



Gateway Relay

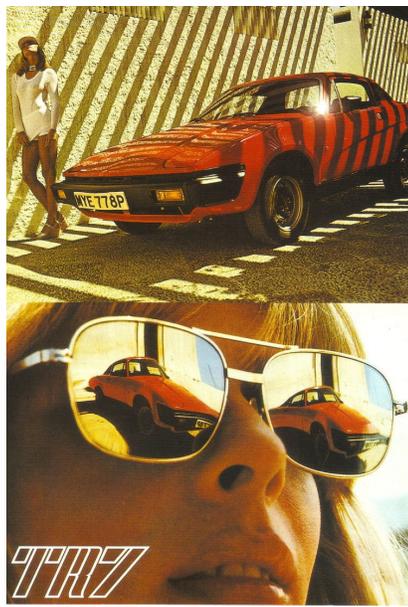
Vol V, No. 1

St Louis Sports Car Council

September 2015

Council News & Notes

- Greetings from way out West; yrfthfl ed started working up this column in Reno, Nevada, following the successful conclusion of Tailhook 2015, the annual confab for carrier aviators. A great time was had by all in what is typically a two week heavily aviation-related period in the vicinity of Reno/Sparks, culminating in the annual Reno Air Races. Ah, but work beckons, so YFE will have to head to the airport in a couple of hours for the return flight to St Louis, thus missing next weekend's gathering of *Mustangs*, *Sea Furies*, SNJs and other delights.
- Last month marked yet another most excellent turnout at Cars & Coffee; one estimate came in at almost 400 cars. As a reminder, only two C&C's remain on the calendar before the late fall/winter break. However, there are still several activities lined up by the member clubs heading towards the end of the year, including the upcoming "running of the Volvos" to Marceline, the Jaguar Association's concours, All British Car & Cycle Show, track days at Gateway and the two autocross series. Soon enough, we'll all be into the holiday party routine.
- In the meantime, take advantage of the (slowly) cooling fall weather and get out and drive! SEND PHOTOS!



Up & Coming

- 20 Sept 2015—**St Louis Region SCCA Autocross No. 9**, Gateway Motorsports Park, see www.stlsolo.org for more information.
- 20 September 2015—Horseless Carriage Club of Missouri **37th Annual Swap Meet & Car Show**, now at the Hollywood Casino, Maryland Heights. Car show has 17 classes, cars must be 1990 or older, more info available on the club website at www.hccmo.com.
- 20 Sept 2015—**Shriners Benefit Car & Motorcycle Show**, Moolah Shrine Center, 12545 Fee Fee Road, St Louis, 9 AM to 4 PM (rain date 27 September). Registration \$15 for show, \$20 for judged vehicles, all makes and models welcome; dash plaques, attendance prizes, trophies, large number of classes. All proceeds go to the Shriners Hospital for Children.
- 24 Sept 2015—**Gateway Healey Association RUMP**: Visit to Mann's Restoration, 5 N 6th St, Festus. Leave St Louis about 9-9:30 AM, tour 10-10:30 AM, followed by lunch at Poppy's Ristorante, 2000 N Truman Blvd, Crystal City, at noon. All welcome!
- 24 Sept 2015—**MG Club of St Louis RUBCO**: Meet at Denny's, 11266 Midland Blvd, St Louis, 9:30-11:30 AM.
- 25 Sept 2015—**ABCCS Annual BBQ & Welcome Party**, 6-11 PM, hosted by British Car Restorations & Services LLC, 2338 N Lindbergh, St Louis. Bring a covered dish or desert and chairs and join the party!
- 26 Sept 2015—**34th Annual St Louis All British Car & Cycle Show**. Best in the Midwest, at the traditional show grounds at Creve Coeur Lake Park, presented by the MG Club of St Louis with food concession by the St Louis Triumph Owners Association. This year's featured marque is MG, with a special salute to the 60th anniversary of the MGA. Info including online reservation at www.allbritishcarshow.com/home/. This is the largest single annual British car event in St Louis.
- 27 Sept 2015—**Annual Autos on Valhalla**, 7600 St Charles Rock Rd, benefitting Ride on St Louis. Event starts at 11 AM with awards at 2 PM, food provided by Maggiano's. Details to follow at <http://rideonstl.org/autosonvalhalla>.
- 27 Sept 2015—**Oktoberfest Car Show**, St Charles, sponsored by the First Capitol Classics Auto Club. Stock vehicles only, 1990 or earlier, no modifieds, street rods or customs. Registration 9 AM-noon, show until 4 PM, registration \$20. Dash

(Continued on page 2)

Note: Some club 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.

