't be a good thing, right?

I spent 30 years in the Naval Nuclear Propulsion Program on submarines and aircraft carriers and refuse to ever let a mechanical device get the best of me. I am sure most of you have faced down the British mechanical and electrical demons and fought until you finally won. Well, my BSA is finally “done,” or about as done as any of our vehicles ever gets. It is starting in 1 or 2 kicks, idles nicely, shifts through all four gears and is ready to be registered and taken on some good shakedown cruises. It is truly a bike that does nothing particularly well and is not particularly unusual, but like most of the vehicles we own it just hits a chord that resonates. We own the machines we own for no particular reason other than they just feel right, are fun, and satisfy that desire to be punished and abused that no American vehicle can possibly satisfy ... see you on the road.



## For Sale

1960 MGA 1600 Roadster for sale. This car is clean and straight. It has been garaged for many years. No known rust. It is an older restoration. Paul Linney re-stored the car--it's the one in his book, "Making My Marque" on page 80-81. I am asking \$10,300. Contact Scotty Stewart at 919-696-4990 or email: [scotty.3.27.34@gmail.com](mailto:scotty.3.27.34@gmail.com)

I have a set of new MGB shocks. These are brand new, never been on a car Armstrong shocks, front & rear. They are left from when I had my B and worked at Collier Jag. Just found them while going thru the garage and don't need them. I would like \$500 for the full set. Contact John Bellmore at [owlseye@bellsouth.net](mailto:owlseye@bellsouth.net)

**UPCOMING EVENTS**

**FEBRUARY 6, 2013 Lunch Bunch. Boondocks, Port Orange, FL**

FEBRUARY 10, 2013 20th Annual All Brit Car Show. Royal Palm Place, Boca Raton, FL -

[www.goldcoastbritcar.com/](http://www.goldcoastbritcar.com/)

FEBRUARY 14-17, 2013 Vintage races (HSR). Palm Beach International Raceway, Palm Beach, FL -

[www.hsrrace.com](http://www.hsrrace.com)

FEBRUARY 16, 2013 Hot Rodding for Heroes Car Show. Gainesville, FL. - [www.hotroddingforheroes.org](http://www.hotroddingforheroes.org)

FEBRUARY 21-24, 2013 37th Annual Zephyrhills Winter Autofest. Zephyrhills. FL. -

<http://zephyrhillsauction.com/>

FEBRUARY 22-24, 2013 Boca Raton Concours d'Elegance. Boca Raton, FL - [www.bocaratonconcours.com](http://www.bocaratonconcours.com)

FEB.27- MARCH 3, 2013 Sebring Endurance Challenge (SVRA) Sebring, Fl - [www.svra.com/](http://www.svra.com/)

FEBRUARY 28-March 2, 2013 British Motor Trade Assoc. Annual conference. Richmond, VA - [http://](http://www.britcar.org/conf2012.html)

[www.britcar.org/conf2012.html](http://www.britcar.org/conf2012.html)

MARCH 8-10, 2013 15<sup>th</sup> Annual Amelia Island Car Show. Amelia Island, FL. - [www.ameliaconcours.org](http://www.ameliaconcours.org)

MARCH 9, 2013 1<sup>st</sup> Annual Festivals of Speed at Omni Amelia Island Plantation. Amelia Island, FL -

[www.festivalspeed.com](http://www.festivalspeed.com)

MARCH 10, 2013 British Car Show. Panama City, FL. - [www.baybritishcars.com](http://www.baybritishcars.com)

MARCH 12-16, 2013 12 Hours of Sebring SVRA & Support races. Sebring, FL. - [www.svra.com/](http://www.svra.com/)

MARCH 16, 2013 Mobil 1 12hrs of Sebring. Sebring, FL. - (800) 626-7223

MARCH 23, 2013 New Orleans British Car Day. New Orleans, LA - [www.bmcno.org/](http://www.bmcno.org/)

MARCH 23-24, 2013 Daytona Beach Spring Car Show and Swap Meet. Daytona Beach, FL - [http://](http://www.turkeyrun.com)

[www.turkeyrun.com](http://www.turkeyrun.com)

**APRIL 5, 2013 29<sup>th</sup> Annual British Car Show "Meet and Greet", Winter Park, FL -**

[www.allbritishcarclub.com/](http://www.allbritishcarclub.com/)

**APRIL 6, 2013 29<sup>th</sup> Annual British Car Show, Winter Park, FL - [www.allbritishcarclub.com/](http://www.allbritishcarclub.com/)**

**APRIL 27, 2013 AACA Volusia Region show. Blake Park Lake Helen, FL - <http://local.aaca.org/volusia>**

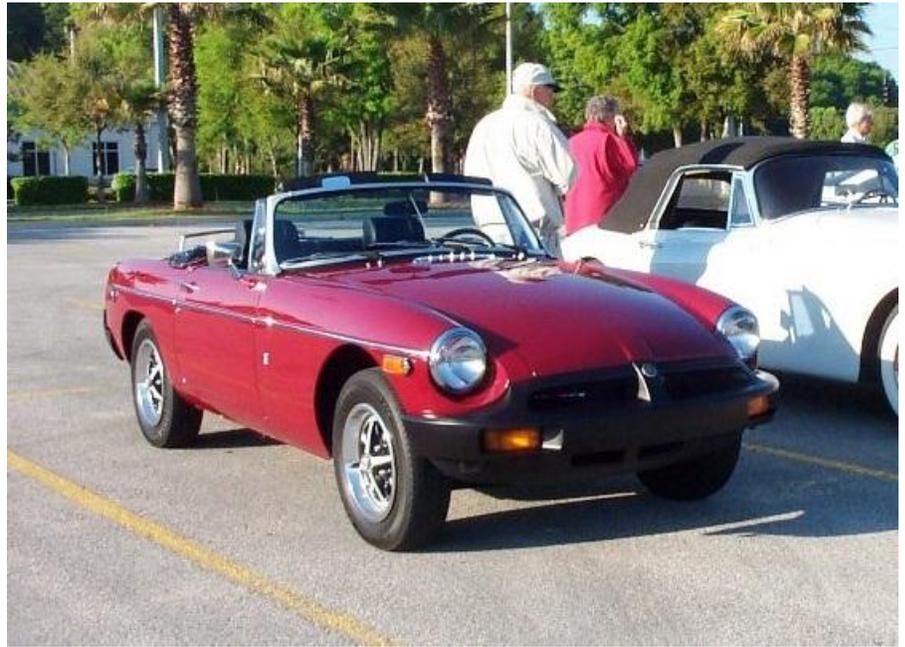
**JUNE 10-14, 2013 NAMGAR GT-38. Ashville, NC - <http://www.gt38-namgar.org/>**

**OCTOBER 2-6, 2013 "Triumphest 2013" VTR National Meet. San Rafael, CA - [www.triumphtravelers.org](http://www.triumphtravelers.org)**



### OUR MISSION

To encourage the preservation and enjoyment of all of British cars



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We're on the Web

[www.volusiabritishcars.com](http://www.volusiabritishcars.com)

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**ALL BRITISH CAR CLUB OF  
VOLUSIA COUNTY**

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