

**Note Day/Date Change!**

A Chapter of the North American MGB Register  
A Zone of the Vintage Triumph Register

# British Motor Club of Utah

[www.BMCUTAH.org](http://www.BMCUTAH.org)

**October 2013**

**Volume 24 Number 10**

## **FALL COLOUR RUN** **Mt. NEBO LOOP** ***SATURDAY OCTOBER 5, 2013***

Kevin Cowan will be the group leader as we will relive the BMCU tradition and circumnavigate Mount Nebo for this year's Fall Colour Tour on Saturday, October 6<sup>th</sup>.

As in the past we'll rendezvous in the parking lot of the R.C. Willey Clearance Outlet 9000 South and Redwood Road at about 8:30 AM. We will leave at 9 AM. We will then go south on Redwood to Lehi (SR

-68) and continue south along the west side of Utah Lake to Elberta, then go east on US-6 to Goshen, then south through Goshen canyon on SR- 141. This is a great road but watch for cows on the road.

We will then proceed along the west shore of Mona Lake and on into Nephi and Walker Bros. Phillips 66 / Wendy's

truck stop at SR-132, where we will stop, rest, grab food at Wendy's for those who didn't bring a lunch. Thereafter we'll go east on SR-132 until we

come to the turn for Nebo loop and then north onto the Mt. Nebo Loop, stopping at Bear Creek for a picnic and continuing over the loop which emerges at Santaquin Canyon in Payson. From there it is everyone on their own

tour for the trip home.

It's a great drive, likely to be a little chilly at the higher elevations, or a LOT chilly. Like a good motorcyclist, wear all your gear.

This route has been done before - with appreciation to Clayton, Gary, Mitch, and Paul in the planning.

**Come out and enjoy the colour!**

Fall Colour Run 2012



## 116<sup>th</sup> Annual Park City Miner's Day Parade



BMCU folks came from all over. One group assembled at the Hogle Zoo for the caravan to Park City.

Ignore those dark clouds!



Pre-parade activities included the "Running of the Bulls" down Main St.



BMCU met at the "Top of Main St."

PCPD made most cars line up single file.



Great car watching before the parade.



Tri-Biplane flyover signaled the start of the parade.





Side-by-side for the coast to the city park.



Rain was not a problem.



Floyd Inman  
Group Leader M.D.P.  
Picnics in the park.







BMCU had  
their usual  
car show in  
the Park.

This is a 1958 Aston Martin DB  
Mark III; not a MCMLVIII  
Asteroid Martini BD Mark 3, nor  
an Austin, nor an Astin, nor...

All buckled in for the  
ride home.  
Triumph Herald 1200



**Excerpts from the Morgan website:**

**Morgan Life Car**

Some key figures for the LIFECar are:

1000 mile range

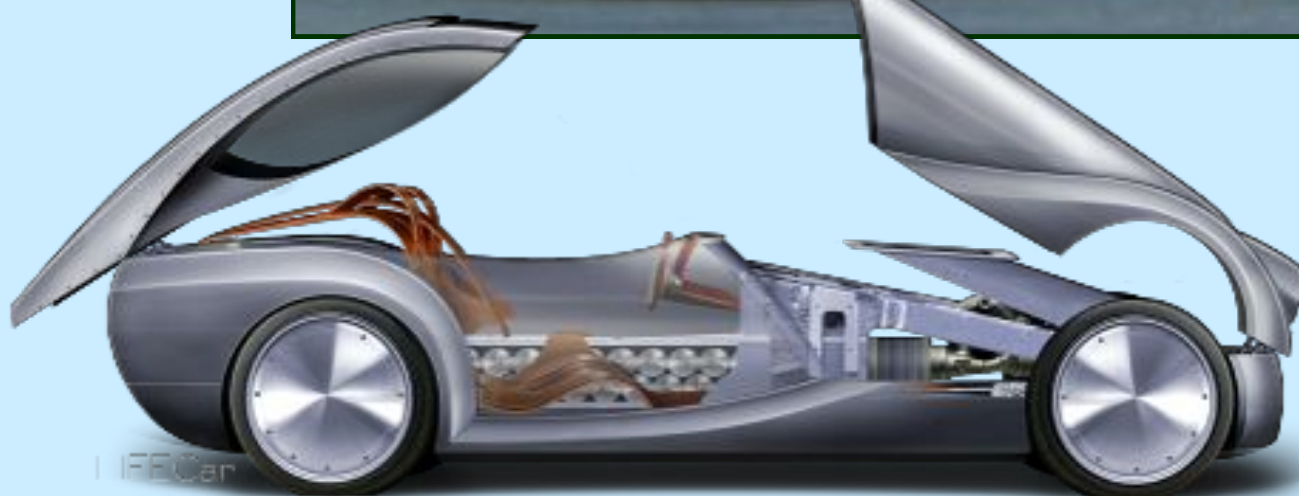
Ultra lightweight (sub 800kg)

