

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

February 1, 2017



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Car Shopping

Winter seems sometimes to lead to thoughts of shopping for another classic car. This issue of the newsletter revisits a 1986 *Road & Track* article about buying a cheap collectible sports car. And last month we printed a bit of Jay Gould's story of how he acquired his collection of Morris Minors; the full story as previously published in *Minor News* is included this month.

“Collectible, Fun & Cheap”

Thirty years ago, *Road & Track* magazine published an article by Peter Bohr, entitled “Collectible, Fun & Cheap.” R&T compared a dozen inexpensive collector cars from Britain, Japan, and Europe. Mr. Bohr claimed in 1986 that any of these cars could be had for \$2,500 or less. And he was talking about sound cars, not cars “rotting away with weeds growing through the floors.” Mr. Bohr also noted the joys of driving a “basic, no-nonsense sports car” with “an engine you can probably work on yourself,” and the appeal of “wire wheels, chrome bumpers, and toggle switches.” The reader was cautioned, however, that spending “\$1500 on an engine rebuild, \$1200 on paint and bodywork, and \$300 on tires” will not make a \$2000 car worth \$5000. R&T didn't rank the cars in order of preference, but they rated each on a variety of attributes from “Reliability” to “Fun to drive.” highlighted here are photos and data for the British cars reviewed by Mr. Bohr, plus a Japanese and an Italian competitor. It's interesting to note that the Sprite/Midget and the MGB were given an “A” grade for quality of materials and assembly, while the Datsun 240Z and the Fiat 124 Spider received a “C” in that category. The 240Z, however, got an “A” in performance and the 124 Spider got an “A” in handling while the Spridget and MGB received a “B” in both categories. The 240Z and Spider also outdid their British competition in ride and comfort. The Triumph Spitfire lagged further behind.

Following each *Road & Track* analysis is a current 2017 value range for a “good” to “very good” car from *Old Cars Report Price Guide*. *Old Cars Report* defines a #4 “good” car as a drivable vehicle needing

a lot of help; a #3 “very good” car is an operable original or older restoration showing some wear. A #2 “fine” car is a well-restored car, and a #1 “excellent” car is a show car that is not driven. “Fine” and “excellent” cars may be worth considerably more, but the original R&T article was about “sound” cars, not show cars, so prices shown here are for #3 and #4 condition cars.

Austin Healey Sprite/ MG Midget



1961-1979 AUSTIN-HEALEY SPRITE / MG MIDGET			
Specifications	Austin-Healey Sprite Mark IV	Fuel economy, mpg	24.0
Curb weight, lb	1560	Road test date	10-68
Engine type	ohv inline-4	Typical asking prices:	
Displacement, cc	1275	1961-1979 Austin-Healey Sprite/MG Midget ..	\$1000-\$2500
Transmission	4-sp	Typical engine-rebuild price:	\$1500
Suspension, front/rear	ind/live	Report card:	
Brakes, front/rear	disc/drum	Reliability	B
Steering type	rack & pinion	Quality (materials/assembly)	A
Performance data from contemporary test:		Performance (engine/gearbox/steering/brakes)	B
0-60 mph, sec	14.7	Handling	B
Stopping distance from 80 mph, ft	na	Ride and comfort	D
Standing ¼ mi, sec @ mph	19.9 @ 69.0	Fun to drive	B

2017 value: \$2,000 to \$7,200 for “good” to “very good” condition, depending on year.

