



Gateway Relay

Vol III, No. 2

St Louis Sports Car Council

October 2013

Council News & Notes

- Well, this is it: we're down to the last few events of 2013 and have started turning our attention to next year's activities. In the meantime, as indicated to the right, there are still events worthy of participation, including the last Cars & Coffee of the season and a number of drives.
- As mentioned earlier, effective next issue the *Gateway Relay* will return to something approaching its original size of two (maybe four) pages, just enough to get through the winter (no plans for hibernation here!). However, while the show/drive/cruise year is winding down, we're working on a couple of projects here at StLSCC central, including revisions to the web page which should better serve the member clubs and visitors to the web site. Hopefully we'll debut the changes around the first of the year, in preparation for a very active 2014.
- Finally, along the same lines, the annual web hosting fee comes due in mid-December. For 2014, the club contribution to StLSCC's operations remains at \$20. Please get your club's payments in to the editor in a timely fashion; that'll help preclude a First & Last-Ever StLSCC Telethon!



You don't stay a champion by resting on your laurels.



Introducing the Triumph Spitfire 1500.

Who after win. Race after race. 300 times last year the Triumph Spitfire showed the world what a champion sports car is made of. That was last year's even bigger thing. This year's Spitfire has more engine in mind. And better than last year's racing champion, it's money full 150 miles. To go along with the greater power.

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Up & Coming

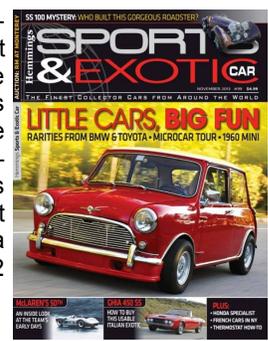
- 18 Oct 2013—Sonic Car Cruise**, every Friday through October, hosted by The Outsiders Car Club. At Big Bend and Lindbergh in Kirkwood, SLTOA reports a good turnout of interesting vehicles. "Family event, leave your ego at home, no booze or burnouts."
- 18-19 Oct 2013—SCCA Double Regional/Fall Vintage Festival**, Gateway Motorsports Park. Info at www.stlscce.org.
- 19 Oct 2013—Last Cars & Coffee** of the season. Starbucks, 9616 Manchester/Rock Hill Plaza, 8:30 to 10:30ish. For more information, contact M.L. Hillard (630)272-1792 mlhillard@sbcglobal.net.
- 19 Oct 2013—Gateway VCOA Fall Color Tour**. Meet at the St Louis BreadCo at 9920 Kennerly Rd (S of MO Hwy 21, west of I-270) at 10 AM, arrive early if you want to join the group for breakfast. Departure at 10:30 AM for a winding drive south with stops at Elephant Rock State Park and lunch at Baylee Jo's in Ironton. RSVP quickly to gateway.vcoa.chapter@gmail.com if you'd like to make the drive.
- 20 Oct 2013—Museum of Transportation Fall Cruise to Washington, MO**. Depart at 11 AM, info at http://transportmuseumassociation.org/car_shows.htm or call (314)615-8212.
- 20 Oct 2013—Gateway Motorsports Park OktoberFast**, 9 AM to 5 PM. German-themed auto funfest: show 'n shine, swap meet, vendors, beer and brats, music, drag racing, Ms OktoberFast contest. At Gateway Motorsports Park, I-55/70 and IL Hwy 203, Madison, IL. Info (618)215-8888.
- 25 Oct 2013—Sonic Car Cruise**, at Big Bend and Lindbergh in Kirkwood.
- 26 Oct 2013—Annual Halloween Rally & Party**, hosted by the MG Club of St Louis. Ready for some spooky fun? Meet at the "red roof" Shell station, 301 S Port Dr (Palmer-Quarry Rd and IL Hwy 3), Columbia, IL at 2 PM, drivers meeting at 2:15, first car out at 2:30. The event concludes with a party at John and Carol Mangles, 31 Canyon Court, St Charles. Costumes encouraged but not required, bring a side dish or desert. Food will be picked up at the start of the drive, so don't worry about spills or shifting cargo. Info at www.stlouismgclub.com/events-calendar/.
- 26 Oct 2013—City of Belleville Summer Car Cruise & Halloween Party**. Dash plaques for first 100 cars, food tokens to all drivers, redeem for two tacos or one brat. 50/50 drawing benefiting city violence prevention pro-