15 mile EV range

0-60mph in 7 seconds

~£40,000 Price

**Morgan HYBRID**



“Following on from the rapturous response that LIFECar received, Morgan Motor Company has decided to take LIFECar from a prototype to a fully fledged production vehicle. There have been some changes to the original, making the car more practical, while retaining the revolutionary features that made LIFECar unique.

In the place of the original hydrogen fuel cell is a super-efficient, series hybrid drivetrain, developed using some of the country's best universities, making use of the wealth of knowledge in their research departments. The drivetrain will power a vehicle that epitomises Morgan core value of innovation. The use of sustainable lightweight materials will ensure that not only is the vehicle fuel efficient with a low carbon output, but that at the end of its very long life, it will be easily recyclable.”

(Note: All LBCs self-recycle to their original iron ore via progressive rust. -ed.)

**More news from Morgan...**

“Morgan Motor Company cars are now available in Beijing, China and are on display at the flagship store in the Workers Stadium. ...Located inside the west gate of Gongti Workers Stadium and within walking distance of the showrooms of Bentley and Lotus...

Out of respect to Chinese tradition, the commissioning desk is 88cm wide and the VIP canopy 88cm high, both finished with natural wood. (?)

The Morgan cars in the Beijing showroom are the first models imported to China under commercial license, which means that they can be bought by Chinese customers.”



## **Jaguar SS100**

Sandra Button is and has been chairman of the **Pebble Beach Concours d'Elegance** for over 10 years. She has always loved old cars. She was 6 feet tall at 11 years old so she hung out with the guys.

When asked what's her favorite car (she gets to see the best of the best) she answers the 1937 Jaguar SS100. "It's a quintessential English sports car." When she married her husband he owned a 1937 SS100. "The thing about the SS100 is: We've had so many adventures together - times with friends, times on the road and times on the side of the road."



Sandra Button with 1937 SS100

Photo from WSJ Online

From WSJ Aug 28, 2013.

I think we can say many of the same things about our LBCs. -ed.

## **We've seen British Morgan's Hybrid; what about German Porsche's Hybrid?**

**For the price of 13 Morgan Hybrids you can get one Porsche 918 Spyder Hybrid!**

The 918 is an astonishingly complex automobile with exotica such as active aerodynamics and rear-wheel steering.

The 4.6L V8 and both front and rear e-motors, have a total all-wheel drive system output of 887 hp and 940 pound-feet of torque. Zero to 60 mph goes by in a blink, 2.8 seconds; 0-124 mph, 7.9 seconds; 186 mph in 23 flat. It has a top speed of 211 mph.

The maximum rate of discharge of the car's 6.8 kwh, 385 volt lithium-ion battery is a stupendous 230 kilowatts and nearly 600 amps—for as long as the electrons last.

The 918's center of gravity is 7 inches lower than that of a 911 Carrera. And for only **\$845,000!**  
(Thank goodness it's a hybrid so you can save money on gas.)



