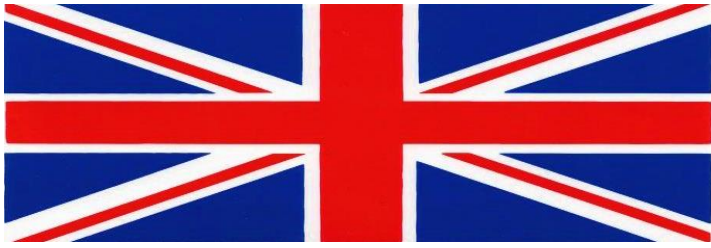


# BRITISH SPORTS CARS ALASKA



British Sports Cars Alaska Limited is the club for owners of all British sports cars including Austin Healey, Caterham, Jaguar, Jensen Healey, Lotus, Marcos, MG, Mini, Morgan, Sunbeam, & Triumph. October 1, 2015

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## Bird Point

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Front row, from left, Floyd & Jean, E-Type, Bruce & Joan, MGB, Doug, TR6, Elaine & Wolfgang, TR6, Dolly & Ken, TR6. Back row, from left, John & Donna, XK8, Dean, TR8, Mathew, MGA, Leonard, TR4, Steve, Exige. (Top)



(Photo, left) What was John doing with those exhaust pipes, and why was he later driving an XK8 instead of the E-Type?



**British Sports Cars Alaska is the monthly newsletter of British Sports Cars Alaska Limited.**

Debi Wilson, President  
[debignww@alaska.net](mailto:debignww@alaska.net)

Dean Cox, President Elect  
[mdcox@msn.com](mailto:mdcox@msn.com)

Rick Harding, Past President  
[rharding@pesiak.com](mailto:rharding@pesiak.com)

John Martin, Treasurer  
[mrjohnmartin@mac.com](mailto:mrjohnmartin@mac.com)

Tom Arminski  
[arminski@gci.net](mailto:arminski@gci.net)

John Boyt, Secretary  
[johnb@replacementglass.com](mailto:johnb@replacementglass.com)

Johnson Quarles, Technical Advisor  
[johnsonquarles@gci.net](mailto:johnsonquarles@gci.net)

Ken Morton, Newsletter Editor  
[ak.roadster@att.net](mailto:ak.roadster@att.net)

#### Useful contacts

British Sports Cars Alaska (BSCA) Web site  
<http://akbritishsportscars.com/>

British Sports Cars Alaska (BSCA) Facebook  
<https://www.facebook.com/groups/441619005978014/>

North American MGA Register (NAMGAR)  
<http://www.namgar.com/>

North American MGB Register (NAMGBR)  
<https://namgbr.org/>

Vintage Triumph Register (VTR)  
<http://vtr.org/>

Austin Healey Club of America (AHCA)  
<https://www.healeyclub.org/>

Austin Healey Club USA (AHCUS)  
<http://www.healey.org/>

Jaguar Clubs of North America (JCNA)  
<http://www.icna.com/>

Antique Auto Musers of Alaska (AAMA)  
<http://www.antiqueautomusersak.org/>

Midnight Sun Street Rod Association (MSSRA)  
<http://www.midnightsunsra.com/>



MGA, E-Type, E-Type, TR6, TR6, from left, before departure from Anchorage.

**A week of rain ended** on Saturday night as predicted, and on Sunday, the 13<sup>th</sup> of September, we gathered at Carrs Huffman for a season-ending drive to Bird Point. BSCA founding members Floyd and Jean Reed led the group south, joined by about 10 long-time members and new members Mathew Fox and Wolfgang & Elaine Junge. Mathew drove the MGA he recently purchased from Tom Arminski, and Wolfgang drove their recently purchased Triumph TR6. Altogether there were five Triumphs, two Jaguars, two MGs, and a Lotus.



TR8, MGB, TR4, TR6, from left, before departure.



Wolfgang & Elaine arrive at Bird Point, followed by Steve in his Lotus Exige.



Mathew parks his MGA at Bird Point



XK8, E-Type, TR6, TR6, TR8, MGB, from left, at Bird Point



E-Type, TR6, TR6, TR8, MGB, TR4, MGA, TR6, Lotus, from left, at Bird Point



Doug checks out Wolfgang's new TR6



Floyd, Jean, Wolfgang, Dean, Dolly, Mathew, John, Donna, Elaine, Joan, and Bruce, from left, enjoy social hour at Pepe's Turnagain House on the way home from Bird Point.

(Answer: John's tailpipe tangled with the curb while parking. He had to go home and change cars.)

## New Members' Stories

### Wolfgang Junge



As a kid I remember riding my bike past the Triumph dealership in Corvallis, Oregon. I've always liked the lines of the classic British roadster but haven't had the time to spend rebuilding and/or the money to buy a restored one. I sold my Supercub last spring and as luck would have it, the previous owner of this 1975 TR6 had just completed a 6 year frame off restoration. Only item he didn't get to was the engine which I'm hoping to tackle this winter. He did make some sensible upgrades to the car including a Nissan limited slip differential with Goodparts rear axles, lowered springs, nylatron bushings, and a big

brake conversion. The car is just what I have been searching for and I'm looking forward to meeting local folks who can guide me from time to time and keep this beauty running well and enjoying Alaska in this great little sports car.