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In Print



If you can find a copy of September's *Thoroughbred & Classic Cars*, it contains an entertaining article on the 1969 Triumph 1300, the company's first foray into front-wheel-drive. The October edition runs several comparison tests of note, featuring the "Stars of 1973:" Triumph Dolomite Sprint versus a Ford Escort RS2000 and Alfa Rome Alfetta 1.8; and Jaguar XJ6 4.2



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grams, live band. First three blocks of W Main St from the Square, enter at the Firestone Station at 3rd and W Main, Belleville. Info (618)476-3175.

27 Oct 2013—British Invasion – Wurstmart Sunday! Hosted by the MGCStL; meet at the “red roof” Shell, 301 South Port Dr (Palmer-Quarry Rd and IL Hwy 3), Columbia for a caravan to Renault, IL, for the annual Wurstmart festivities. At Holy Cross Lutheran Church, 2033 Kaskaskia Road; the meal includes pork sausage, mashed potatoes, vegetables, cranberry sauce and an incredible assortment of homemade deserts. The church also operates a craft store with apple butter, baked goods, craft items and more. Info at www.stlouismgclub.com/events-calendar/.

3 Nov 2013—Boeing Sports Car Club Autocross No. 5, Family Arena, St Charles. Last event of the season and the last opportunity to get out with a bunch of great people and practice your competitive driving skills. For info or to sign up, contact Racer Steve at sshab@yahoo.com.

10 Nov 2013—Veterans Day Run, hosted by St Louis Triumph Owners Association, open to all LBC/sports/special interest cars. Down the river: meet at the McDonalds in Columbia, IL (IL Hwy 3 at Veterans Parkway) at 9 AM, first cars out at 9:30. Urban driving minimized; several high-speed sections, twisties, uphill and downhill. Cross the Mississippi at Chester, lunch stop at Perryville, return to greater St Louis via I-55 or join the hard core for a return via US 61 to Lower Arnold. Donations requested, all proceeds to The Fisher House Foundation (www.fisherhouse.org), in support of wounded/injured military and their families.

13 Nov 2013—Gateway VCOA tour of Volvo of Brentwood, 7700 Manchester Rd, St Louis, 6:30 PM. Contact Glen McMillin, gateway.vcoa.chapter@gmail.com, for additional information or to RSVP.

23 Nov 2013—MG Club Sporting Clays, Blackhawk Valley Hunt Club, hosted by MGCStL Monitor www.stlouismgclub.com/events-calendar/.

6 Dec 2013—Annual SLTOA Christmas Party, Missouri Athletic Club-West, 1777 Des Peres Rd, St Louis. Cash bar at 6:30 PM, dinner at 7:30 PM, full men, subsidized cost is \$17.00 per member. Please RSVP with your reservation (checks only, please) by 27 November to Ann Stark, 16 Brazillian Court, Ladue, MO 63124-1728. Questions, contact Ann at ftom.stark@yahoo.com or Kathy Kresser, kakresser@sbcglobal.net.

7 Dec 2013—Annual Gateway Healey Association Christmas Party. Details to follow, monitor <http://clubs.hemmings.com/gatewayhealey/index.htm>.

9 Feb 2014—SLTOA Polar Bear Run. Annual all-weather kick-off driving event for the season, 16 February will serve as the backup date in the event of really bad weather. Monitor www.sltoa.org for additional details as the date approaches.

St Louis Car Shows and Cruises: <http://clubs.hemmings.com/clubsites/lakerscarclub>.

Note: Some club driving events restrict participation to club members only, primarily for national/chapter insurance reasons. If interested in joining in on a drive or other event, we recommend you contact the club's event coordinator in advance for details.



The StLSCC Shopping Corner

Say there, have you started your list yet? Well, if not and you are of the LBC persuasion with young ones in the family, here's a possible addition: a “convertible coupe,” part of the Calico Critters of Cloverleaf Corners, er, collection.

Obviously, the car's a Morris Minor ...and yes, Morris did offer a convertible, albeit not a four-door. Still, this might be just the thing for the junior Morris/MG/Mini enthusiast in your family. Available at Barnes & Noble and undoubtedly in toy stores everywhere.