From: Dan Neil "Porsche's 918 Spyder Shines"

## **COOL MOVING ENGINE ANIMATIONS**

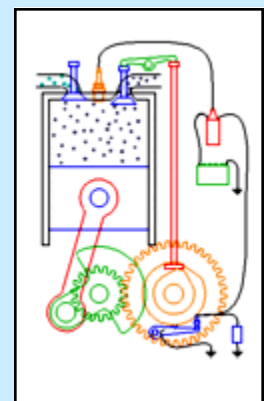
Jon Hermance sent this link to some great animated working demonstrations of the internals of all kinds of engines: steam engines, gasoline and diesel piston engines, Wankels, and more.

Thanks Jon

-ed.

Check this out for different engines.

<http://www.animatedengines.com/>



## Lucas Calendar

February 16, 2013: Planning Dinner.

March 17, 2013: Lunch and then drive, MacCool's, Paul Jaroch

April 13, 2013: Once Around the Lake, Paul Jaroch

May 18, 2013: Antelope Island Run, Kimberly Owens.

May 25-27, 2013: Memorial Day Run, Steamboat Springs, CO, Jim Stover

June 15, 2013: British Field Day, Liberty Park, SLC, Jon Hermance

July 2, 2013: Eaglewood Show North Salt Lake, Bruce Oblad

July 14, 2013: Trappers' Loop Run, John Proggess

August 17, 2013: Alpine Loop Run, Larry Farrington

September 2, 2013: Miner's Day Parade, Park City, Floyd Inman

**October 5, 2013: Mt. Nebo Loop Fall Color Run, Kevin Cowan**

November 9, 2013: End of Season Dinner

The **British Motor Club of Utah** welcomes anyone who owns or is a fan of classic British cars and trucks. Membership is free. If you are not a member and would like to join, go to our Contact page and let us know!

<http://BMCUTAH.org>

If you would like to attend any of our events, you must adhere to the following rules:

1. Show Up!
2. Have fun!

Please send ideas, suggestions, comments, articles, and/or photos for the BMCU Newsletter to [robbfoye@gmail.com](mailto:robbfoye@gmail.com)

## British Motor Club of Utah

Salt Lake City, Utah

### BMCU 3rd Quarter 2013 Financial Report

Beginning balance (from last report)	\$5442.84
Trapper's Loop	+ 27.00
Interest	+ <u>00.09</u>
Ending balance:	\$5469.93*

\* We had no expenses this period.

Martin Van Nood

C of E

**Club motto: "If you love your car, we love your car."**



As many of you know I checked off a Bucket List item by attending the famed Pebble Beach car week this past August. This offers essentially nonstop car lover action, with car shows, social events, seminars, races and auctions culminating with the event that started it all, the Pebble Beach Concours held on the 18th fairway of the famed golf course. I took in the Concours, which was fabulous, but for me the highlight was selling my 1954 Jaguar XK120 Open Two Seater at the Pebble Beach Auction conducted by Gooding and Co.

This article recounts my adventures that week from start to finish. I planned to regale everyone in attendance at the recent BBQ and Tech Session with my tale, but a family emergency prevented me from doing so, hence this treatise. Apologies to those who might prefer a briefer rendition, but what the heck, it's a slow news month and I'm the Publisher of this here rag, so I can consume all the ink (mostly electronic these days) I want.

It all began last fall when I decided to redeploy some retirement funds to buy a 1958 Aston Martin DB Mark III saloon. This being my fifth collector car, it soon became evident that I needed to prune my collection to lessen the pressure on my garage and wallet.

My silver XK120 drew the short straw, being valuable enough to make a difference and being cruelly judged to be “redundant” given the restoration of our XK140 drop head coupe completed last year.

I briefly considered selling it myself, but quickly realized the advantages of bringing it to auction. These include help in marketing, valuation, presentation, and—most

importantly—overseeing a no problems sale to a qualified buyer.

I had some experience as a bidder at auctions run by Barrett Jackson and RM Auctions, both in Scottsdale AZ, and attending lesser auctions elsewhere. I had a brief discussion with RM about possibly consigning the car at their Scottsdale auction last February, but never got any traction with them.