Datsun 240Z/ 260Z



On the cover: 1967 Jaguar E-Type owned and photographed by John Quarles

1970-1975 DATSUN 240Z/260Z			
Specifications	Datsun 240Z	Fuel economy, mpg	21.1
Curb weight, lb	2355	Road test date	7-71
Engine type	sohc inline-6	Typical asking prices:	
Displacement, cc	2393	1970-1975 Datsun 240Z/260Z	\$2200-\$3800
Transmission	4-sp	Typical engine-rebuild price	\$2000
Suspension, front/rear	ind/ind	Report card:	
Brakes, front/rear	disc/drum	Reliability	A
Steering type	rack & pinion	Quality (materials/assembly)	C
Performance data from contemporary test:		Performance (engine/gearbox/steering/brakes)	A
0-60 mph, sec	8.7	Handling	B
Stopping distance from 80 mph, ft	287	Ride and comfort	A
Standing ¼ mi, sec @ mph	17.1 @ 84.5	Fun to drive	A

2017 value: \$6,800 to \$15,300 for a good to very good car, depending on year.

Fiat 124 Spider



1968-1978 FIAT 124 SPORT SPIDER ¹			
Specifications	Fiat 124 Sport Spider	Fuel economy, mpg	22.0
Curb weight, lb	2255	Road test date	6-76
Engine type	dohc inline-4	Typical asking prices:	
Displacement, cc	1756	1968-1978 Fiat 124 Spider	\$1300-\$2800
Transmission	5-sp	Typical engine-rebuild price	\$1800
Suspension, front/rear	ind/live	Report card:	
Brakes, front/rear	disc/disc	Reliability	B
Steering type	worm & roller	Quality (materials/assembly)	C
Performance data from contemporary test:		Performance (engine/gearbox/steering/brakes)	B
0-60 mph, sec	14.8	Handling	A
Stopping distance from 80 mph, ft	285	Ride and comfort	A
Standing ¼ mi, sec @ mph	20.0 @ 69.5	Fun to drive	B

¹1976-1978 called Fiat Sport Spider

2017 value: \$2,500 to \$5,630 for a good to very good car.

MGB/ MGB GT



1962-1980 MGB			
Specifications	MGB	Fuel economy, mpg	23.5
Curb weight, lb	2220	Road test date	6-70
Engine type	ohv inline-4	Typical asking prices:	
Displacement, cc	1798	1962-1980 MGB	\$1400-\$3500
Transmission	4-sp	Typical engine-rebuild price	\$1800
Suspension, front/rear	ind/live	Report card:	
Brakes, front/rear	disc/drum	Reliability	B
Steering type	rack & pinion	Quality (materials/assembly)	A
Performance data from contemporary test:		Performance (engine/gearbox/steering/brakes)	B
0-60 mph, sec	12.1	Handling	B
Stopping distance from 80 mph, ft	na	Ride and comfort	C
Standing ¼ mi, sec @ mph	18.7 @ 73.0	Fun to drive	B

1966-1974 MGB GT			
Specifications	MGB GT	Fuel economy, mpg	24.1
Curb weight, lb	2345	Road test date	7-71
Engine type	ohv inline-4	Typical asking prices:	
Displacement, cc	1798	1966-1974 MGB GT	\$1200-\$3000
Transmission	4-sp + OD	Typical engine-rebuild price	\$1800
Suspension, front/rear	ind/live	Report card:	
Brakes, front/rear	disc/drum	Reliability	B
Steering type	rack & pinion	Quality (materials/assembly)	A
Performance data from contemporary test:		Performance (engine/gearbox/steering/brakes)	B
0-60 mph, sec	13.6	Handling	B
Stopping distance from 80 mph, ft	315	Ride and comfort	B
Standing ¼ mi, sec @ mph	19.6 @ 72.0	Fun to drive	B

2017 value: \$1,800 to \$7,880 for a good to very good car.

Triumph Spitfire



1962-1980 TRIUMPH SPITFIRE			
Specifications	Triumph Spitfire	Fuel economy, mpg	25.0
Curb weight, lb	1750	Road test date	6-76
Engine type	ohv inline-4	Typical asking prices:	
Displacement, cc	1493	1962-1980 Triumph Spitfire	\$1200-\$2800
Transmission	4-sp	Typical engine-rebuild price	\$1500
Suspension, front/rear	ind/ind	Report card:	
Brakes, front/rear	disc/drum	Reliability	B
Steering type	rack & pinion	Quality (materials/assembly)	B
Performance data from contemporary test:		Performance (engine/gearbox/steering/brakes)	B
0-60 mph, sec	15.3	Handling	C
Stopping distance from 80 mph, ft	304	Ride and comfort	C
Standing ¼ mi, sec @ mph	20.2 @ 67.5	Fun to drive	B

2017 value: \$1,700 to \$7,650 for a good to very good car, depending on year.