Now to determine if it's true that Dora the Explorer actually drives a 'Vette (Jaguar? Volvo?).

Roadwork: Triumphant, Early...

Most British car enthusiasts are aware of Triumph's storied history in competition; the name "Group 44" immediately comes to mind over here in the colonies, although the company also ran factory teams at endurance races such as Sebring and Le Mans as well as a large number of rallies. And, most are aware that Triumph as an independent manufacturer disappeared in 1946, with the purchase of the Triumph name (and not much else) by the standard Motor Company, engineered by Standard Managing Director Sir John Black.

The purchase followed Triumph's July 1939 receivership and the 1940 destruction of its factory on Priory Street, Coventry, by the Luftwaffe. Sir John knew exactly what he was getting: in establishing the reorganized Triumph Motor Company, Limited, as a subsidiary, Standard gained Triumph's outstanding record of sporting cars and competition success.



Standard Nine. Photo: Standard Motor Club

To be sure, Standard – also based in Coventry and dating to 1903 – had taken its own stab at sporting vehicles. In 1928, the company introduced a shortened version of the Nine as its first somewhat designed-for-the-purpose sports

car. The vehicle incorporated Standard's popular 1087cc, 8.9 hp side-valve engine; some of the sporting Nines also gained a supercharger, which boosted top speed to 70 mph. The car came with a 3-speed, unsynchronized gearbox, semi-elliptic springs front and rear and cable-operated four-wheel brakes.

While the sports version of the Nine did pretty well in the hands of private owners, this one vehicle pretty much constituted Standard's sole foray into sports cars; according to author Gregor Grant, the company decided to concentrate on touring and saloon vehicles. However, he noted Standard did continue to provide engines and chassis to builders such as SS, Avon and Morgan.

Elsewhere in Coventry, success came early and often for Standard's then-competitor, Triumph. The company's first attempt consisted of a supercharged Triumph Seven, appropriately named the "Super Seven" or, more formally, the

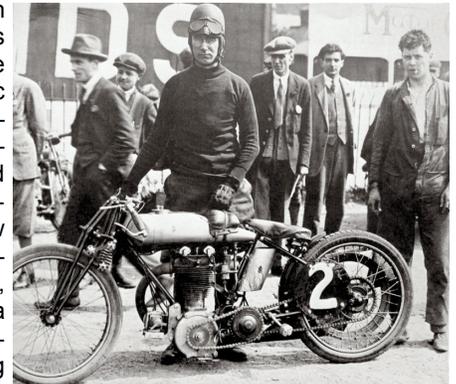


Triumph Super Seven in Australia. Photo: Hemmings Motor News

"Super-Charged Sports." Triumph developed the base Seven – the company's first high-volume vehicle – specifically as competition for the highly popular Austin Seven. It featured an 832cc 7.9 hp 4-cylinder engine in multiple body styles, with a base price of £149. The car proved popular, with over 31,000 rolling out of the factory.

The Super Seven came with either the 832cc engine or a smaller 747cc unit, developed specifically for competition in 750cc sports car classes. It used a Cozette blower, 3-speed transmission, semi-elliptic springs in the rear with quarter elliptics up front. The Triumph was also one of the first production sports cars to offer Lockheed hydraulic brakes.

The company assigned responsibility for the Super Seven's racing operations to Vic Horsman, a veteran designer/mechanic and noted motorcycle racer. During the 1920s, Triumph hired Horsman



Vic Horsman. Photo: *The Vintagent*

to upgrade its bikes for competition; he came up with a 500cc overhead valve, long-stroke 2-cylinder engine which powered the Triumph "TT" series of cycles. Now working on the vehicle side of the house, Horsman entered a Super Seven in several events, including June 1929's 6-hour race at Brooklands; July's Irish International Grand Prix/Saorstat Cup Race at Phoenix Park in Dublin; and August 1929's Tourist Trophy Race in Belfast. After some middling results, Horsman finally achieved some success in the 25 May 1931 British Automobile Racing Club Whit-Monday Meet at Brooklands, placing second in the Somerset Junior Long Handicap race behind an Invicta.