## Mathew Fox

There isn't a compelling story on how I found the MGA; it was on the Anchorage Craigslist and as a result I met Tom and Shelly Arminski and ended up buying their car.



I wasn't seeking an MGA in particular, but when I saw Tom's I thought his would be a great entry point to the hobby. I have little mechanical experience, and thought that with this sorted MGA I could learn at a reasonable pace. I also knew that Tom would be around to answer any questions I have along the way.



I am interested in most British cars, having traveled there to visit extended family more than a dozen times and having been introduced to the sportier

marques by my uncle at an early age. He was a lifelong gatherer of Reliant Scimitars, Rileys, Ginettas, Rolls and Jags, and he took me to Silverstone to watch vintage races when I was 11. When my girlfriend (now wife) and I visited family in the UK in 1992, he lent me his Ford 3.0 V6-powered Scimitar GT for our two-week trip, and since then it has been a slow process of saving up for something interesting... I just didn't know what.

The MGA is from an era earlier than anything else I had previously considered (mainly BGT's, TR6's, etc.) but I thought it had such classic lines when I first saw it outside Tom's house.

## Old Member's Stories

### Charles Laurence

Founding member and long-time BSCA leader Charlie Laurence retired to Oklahoma some years back with his late wife Anne. Charlie reports that he recently took Best of Series 1 E-Types at the Central Oklahoma Jaguar Association 2015 Concours. Nice job, Charlie!



Charlie and friend Susan with his E-Type Jaguar

## Mechanics & painters?

We get frequent inquiries about finding a good mechanic, engine builder, or body & paint guy. If you've had good service somewhere, let us know so we can share the information with other club members. Thanks.

## Farewell Jim & Teresa Aton

Jim and Teresa Aton are relocating from Alaska to Tennessee. They plan to head south on October 1. We'll miss their presence in the club, but they will undoubtedly get their Sunbeam Alpine out on the road more often! Jim can still be reached at his same email address. Best wishes!



## All British Field Meet and Columbia River Classic Races

About eight hundred British cars were on display for the 39<sup>th</sup> annual All British Field Meet, September 4-6, at Portland International Raceway, along with vintage racing and a swap meet.



MGs included a 1934 K3 Magnette (above) and a 1995 MGF (below)

## Seward Car Show

Looks like Debi was having too much fun in Seward on September 5! There must be a story here.



BSCA was represented by Ken's TR8 & Ben's Mini



1961 BSA Gold Star; gotta love all that polished alloy.



Intriguing Austin Healey 100-4 project for sale. No price listed; if you have to ask, apparently you can't afford it. Lots of beautifully restored Healeys, too.



There were Triumphs from TR2 to TR8, plus Stags, Spitfires, Vitesse, a Dolomite Sprint, and a TR7 Sprint. The Sprint engine was a higher performance 16-valve version of the four cylinder engine shared by the Dolomite saloon and the TR7. A TR3A project car was for sale at swap meet.



There were XKs and E-Type Jaguars from early to late, plus a truly a late model Jaguar, the new F-Type.





A new Morgan 3 Wheeler. There were plenty of vintage Morgans as well, including one on the track.



Looking much like the early Alpine, the Jowett Jupiter had a front-mounted Subaru-like flat four and rear wheel drive. Built from 1950 through 1954, the Jupiter achieved class wins at the 24 Hours of LeMans in 1950 and the 1951 Monte Carlo Rally.



Lotus enthusiasts brought Sevens, Elans, and an Eleven (above.) Late model Lotuses were also plentiful.



Volvo at an *All-British* show? Early P1800 coupes were built in Britain by Jensen.



Odd little Austin-based Mini Marcos was only British marque to finish the 1966 24 Hours of LeMans.



British muscle car, 1980s V8-powered Rover SD1  
During the car show on Saturday and the swap meet on Sunday, the race track was busy with vintage racing. The races were not limited to British cars;



Early '50s Sunbeam Alpine, very vintage.

everything was seen from Austin Healey Sprites and Formula Vee to Porches, Mustangs, and big-block Corvettes. There were some very quick sedans this year including Alfa, BMW, Datsun, Volvo and Studebaker. There was also a gorgeous pink Lotus 30 Can-AM racer.



The Lotus 30 was loud and fast. This Ford V8-powered racer was originally sponsored by Speery & Hutchinson Pink Stamps, the British equivalent of S&H Green Stamps (for those old enough to remember them.)



Ford V8-powered Sunbeam Tiger was quick, but was no match for the big-block Corvettes



BMW driver tries to pass Studebaker Daytona on the outside.