Photos and data courtesy of Road & Track; current values courtesy of Old Cars Report Price Guide

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

British Sports Cars Alaska Limited is the club for owners and enthusiasts of all British sports cars. Individual or family dues are \$30.00 per year. BSCA is an affiliated chapter of the North American MGA Register.

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British Sports Cars Alaska (BSCA) Facebook
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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 (AHCU)
<http://www.healey.org/>

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

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

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

My Morris Minors

Story & photos by Jay Goold

*(Last month we printed a few bits from Jay's story. Here is the whole piece originally published in **Minor News**, the newsletter of the Morris Minor Registry of North America.)*

Morris fans in Oregon might recognize Wally Clarke's red 1964 Tourer. Well, she's mine now and going by the name Rosebud! Purchased on November 13, 2015, to celebrate my deceased brother Jeff's birthday, I could feel his presence as I drove down I-5 from Portland to Lebanon in the dark and in a light rain. The top flapping in the wind causing me to pull over 3-4 times in a futile attempt to repair. I finally give up just south of Salem and put it all the way down and enjoyed the mild 50-55 degree night.



Pretty darn nice for a November night in the Willamette Valley. I called my 85 year old mother who's patiently holding dinner for me at home to let her know I was running behind. It was a surprise and Mom didn't know Rosebud and I were flying down by the seat of our pants. When I rang the doorbell and Mom opened the door she laughed, my semi-long hair was standing straight up and I envisioned myself looking like Christopher Lloyd in the original "Back to the Future!" I stayed for several days and it was soon time to drive back to the Portland area to my old friend Glenn Wright's. Glenn and I had not spoken in 25 years, since I moved from Jefferson, Oregon, to Anchorage in 1992. Prior to buying Rosebud, I stumbled onto a '61 two-door sedan I aptly named Janis Joplin due to her hippie-like pastel flame job on the top right half of the hood and front

fender. From out of the blue I called Glenn and said "Hey you old scalawag, you remember me?" We talked, laughed and reminisced for over an hour and agreed to hook-up during my next trip down to America, which we Alaskans love calling the "Lower 48."



Two months later I was on my way, and Glenn agreed to pick me up at PDX in his beautiful black 4-door named Lazarus "Saved From a Junkyard Death." He wanted to show me how well his 1275 was running and we went up to the Columbia River Visa House before going out to inspect "Janis." As he is, Glenn was bitterly truthful about my poor purchasing decision, saying "You'd have \$10K in this thing in no time!" "All I want to do is find a radiator, two wheels and get it running again," I tell him. He convinces me to reconsider, and at that point I was on vacation with my wife and our 6 other in-laws and outlaws, on our way to the North Bend Blues Walk, and I'd run out of time.



But as you might guess Glenn was on the trail to

bring me back into the Morris family after a 25 year hiatus. Before moving to Alaska, I was the proud owner of 4 Morris Minors, a two-door, Tourer, Traveler "Woody" and pickup, plus a '48 Willys Jeepster and '73 Volvo 1800ES wagon, which were all liquidated prior to moving north. If anyone out there reading this remembers buying a white 2-door, blue Tourer or Woody and/or basket case pick-up with a green primer frame and galvanized sheet metal floor boards, let me know, let's talk! Holy Cow this is one long rabbit trail... before I get on with the story about the attached pictures I also wanted to mention another story about my brother Jeff who passed away at age 57 on November 22, 2010, after a long battle with liver cancer. Jeff is the reason I ended up being a Morris owner at age 16 in Lebanon, Oregon. My very first vehicle! He came home one summer afternoon proclaiming "Jay, I've found the perfect car for you!" OK, I thought, this must be good. Little did I know he was the one who wanted this ugly green 60' 2-door, not me! I was the one with money in savings. He was never good at that, but he knew his "Big Brother" charm could win me over and he was right. It was my first car in high school and my friends and I went to lunch and smoked more than one in Maurice, not to mention jumping railroad tracks and catching air. This would be the first of now eight Minor 1000's I've owned over the past 44 years.



