

British Motor Club of Utah

July 1997

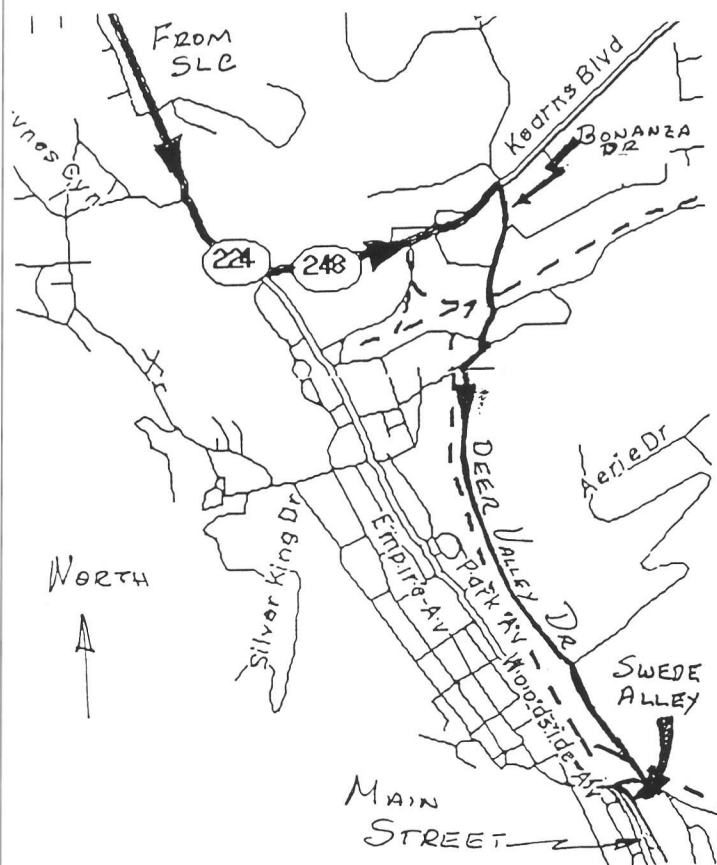
Volume 9 Number 12

Park City Parade

The July event will be the Park City 4th of July Parade. This will be a new event for us, so we don't know too much about it. We need to meet in *Swede Alley, the street to the east of Main Street, at 10:30 AM.* Since the parade will be down Main Street (downhill), you will likely not be able to reach Swede Alley by crossing Main (the usual route from Salt Lake). Instead, you need to take the Deer Valley route to the historic district (Main Street). This involves coming into town on Utah 224 from I-80, then turning east on Utah 248 (Kearns Boulevard). Next, you turn right (south)

onto Bonanza Dr., then turn right onto Deer Valley Drive. Finally, take a right onto the road that takes you into the historic district. Swede Alley is the first left after this. Confused? Follow the map below. It's hard to find a map of Park City, and I don't know all the street names, but the map should get you close.

It shouldn't be anywhere as hot as Sandy in the afternoon, so let's get a good turnout for a cool, downhill parade. Bring a picnic lunch along and Floyd will lead us to an idyllic spot for lunch. For more information, contact Floyd or Kathy Inman.



British Field Day 1997

No report on the Field Day since this was written before the event.

An MGA Owner in England

By Karl F. Best

My fiancée and I just got back from a two-week business trip to Spain and England. For an MG owner, no trip to England is complete without making a pilgrimage to Abingdon, so that's where we ended up one cloudy afternoon. We had stopped there last year on a similar trip, and found the MG factory site without any problems, but the offices of the MG car club were closed as it was Saturday. So this year we scheduled the Abingdon visit during the week. The car club offices aren't really set up for visitors – it's not a museum, and they don't really have anything to see, but they do have T-shirts and patches for sale. But we said we were there on pilgrimage and they understood. We bought a couple shirts then chatted for a few minutes. The car club is housed in a building that is next door to what was the MG factory complex. One of the larger building in the complex, Block C, I believe, was torn down several years ago. I remember seeing old Moss Motors flyers with advertisements selling bricks from the factory. Well, it turns out that Block B is to meet the same fate; the car club people told us that the buildings have been sold and will soon be demolished to make room for expansion of the Abingdon industrial park. And worse