In Print



Moving into the fall, the 14 September issue of *Autoweek* provides a nine-month update on the magazine's Jaguar F-Type coupe. Over at *Octane*, the September edition continues the Jaguar content, including the cover article on the Jaguar XJ-S/XJS, a one-pager on the Broadspeed XJ at Goodwood plus coverage of the final six Lightweight E-Types (and for those of the air-



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plaques to the first 150 cars, 23 classes with 1st, 2nd and 3rd place awards each class. Oktoberfest food, entertainment and vendors one block away. Show at Boone's Lick Rd and S Main St, St Charles. Info (636)928-8672 or email firstcapitolclasses@yahoo.com.

2 Oct 2015—Last Memories Car Club First Friday Cruise of the season, Faith Church, MO 30/Gravois at Rahning Rd, west of I-270. Sponsored by the Memories Car Club, 6-9 PM, gates open at 4 PM. Display vehicles enter off Old Gravois Rd.

2-4 Oct 2015—St Louis PCA Carrera Classic, high-performance driving event with the **BMWCCA St Louis Chapter** at Gateway Motorsports Park, 700 Raceway Blvd, Madison, IL. Registration at <https://www.motorsportsreg.com/events/parktown-imports-carrera-classic-october-2015-gateway-motorsports-park-057096>.

3 Oct 2015—Benefit Car Show/BBQ for St Louis County Police Welfare Association, register 8 AM-noon, \$20 entry, 32 classes, awards at 3:30 PM. At Mehlville High School, 3200 Lemay Ferry Road.

3-4 Oct 2015—SLTOA Fall Drive to Fulton. Overnight trip for a visit to the National Churchill Museum, on the grounds of Westminster College, the scene of Sir Winston Churchill's 5 March 1946 "Iron Curtain" speech. Other opportunities include the Auto World Museum, plus LBC group photo opportunities. See www.visitfulton.com for more information on the town, meeting location and departure time should be posted on the club web page, www.sltoa.org, shortly.

4 Oct 2015—BSCC Autocross No. 7, Family Arena, St Charles, 9-9:30 show time. For info contact Racer Steve at sshab@yahoo.com.

9-10 Oct 2015—Annual Jaguar Association of Greater St Louis Concours d'Elegance, in Chesterfield. One of the major annual St Louis special interest car events. Host hotel is the Drury Plaza Chesterfield (I-64/US 40 and Clarkson/Olive), car wash at the hotel Friday noon to 5:30 PM, cocktail party at the inn 5:30-7 PM. On Saturday, cars in place at Bishop's Post Restaurant west parking lot (16125 Chesterfield Parkway West) between 7 and 9 AM, late registration 11:15AM to noon, awards dinner at Bishop's Post 6-10:30 PM. More info at www.jcna.com/clubs/main.php?club=sc20&Vref=sc20 or in the online *Growl*.

10 Oct 2015—The Hunt for Red October, hosted by the MG Club of St Louis. Will start in the Chesterfield Valley, rally will conclude at a place to shoot and sink the subs (Hedghogs and Weapon Able optional). Keep an eye on www.stlouismgclub.com/ for more information. Weapons free on the ASROC mount, *Dasvidaniya Rodina!*

11 Oct 2015—St Louis Region SCCA Autocross No. 10, Family Arena, St Charles, see www.stlsolo.org for more information.

17 Oct 2015—Last Cars & Coffee of the season, Westport Plaza, I-270 and Page, 8:30 AM.

17 Oct 2015—Get Out and Drive Drive. SLTOA work in progress, details will come together by the end of September. Expect a departure following Cars & Coffee for a run most likely up the river (which river? TBD) with a lunch stop at some location. More to follow, obviously, stay tuned and watch for the short-notice alert order.

17 Oct 2015—4th Annual Mascoutah Fall Fest Car Show. Registration 9 AM-noon, \$10, \$5 for display only. Dash plaques to the first 60 entries, attendance prizes, 50/50 drawing. Downtown Mascoutah at Main/IL 177 and Railway, enter from one block north at Church and 1st Street. Info (618)444-7447.

18 Oct 2015—Wine Tour/Fun in the Fall, sponsored by the MG Club of St Louis. Start point is the MO 94/I-64/US 40 commuter lot in O'Fallon, 10 AM. Details to follow, monitor www.stlouismgclub.com/ in the meantime.