However, despite these efforts and a fair amount of public exposure, Triumph's efforts to put the Seven and Super Seven up as a sporting, competitive alternative to the highly popular Austin Sevens and newer M.G. Midgets didn't pay off. Fortunately, something better and much more powerful came subsequently out of the factory, a Triumph sports car which achieved fame at the hands of the legendary Donald Healey.

At the time primarily a rally competitor, Healey had entered a Super Seven in the 1928 Bournemouth Rally and won. He followed up with an attempt in the 1929 Monte Carlo Rally; unfortunately, he got lost somewhere in France and officially failed to finish the event. In 1930, Healey placed seventh



Donald Healey, 1931 Monte Carlo. Photo: *Performance Car Guide*

and in 1931, driving an Invicta 4.5 S-Type, he won.

Healey then organized and briefly ran the Riley works rally team, until Triumph came calling with an offer for him to serve as the company's "Experimental Manager" (ie, rally director). In 1934, he led a group of seven Triumphs of various types into

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the Monte Carlo competition, with immediate results. Driving a modified Gloria and starting from Athens, Greece, Healey placed third and took the Riviera Cup for cars under 1500cc; the *L'illustration* Automobile Challenge Trophy; the Rene Leon Challenge Cup; and the Barclays Bank Cup for the best finish by a British car. He finished with 1011.57 points behind two French cars, a Hotchkiss driven by L.A. Gas and Jean Trevoux (third year in a row for the Paris-based manufacturer) and a Chenard-Walcker driven by M. Chavierre-Lanciano and in advance of a Railton Terraplane, English Ford and Riley.

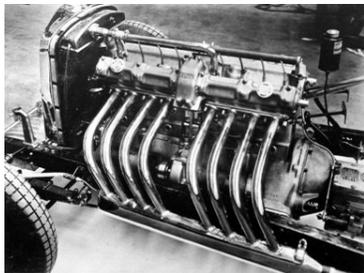
No other car has ever equalled this Triumph Record



Source: Vintage Triumph Register

Adding to the triumphant accomplishment, J.C. Dirley (departed from Athens) finished 13th; J. Beck, Jr (Tallinn, Estonia) finished 27th; Jack Hobbs (Umea, Sweden), 29th; M. Allan (Umea), 60th; Major and Mrs Anthony Montague (John O'Groats, Scotland), 73rd; and G.J. Kingsley-Scott (Stavanger, Norway), 83rd. A newspaper story stressed the productive efforts of the Brits:

Unshaven and exhausted but delighted, four British motor-drivers brought to Monte Carlo their cars, thickly plastered with mud, having reached their goal after 2,352 miles in hazardous driving from Athens for the Monte Carlo motor rally. They along with a few foreign competitors, established a record, in getting through within the scheduled time of four days, an average of 625 miles daily. No one had ever done it before...the most battered car was the Triumph driven by Jack Hobbs...which had an altercation with a milk-float driven by a woman who refused to give way.



The Dolomite's engine. Photo: Pre-1940 Triumph Motor Club

Next up, Donald Healey led the design and development of the company's big leap forward: the original Triumph Dolomite. Now titled technical director, Healey used the Alfa 8C 2300 as the model for this much larger, faster car which, with supercharger, was capable of speeds over 100 mph. As repeated by author Craig Fitzgerald,

Healey admitted in an interview that he particularly copied the Alfa's straight-8, double overhead-cam engine: "We made the thing in about six months...I copied every nut and bolt, because Triumph had never built a racing engine in their life."

Healey almost didn't survive the 1935 Monte Carlo Rally in the big new Triumph. At one point he decided to race a train to a crossing; he lost but fortunately survived the wreck with minor injuries (the Dolomite wasn't so fortunate). J.C. Ridley, driving a Gloria from Umea, placed second in the event behind a Renault and took the Barclay's Cup and Public Schools' Challenge Trophy for his efforts.

Healey repaired the battered Triumph and pointed it again towards Monaco in 1936, departing from Tallinn. This time he did finish, coming in seventh behind the winning Ford V8. J.



Triumph Dolomite. Photo: ConceptCarz.Com

Richmond and G.S. Brooks (Umea) finished third in the small car class.