still: Big Macs will soon be made where your beloved MG was assembled. McDonalds will be built on the site. I asked if there were plans to sell the bricks, but they hadn't heard about anything. While in the area (we were staying in Oxford for a few days) we walked past the shop on High Street that housed Wm. Morris' first enterprise: the bicycle shop where he got his start in business. The building now houses a shoe shop. There are other MG-related sites in Oxford; the car club people gave me a brochure listing some of them but we didn't have time to look for them all. We also drove up to see the British Motor Industry Heritage Museum at Gaydon. Quite a nice place, a bit bigger than the museum we saw at Beulieu last year, and certainly more MGs. "Old Number One" was on display, as well as a YA saloon, PA, TC, TF, and MGA Mk II. The museum also had the last MGB and first MGF off the assembly lines, as well as all the Bonneville cars. They also had a good display of Rover cars, Land/Range Rovers, Minis, Austins, Rileys, as well as a few Triumphs. Speaking of MGF, they seem to be quite a popular car in Britain; we saw quite a few. They sell for 17-20,000 pounds, about \$29-34,000.

MGA Roadster Cool, but No Cup- Holder

Our roving reporter Gary Lindstrom noticed an interesting article in the *New York Times* by Keith Martin. We will quote parts of it below. The three largest investments you are ever likely to make are in a house, a college education and an automobile. A house is expected to increase in value, while the payback on higher education has been well documented. New cars, however, have always been big losers. They depreciate the minute they leave the dealer's lot, and their value continues to spiral downward as the mileage increases. There may be a solution. Suppose you were to buy a 30- or

40- year-old classic car, drive it for a few years, and then sell it for what you paid for it. The classic MGA roadster, made from 1955 to 1962, would be a reasonable, affordable choice. It has an attractive, sporty period look. And with its 1,500-to-1,622-cubic-centimeter, four-cylinder engine and four-speed manual gearbox, the MGA has the power to keep up with traffic.

According to the Cars of Particular Interest, a price guide often used by lenders to determine the loan values of unusual vehicles, MGA roadsters in very good condition can be bought for \$8,000 to \$10,000. The prices of MGA's are slowly appreciating, so it would be reasonable to assume that after a few years, you could sell your roadster for at least your initial investment. There are a few other things to consider, however. Even in excellent condition, a 40-year-old car is a 40-year-old-car. What might have been cutting-edge technology in 1956 is probably archaic today. Modern cars, designed to meet increasingly demanding emissions regulations, frequently allow 50,000 or 100,000 miles between simple servicing. Your vintage MG will want a complete tuneup every 3,000 miles... and the entire chassis lubricated.

Most MGA's were fitted with Stone Age heaters, and on a cold day, their output would nearly match that of a hamster breathing heavily on your feet. No need to worry about depleting the ozone with a Freon-laden air-conditioning system either; the only way to cool yourself is to put the top down and increase speed. While new cars do depreciate, air bags, cup-holders, cruise control and anti theft devices are part of what you are paying for. After several years of use, your classic car may be worth what you paid or more; in this case, the depreciation will have been suffered by you, emotionally and physically, as you live with it.

The Lucas Calendar

This calendar works about as well as its namesake, so use it with care. Club events have **bold** dates. The others you may find interesting. All events are subject to change.

July 4. Parade in Park City, 10:30 AM. Floyd Inman, 645-8460.

July 21-25. GoF-West in Park City. All MGs are welcome. Contact Beckie Versteeg at 322-1718 for registration or information.

August 2. Tenth Annual Alpine Loop. Denise Blackett and Bill Van Moorhem

August 10-15. International Austin-Healey Meet in Park City.

August 24. Intermountain Vintage Racing Road Race at Rocky Mountain Raceways, Salt Lake City, Mark Livingston, 779-0551.

August 29-September 1. Steamboat Springs Vintage Races and Concours. Make reservations soon if you want to go. Bill Van Moorhem

September 1. Miner's Day Parade in Park City. Floyd Inman.

September 13. Antelope Island Run.

September 20-21. Intermountain Vintage Racing Hill Climb at Bear Hollow. Mark Livingston, 779-0551.

September 27. Mount Nebo Run.

October 18. End of the Season Dinner.

November 15. Tech Session.

January 24. Tech Session.

February 7. Pot Luck Dinner.