This, plus the need for some time to properly prepare the car, led me to focus on the many auctions in and around Monterey during car week.

After studying *Sports Car Market* (SCM) auction results in their data-



base, I decided that the two class acts were Gooding and Company, and Bonham's. Gooding has the advantages of being the official auction of the Pebble Beach Concours, proximity to the Concours venue, and a history of selling fabulous high end cars.

So last September I inquired at Gooding and soon was paired up with Garth Hammers—what a great name for an Auction Specialist (meaning: Caregiver to Consignors)!

Garth was interested but made it clear they would only take the car if it was complete, correct and flawless. I sent him a photo disk with all my restoration records and documentation, as well as details on such extras as fitted luggage, original tool set, and impeccable chrome, top and side curtains. (Here I go trying to sell the car again.)

Garth said he would present my car to the auction selection committee, and at the end of March he emailed me that they were accepting it. The only drawback was that I had to go no reserve since Gooding does not grant reserves under \$150k. Gulp.

In a matter of days I was contacted by their catalog production department asking would I please have the car ready for a professional photo shoot in 10 days.

And lo! It came to pass a week later a photographer arrived from Los Angeles with a backpack full of cameras and proceeded to shoot over 400 photos of the car in various poses at Mike Lundquist's restoration shop near Dimple Dell Canyon. One photo reminding me of Wyeth's *Christina's World* appears on p. 8 of the May WMJR newsletter.

I had been warned by experienced friends not to draw a lot number that placed the car too early or too late in the order, lest the crowd of potential bidders be too thin. I was assured by Garth that since they only take about 60 top notch cars each of the two nights, I had nothing to worry about. Nevertheless I insisted that the contract state that it would not be first or last on either evening. I booked a hotel room and set to putting the car into Condition 1 shape. This involved rebuilding (and polishing) the carburetors, and beginning endless detailing.



Garth had raised the question of whether there was a slight paint mismatch on the front left wing (these guys must have long distance X-ray vision). Indeed there was, as well as other paint imperfections, some minor and some not so minor.

So it was back to Lundquist’s for a partial repaint, which was completed with two days and two table-spoons of paint to spare.

The Gooding publication staff and I iterated over the car’s description in the catalog, which arrived at the end of July. It was then I learned it was placed next to last on the final evening. This initially concerned me, but turned out to be an excellent position (more on this later).

As the date approached I got my truck serviced and loaded the XK120 in my trailer. Even though the auction was Saturday and Sunday night, and viewing started Wednesday, Gooding wanted the car there Monday so their swarm of detailers could work their magic.

The day and a half trip to Monterey was uneventful, though I began to notice that about every fourth semi was a car transporter heading west. I passed outfits of all the usual suspects—Passport, InterCity, Reliable, etc., and even a few free lancers like Bubba’s Hill Billy Car Transport.

The rig and I arrived noon Monday after a pleasant trip, and then the fun began. My GPS was totally confused by all the twisty turny roads past lade-dah homes in Pebble Beach. I finally arrived at the auction site, which was a complex of tents at the Pebble Beach Equestrian Center.

The first thing I noticed was a big construction site next door, building a new Golf Training Center. This compressed the open area where the transporters were unloading to one dusty polo field.

I pulled in and was soon approached by a pair of Gooding reps in a golf

cart. They said I should unload there, and they would return to drive the car off to be prepped and positioned. They would also take possession of all the loose items like the tool kit and side curtains, and photograph the car as received for their records.

So here was little me unloading in the midst of about fifty semi car transports. It finally dawned on me that I was truly a Rare Bird here—everyone else ships their cars commercially!

Pretty soon another golf car approached, with agent in a Red Hat who made it clear that there was No Way I was going to unload there.

Huh? It turns out he worked for the Concours, not the Auction, and I was on Concours turf, if you please.

You’d think being the official auction of the concours would make the two organizations buddies, but in reality it was more like the Hatfields and the McCoys.