The thundering Dolomites pretty much served as Triumph's high-water mark in pre-World War II rallying but other models and drivers continued running the company's products right up through 1938, the last full year of rally completion. In 1938, G.W. Wilkin drove a Triumph to 62nd place at Monte Carlo, ahead of other British makes such as Riley, MG, Jensen, Railton, Alvis and Wolseley. Donald Healey himself ran April 1938's 7th Annual Royal Automobile Club Rally along with a number of other Triumphs.

Otherwise, Triumph continued its efforts in road racing. For example, Anthony P.R. "Tony" Rolt, occasionally drove Dolomites in competition along with other vehicles. In fact, he made his racing debut in the July 1936 24-hour race at Spa, Belgium, at the age of 18. Co-driving a six-cylinder, twin SU-carb-equipped Triumph Gloria Vitesse with John Elliott, he finished 11th overall and fourth in the 2-liter class. Interestingly, German Adler Trumpfs (ie, "Triumph" *am Deutsch*), took the top three spots in the 2-liter category. Rolt, a German POW during World War II, would resume his career after the war, culminating with a first place finish at the 1953 Le Mans 24-hour, driving a Jaguar C-Type.

In the 3 September 1938 Tourist Trophy at Donnington Park, J. Elliott brought one of the Dolomites home in 17th, good for 5th in its class. His was the only Triumph in the field, which also included Aston Martins, Rileys, Singers, HRGs, MGs and BMW 328s. In 1939, Robert Arbuthnot entered a Triumph in events, including August's Imperial Plate Race at the Crystal Palace circuit.

With the company in receivership and war clouds gathering, Triumph dropped its racing activities and shifted to defense-related production. Factory-produced racing vehicles wouldn't take to the tracks again until the early 1950s, under the guise of Standard-Triumph and in the form of the legendary TR2.

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Sources: Gregor Grant, *British Sports Cars*, 5th ed (London: G.T. Foulis & Co., Ltd, 1958); *Standard Motor Club*, www.standardmotorclub.org.uk; "Triumph History," *The Wedge Shop*, www.thewedgeshop.com; "Standard 1930," *Classic Car Catalogue*, www.classiccarcatalogue.com; "A Brief History of the Super Seven & Super Eight Models – 1927 to 1934," *Pre-1940 Triumph Motor Club*, www.pre-1940triumphmotorclub.org; "1927 TT Triumph," *The Vintagent*, www.thevintagent.blogspot.com; Robin Heath, "Triumph Super 7 1929," Hemmings; *Racing Sports Cars*, www.racingsportscars.com; Craig Fitzgerald, "Donald Healey," *Hemmings Sports & Exotic Car*, April 2006; *Standard Register 1903-1930*, www.standardregister.co.uk/id1.html; Graham Robson, *The Book of the Standard Motor Company* (Dorchester, UK: Veloce Publishing, 2011); "Monte Carlo Rally," *The (Singapore) Straits Times*, 29 January 1934, pg. 11.

Jaguar Association of Greater St Louis—
 “Jaguars at the Kemp” Concours, 5 Oct 2013



Boeing Sports Car Club Autocross No. 5
 13 Oct 2013 Photos by Joe Guenther and...



Simon Dix photo



Lee Fox photo

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versus a Mercedes-Benz 280 SEL and BMW 520. November's *Classic Motorsports* features a Jaguar C-Type at speed on the cover, with feature article on the legendary leaping cat inside. Also, there's an article on an Austin-Healey 3000 replica rally car which features several mods (including carefully hidden air conditioning, fuel injection and a stereo system) plus part 4 of the series on the restoration of the magazine's 1967 Mini Cooper S.

Speaking of Minis, October's *Octane* contains an extensive article on 1965 Austin Cooper S GPH 1C, a restored former works car driven by Paddy Hopkirk, Warwick Banks and others. *Hemmings Sports & Exotic Car* for November continues the theme, emphasizing the fun of small cars such as (surprise!) the Mini. The issue also incorporates an article on a restored 1936 SS 100.

Featured Events

32nd Annual All British Car & Cycle Show
Creve Coeur Lake Park, 21 Sept 2013



This year's featured marque: Austin-Healey (Gateway Healey Association)



M.A.D.M.E.N!



1949 MG YT (MG Club of St Louis)



St Louis Triumph Owners Association



Jaguar Association of Greater St Louis



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