Triumph-powered Morgan Plus 4, and MG-powered Elva Courier



Bugeye Sprite



MG Midget was fastest car in the rain. With too little power to get into trouble on a very slick track, he just kept motoring along.





Beautiful V12 E-Type Jaguar leads BMW and Porsche into the main straight.



Triumph GT6 in the pits. One of the best things about vintage racing is the opportunity to prowl through the pits, looking at the cars up close, and chatting with drivers and crew.

## Storing your car for winter

There are lots of different ways of preparing your car for inside winter storage. **Here's what I do:** 1) change the oil & filter so moisture and contaminants don't sit in the engine all winter, 2) disconnect the battery so it's less likely to go dead or start a fire, 3) add some fuel stabilizer to the gas tank. One thing I don't do is top off the gas tank. Although a full tank is less likely to get condensation in it, I like to be able to add a half tank of fresh gas in the spring. **Here's what else I used to do:** 4) drain the carburetors so the gas doesn't turn to varnish, 5) remove the spark plugs, squirt a little motor oil in each cylinder, and turn the engine over by hand a few times to reduce

the possibility of rust or stuck rings. 6) wash, dry, and cover the car to lessen the likelihood of garage rash. **Some additional things I've never done, but maybe should:** 7) block the car up on its frame so there is no weight on the tires, springs, or shock absorbers, 8) flush and replace the coolant to help prevent freeze or corrosion damage, 9) flush and replace the brake fluid to remove moisture and reduce the chance of corrosion, 10) grease the chassis, door hinges, and anything else that moves, 11) wax the exterior and clean the interior. Remember, the more you do this fall, the less you'll have to do in the spring.

## 2016 Calendar Photos



It's not too late to get those photos of your car for the 2016 BSCA calendar. Check the July BSCA Newsletter for a good article from Triumph 6-Pack Magazine on taking great photographs of your car.

## Car Talk

A caller to National Public Radio's *Car Talk* program suggested that if you take a carburetor apart and put it back together enough times, you will eventually have enough parts to make two carburetors. This may explain why most of our British sports cars have two carburetors...

**Mathew Fox writes:** A recent ad in the Alaska Dispatch was from a former owner looking for his old MGA. "WANTED: 1959 MGA Roadster I drove to Alaska in 1966, VIN# HD4342352. Call/email George with ANY info. 520-508-1861 [gbuhite@aol.com](mailto:gbuhite@aol.com)" I've exchanged emails with George and he splits his time between Juneau and Arizona and would appreciate any leads on where his car is.

## Whittier, at last!



The forecast for Sunday, September 20, was mostly sunny. Doug Koprowski and I were both thinking the same thing on Saturday, Portage to Whittier. Doug put out an email to the membership and I said I'd be there. Sunday morning was sunny and cold with scattered clouds. No one else showed up at Carrs Huffman, and a little after 12:00 noon, we aimed our Triumphs down the Seward Highway. Traffic was light and we made Portage in time for the 1:30 tunnel opening. Doug had already put his hardtop on, but I was wearing my BSCA hardhat. The tunnel guys told me I needed a DOT-approved hardhat. They let me through anyway, but we may need upgraded headgear before the next attempt. Whittier was sunny, calm, and a bit chilly. We took a few pictures, grabbed a couple hotdogs at the cafe, and headed back to the tunnel for the next westbound opening.



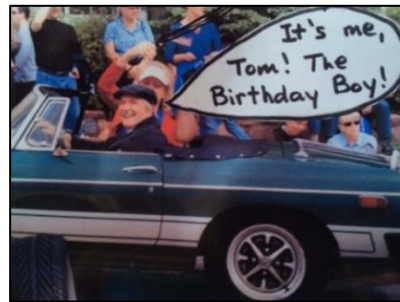
## Activities Calendar

### Membership Get-together

Sunday, October 4, 2:00 PM, at Kaladi Brothers Coffee Shop near Four Corners (on Jewel Lake Road near Raspberry.) We'll have a short meeting over coffee to recap the past summer, plan for the winter, and think about next summer. Topics for discussion: Christmas party, other future events, board positions open.

### Buy/sell

#### 1978 MGB



This was Tom Manson's beloved green roadster, and Ursula would like to sell it to a good home. You can reach Ursula at 907-301-1950.

#### Triumph TR4A radiator

Used, but serviceable. It came out of a running car and I didn't want to send it to the scrap yard. \$75 or best offer. The radiator is at Rick's. Richard Black, 907-250-5864 [akking55@hotmail.com](mailto:akking55@hotmail.com)

#### Rover V8

Rebuildable Rover V8 for sale: 1995 Land Rover 3.9L V8; it was running when pulled and includes the TB assembly from a 4.2L engine. It comes with all the accessories shown and the exhaust manifolds. I think what I am asking is a decent deal - \$250 for a purported good core for a project.

Tom Rawlins 854-0195 [N68522@gmail.com](mailto:N68522@gmail.com)