So now back to my Rosebud story, time had come to move from Glenn's single car shed to my sister's in Bend, OR. One picture shows Glenn and I checking all the vitals before heading out 162 miles up and over a 4,500 mountain pass and into 103 degree temperatures in Warm Springs and Madras, Oregon. I couldn't believe I had ZERO overheating

while driving 55-65 MPH in super-hot weather. Rosebud performed flawlessly and purred like a kitten the whole way. Not one stutter or falter the entire way, I'm so proud! Well Sports Fans, it's time to sign off for now, Happy Trails, until we meet again, cheers!

Periodical News

Sports Car Digest

SCD, the on-line *Sports, Racing, and Vintage Car Journal* carries scores of great photos in every issue. Here are a couple of photos selected by readers as among the best vintage racing photos of 2016.



Jaguar C-Type & Austin Healey 100S at the Mille Miglia (photo: Julien Mahiels)



Ferrari 250 GT & MGA Coupe at the Monterey Motorsports Reunion (photo: Dennis Gray)

<http://www.sportscardigest.com/best-vintage-car-racing-photo-2016/>

MGA!

The January/February issue of the "Official Magazine of the North American MGA Register" is full of great technical articles, personal stories, and gorgeous cars. This issue features an article on taking care of your tappets, plus a story of how British Racing Green came to be. www.namgar.com



Classic Motorsports

The March issue of Classic Motorsports begins another restoration series with a totally wrecked and rusted Lotus Elan found in a Michigan field.



In addition to features on the resurrected Allard J2X roadster, late model Lotuses, tech tips for E-Types, and selling your car, the series on putting a TR3 race car back on the track continues.

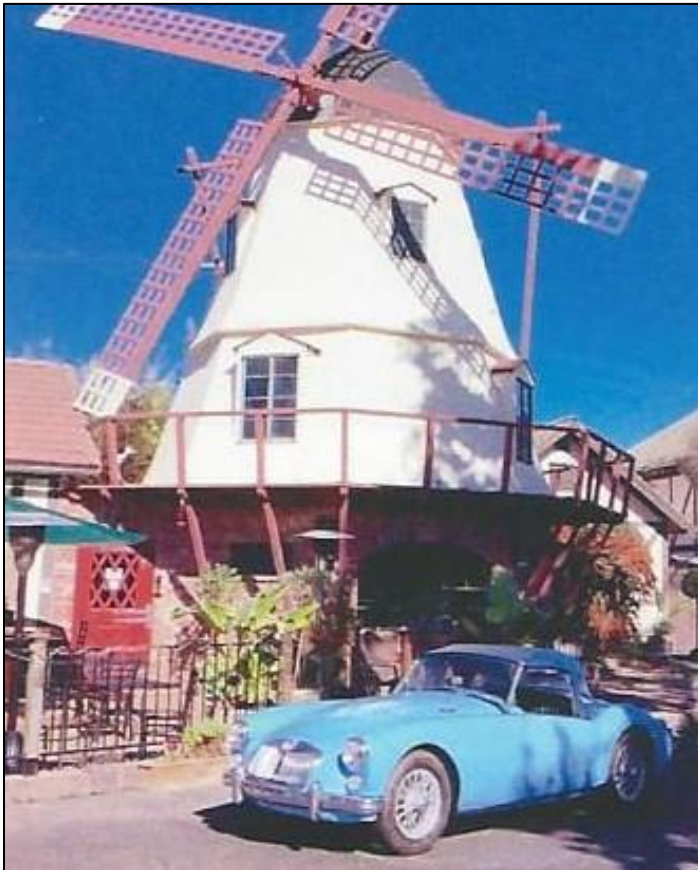


www.classicmotorsports.com

2017 Events: Thinking Big

North American MGA Register GT

GT-42, the 2017 NAMGAR Get Together, will be held June 19-23 in Solvang, California. More information at www.namgar.com