Left Over Parts

Most MG books seem to be copies of each other. The first you read is almost all new information to you, the next has maybe 10% new material, and after that very little new is new. But I decided to try again with a new book. Having read several books on MGs I didn't expect much from *The MGA, First of a new line* by John Price Williams. I was pleasantly surprised. It covers the usual topics, general MG history, engineering and production history of the A, and how the A fared in competition. Some of the material is the standard line, but much is new, like photos of some cars that didn't become the A, anecdotes about the design and development of the car from the people who worked at Abingdon in the late '50s and other tidbits. I enjoyed the book and recommend it for A owners and anyone interested in the history of MG. It is available from Classic Motorbooks (1-800-826-6600) for about \$40.

In a few weeks, the 25th GoF-West will be held in Park City, July 21-25. GoF-West is definitely the biggest annual gathering of T-series cars in the West and all MGs are welcome. There will be a show with 100 to 150 MGs on Tuesday morning at Jordanelle State Park. Don't miss it and the other events. For information contact Beckie Versteeg, by phone at 322-1718, by fax at 521-0814, via e-mail at keesslc@ix.netcom.com or if you are into the World Wide Web try www.cs.utah.edu/~gary/gof97.html (its always hard to end a sentence with a internet address because of the periods). The organizing committee can use all the help that they can get, either now or during the event. Call Doug Wimer, 654-2117, or Floyd Inman, 645-8460, if you can help.

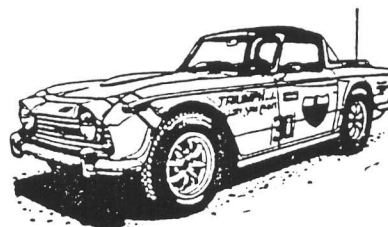
Anyone planning on going to the Steamboat Springs Race over Labor Day should get reservations now. All the motels in the town will fill up for that weekend. Camping (at the Skitown KOA, showers and a hot tub) is a economic alternative. Order forms for pre-paid tickets (\$20 per person for a pit pass for the two days, \$12 general admission) are available. Contact the editors if you want to pre-order tickets or a combined lodging and ticket package.

Last month we talked about Posidrive screws. Posi-drive screw drivers are available from the Tool Center on 300 West, about 1600 South. They do look different than normal Phillips screwdrivers.

AGAINST THE GRAIN by Glenn Foden



"Otto Mechanic" By Jay Piersanti



From the Exchequer

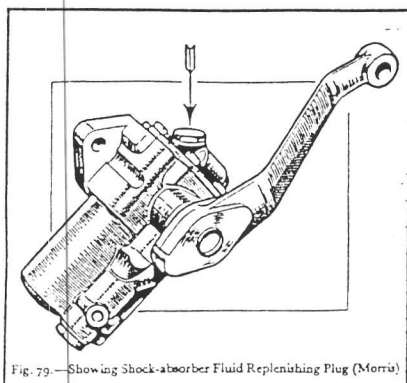


Fig. 79.—Showing Shock-absorber Fluid Replenishing Plug (Morris)

*Hint for the month: Do your shocks leak?
Whose don't? Shock absorbers can be
refilled with 30 weight motorcycle fork oil.*



Balance as of 5/17/97	\$1628.32
Interest	+\$2.84
Newsletter Postage	-\$52.72
Balance as of 5/17/97	\$1578.44

Board of Governors: Mark Bradakis, Governor General; Joe Martinez, 255-8326; Bill Davis, 364-1816; Marty Van Nood.

Chancellor of the Exchequer: Martin Van Nood, 467-0525 (H)

Newsletter Editors: Bill and Julie Van Moorhem, 582-9223 (H), 581-7687 (W)

Associate Editors: Mark and Karen Bradakis, 364-3251 (H)

Newsletter Layout and Art: Nathan Massie, 486-2935

Membership director: Bruce Schilling, 486-0425
This Newsletter is published by the British Motor Club of Utah, Ltd., a non-profit corporation of British automobile owners. The group holds monthly events such as drives, picnics, technical sessions, and more. We welcome owners (or potential owners) of British cars, in any condition, to the group. Membership is free, but we ask for a donation at events to support the Newsletter and other activities. If you would like to join the group, send your name, address, and a list of British cars owned to Bruce Schilling, 917 East Mill creek Way, Salt Lake City, Utah 84106 or call Bruce at (801) 486-0425.

British Motor Club of Utah

1322 South 1400 East
Salt Lake City, Utah 84105

Bulk Rate
U.S. Postage
PAID
Permit No. 6160
Salt Lake City, Utah