Mr. Red Hat told me to unload at the auction site, which he maintained was down the road I came in on. OK, off I went looking unsuccessfully for that locale, in the midst of construction traffic with no help whatsoever from my lame GPS.

In the end I had to make two very tricky back up U-turns in my 40 foot combo, including one at the entrance to the hoity-toity Spyglass Golf Course — no doubt a first. Eventually I was back at the polo field. Red Hat said he would make an exception for me as long as I skedaddled out of their as soon as I deposited my “cargo”. Jeez.

All this was accomplished, the XK120 was whisked away, and I headed for the Monterey Elks with which I had a prior arrangement to deposit my trailer. This being accomplished I headed to downtown Monterey for a meal and a dram.

Maybe it was my internal GPS (which was working much better than the truck’s), but I soon came upon a cozy British pub with a nautical motif called the Crown & Anchor.

I stumbled down the stairs (it’s in a basement), and immediately knew I’d found a home away from home. Around the bar were a coterie of expat Brits who all looked like they had just returned from the Boer War. And the menu fit too—touting Bubble & Squeak, Toad in the Hole, and my personal favorite, Spotted Dick. I returned to this fine establishment many times throughout the week.

On Tuesday I drove down to Carmel for the Concours on the Avenue. This is a charity event welcoming all comers who are willing to make a modest cash contribution. The result is a fun, eclectic mix including hot rods and customs, classic cars, and lots of Mustangs and Corvettes. It all takes place on Ocean Avenue, the main drag, so there is the added attraction of quaint shops and upscale restaurants.

Wednesday morning I went to the Automobilia Monterey show in nearby Seaside, where everything related to cars, but not cars themselves, was on offer. It seemed as though every other booth was selling Ferrari or Porsche stuff, all quite pricey.

Wednesday morning I walked around the Fisherman’s Wharf parking lot, which was the venue for the Russo and Steele auction. Somehow I finagled a pass to preview the cars, which were an interesting mix of European and American cars. I tried to get into the RM preview at the Monterey Convention Center, but the tariff was \$50 just to look, which I passed on. I was particularly interested in a beautifully prepared car like my Aston, which eventually sold for several times what I paid for mine (yeah!).

Then it was on to the Gooding preview, where I found my car to be beautifully presented and situated. I took a seat and watched passersby to look for signs of interest, which were scant. Oh well, it was still early.

The mix of cars on offer was truly amazing. My personal favorite was a 1948 Cisitalia 202 SC Coupe (which sold for \$385k). Perhaps I liked because it reminds me of my Aston?

On Thursday I went to the Mecum auction at the Hyatt Hotel near the town golf course. Mecum has the reputation of being the “value leader”, which means a lower average sale price. The results while I was there were mixed, with only a third to a half of the cars meeting reserve. It looked to me like folks tend to use Mecum to test the market and aren’t broken hearted if their car doesn’t sell.

Later that afternoon I went to the first of two Aston Martin Owners Club events—a champagne reception at a local hotel.

This event started out a bit stiffly, but as the bubbly flowed the affair warmed up.

The best part was I got to study carefully three cars like my Aston and meet their owners.

On Friday it was back to the Gooding preview, and then to the big AMOC event. This was a private dinner at the Monterey Aquarium in honor of Aston Martin’s Centenary. At the head table there were dignitaries galore from the UK including a Scot who gave an entertaining keynote address.

Example: “A referendum is planned for Scottish independence. Polls say it will be 40% for, 60% against in Scotland. Of course, if the poll were taken over the border in England, the results would be reversed.”

All in all it was a lovely affair, though I didn’t have the heart to or-

der fish, given all those eyes on me from the surrounding tanks.

Saturday morning I attended the *12th Annual SCM Insider’s Seminar* in the Gooding auction tent. The subject was “When Does a Car Become Too Valuable to Drive?” I wasn’t expecting much here, but in fact it turned out to be a very informative and entertaining presentation. Panel members (Keith Martin, Carl Bomstead, Miles Collier, Donald Osborne, and Steve Serio) presented their dream \$10 million collection, and the audience voted on which they would like to own. As a twist they were given an additional million dollars to buy one of the cars on offer at the Gooding auction. We then broke into groups and followed individual panelists around gaining their wisdom. Great fun.