North American MGB Register

NAMGBR's MG 2017, "MGs at the Bay" will be in San Diego, California, from June 25-28. More information at www.namgbr.org



Vintage Triumph Register

The Vintage Triumph Register's 2017 National Convention will be in Princeton, NJ. August 16 through August 19, 2017. More information: vintagetriumphregister.org



Monterey International Healey Week

Monterey International Healey Week will be September 11-15, 2017, in Monterey, California. www.healeyweek2017.com



Jaguar Clubs of North America

59th Annual General Meeting, River Rock Casino and Resort, Richmond, British Columbia, March 17, 2017 to March 19, 2017 www.jcna.com



2017 BSCA Activities

Your board is planning for a full season of club activities starting as soon as the roads are clear of ice and sand. Our first drive will probably be sometime in late March or early April, and we'll keep driving until it gets too cold and snowy again in the fall. Our own Concours will be in early June, followed by the Highland Games, the Bear Paw Festival, the 4th of July, the Jay Ofsthun Memorial Show & Shine, Hot Summer Nights, and many other events. In past years, we have driven to Eagle River, Eklutna Lake, Hatcher Pass, and Girdwood. We have also been to Seward, Hope, Whittier, and Matanuska Glacier. Interested in shop visits or tech sessions? If you have an idea for an event, be sure to contact President-elect Martin Walters about helping to make it happen. martinwalters@gci.net 854-9949

BSCA Grill Badges

BSCA grill badges are here. They are the same beautiful cast bronze and enamel design as the earlier ones. They are \$40 each. When they're gone, they're gone. Call or email Treasurer/Secretary John Martin at 748-8004 or mrjohnmartin@mac.com



BSCA Calendars



There might still be a 2017 BSCA calendar available. Call or email Treasurer/Secretary John Martin at 748-8004 or mrjohnmartin@mac.com

Member News:

2017 Dues are due

If you have already renewed your BSCA membership for 2017, thank you. If you haven't yet renewed, please take this opportunity to fill out the attached renewal form and send it with your \$30 check to John Martin, 8004 Meadow Hills Circle, Anchorage, Alaska 99502

Buy/sell/trade/etc.



1952 MGTD

This is not a kit car, but a 1970 California hot rod of a 1952 MG TD. The powertrain is Ford, but the body is original metal and wood. The engine appears to be a racing version of the Ford Pinto 4 cylinder. Front disk brakes, 4 speed synchromesh transmission, and drum brake rear end are also Ford. The car runs well, looks great, and is fun to drive. The top is serviceable. The tonneau cover needs snaps, and the side covers need recovering. \$13,500 Please call for an appointment to drive the car, and put it up on my lift for inspection: 907 223-5831, Jay Skaggs

**British Sports Cars Alaska Membership
Application & Renewal Feb. 2017**

Please complete this renewal form and return **with**
your check for \$30.00 to:

Your Name(s)

**British Sports Cars Alaska
c/o John Martin
8004 Meadow Hills Circle
Anchorage, AK 99502**

Thanks!

Your Car(s)

1) Make _____

Model _____

Year _____ Colour _____

2) Make _____

Model _____

Year _____ Colour _____

Your Mailing Address

Street/ PO box _____

City _____

State _____ Zip _____

Your Email Address

_____@_____

Your Phone number (cell or land line, where you
prefer to be called evenings/ weekends)

_____ - _____ - _____