Soon it was time for the first auction night to begin. As I entered the auction tent I noticed several things, including the size and poshness of the venue, the evident wealth of most of the participants (myself excluded), the stage upon which the cars would be exhibited as their numbers came up, the elaborate web cast equipment (gantry TV camera, etc.) and the diamond dealer conveniently located at the rear of the tent.

I had a field day playing my favorite public game of People Watching. Most interesting were the distinguished gentlemen of a certain age accompanied by clearly younger well put together women. The same question arose over and over in my mind: is it his wife or his daughter?

Sales started slowly with a 1959 BMW Isetta 300 hammered at \$30k (buyers pay an additional 10% premium beyond the hammer price).

Soon, however, the auction bandwagon was rolling. A 1957 Tour de France Ferrari 250 GT Berlinetta hammered at \$8.6 million.

The craziest sale that evening was a 1959 Fiat Jolly beach car based on

the lowly Fiat 500. This had an estimate of \$75k-95k, which was quite generous in my estimation.

But by the time it came up two couples (possibly in the sauce?) started bidding against each other and it hammered at \$135k!

I texted my friend in Seattle who has a Fiat 600 and he said “come on up—I have a hack saw and some wicker chairs!” Overall 65 cars sold that night for \$53 million—an auspicious beginning indeed.

Finally Sunday rolled around and my blood pressure started rising. I tried to focus on the awesome Pebble Beach Concours but my mind was on the auction that evening.

The concours cars were of course spectacular, though the crowd was jammed like New Year’s Eve in Times Square. Of course “suitable” food and drink was available, including take away whole bottles of champagne for \$100. Amazing how many elegant women in period costumes I saw swigging bubbly straight from the bottle. All in good taste, of course.

When the auction started at 6pm I was ready for a pacemaker. The first thing I noticed was that the auction tent was much fuller than the night before. I soon realized that all the other auctions had finished, and this was the only game in town. I started to think better of my next to last lot placement.

The crowd was buzzing with the latest factoid: a 1967 Ferrari 275 GTB4S NART Spider by Scaglietti had sold the night before at RM for \$27.5m. This was the highest known price ever paid for a car. I hoped it would be *Katie Bar The Door* tonight!

Time dragged by with most cars hammering in mid estimate range, e.g. a 1949 XK120 alloy roadster at \$410k.



A Gooding specialist tried to comfort me, asking “how do you feel?” My response: “like I’m walking around Tokyo at midnight with my kimono open.”

The crowd thinned as the night went on, but it was clear the Serious Players were still on hand. The three cars before mine did quite well—a 1961 Mercedes-Benz 300D cabriolet at \$450k, a 1965 Lamborghini Miura P400 prototype at \$430k, and a 1965 Ferrari 275 GTB at \$1.35m.

Finally it was my turn, and I breathed a sigh of relief as I heard its exhaust roar on the stage ramp—it had started! Front and center it came, and bidding began with an absentee bid of \$70k. There were three telephone bidders and three or four in person bidders.

The bid quickly rose to \$105k, and then stalled a bit. The auctioneer—Charlie Ross, who could invoke a rain storm in the Sahara—reignited it somehow and it went to \$130k. Again it stalled but Charlie convinced one of the two remaining floor bidders to push it to \$140k, where it was hammered at exactly the high estimate (these guys are good!). Total take: 117 cars for \$112m.

As I left I gave a last farewell to the car in the lock up compound. It was a great twelve years owning it, and restoring it. But as Wayne Carini

says, “It’s time for the next guy to enjoy it.”

Now all I need is to receive the proceeds—Gooding assures me the “wire is in the air”.

Gary Lindstrom

See the original article and all the photos in the September 2013 issue of the Wasatch Mountain Jaguar Register.

[www.WMJR.org](http://www.WMJR.org)