18 Oct 2015—BSCC Autocross, Family Arena, St Charles. Makeup event for earlier rain-out, 9-9:30 show time. For info contact Racer Steve at sshab@yahoo.com.

24 Oct 2015—Annual Gateway VCOA Fall Colors Drive. Details to follow, monitor <https://sites.google.com/site/gatewayvcoa/>.

24 Oct 2015—Annual Halloween Rally, sponsored by the MG Club of St Louis. Start point at the Target lot in Chesterfield Valley, 1 PM, with stop at a corn maze, followed by dinner. Costumes highly recommended! Details to follow, monitor www.stlouismgclub.com/ in the meantime.

25 Oct 2015—Annual Werst Mart Run, to Renault, IL, details to follow.

25 Oct 2015—St Louis Region SCCA Autocross No. 11, last event of the season, Family Arena, see www.stlsolo.org for more information.

1 Nov 2015—BSCC Autocross No. 8, Family Arena, St Charles, 9-9:30 show time. Last run of the season, for info or to sign up contact Racer Steve at sshab@yahoo.com.

8 Nov 2015—3rd Annual Veterans Day Run, hosted by SLTOA and StLSCC, down the river to Chester with lunch in Perryville, donations requested will all proceeds going to The Purple Heart Foundation veterans'/vet family support organizations. Meet at the lot next to McDonalds in Columbia on IL3 at 10 AM, cars roll at 10:30. Open to all LBC, sports and special interest car clubs, for more info email rangermk@sbcglobal.net.

8 Nov 2015—MG Fall Color Tour, hosted by the MG Club of St Louis. Watch for details at www.stlouismgclub.com.

--St Louis Car Shows and Cruises--

<http://clubs.hemmings.com/clubsites/lakerscarclub>.

Roadwork: Triumph Goes to the Trans-Am

While primarily known for its post-World War II sports cars, from its formation as an automobile manufacturer, the Triumph company also built saloons (aka "sedans" over here in the Colonies) and coupes, some notable and some much less-than-notable. Probably the most famous and the one most seen here in the states was the Triumph Herald, a reasonably successful attempt at a 2+2 sports coupe.



Triumph ran Heralds in several rallies during the early 1960s. Photo via Club Triumph.

Styled by Giovanni Michelotti, the car went into production in 1959 with a 948cc straight-four from the Standard 10, 4-speed transmission with synchronization in the top three gears and independent suspension all around: wishbones with coils springs up front and the famed (?) leaf spring swing axle at the back

(which resulted in rather exciting handling at the limits or when drivers dumped power in corners). The two-carb engine developed 42.5 hp; the later saloon variant of the Herald with squared-off, lengthened roof came with a single carb, good for 34.5 bhp. The company subsequently offered convertible and estate (station wagon) versions while periodically boosting engine displacement and making minor styling changes.

In 1962 Triumph released a variant, the Sports Six (aka the Vitesse). For those who've never seen one, this was the Triumph that had a front end which vaguely resembled an early 1960s Chrysler, with four headlights mounted at an angle.



1961 Chrysler 300G (Left, ConceptCarz) and 1971 Kastner/Brophy Triumph Vitesse (Photo via Bring A Trailer).

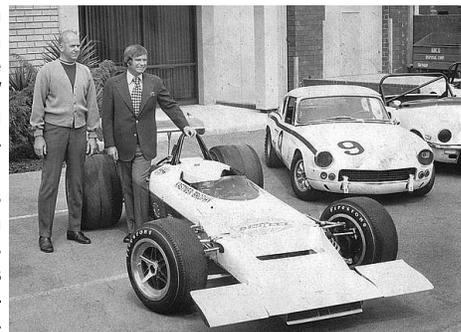
Powered by a 70 bhp 1596cc straight-six, the car had a top speed in the vicinity of 90 mph. Unfortunately, unlike the Herald, the Sports Six/Vitesse didn't do well in the states, although it proved popular in England. Triumph only sold 679 in the US; according to automotive writer Richard Lentinello, the Vitesse was only \$19 cheaper than the new Ford Mustang, also fitted (in the base model) with a six, albeit of somewhat larger displacement. Guess which car sold better? Exit the Sports Six from the US market after a brief period.

However, Standard-Triumph continued production in the UK, turning out the MkI variant with the 2-liter six from the Triumph Vanguard in 1966. This model also featured larger front discs, optional overdrive and either convertible or saloon body style. The MkII followed in 1968, with a 1998cc, 104bhp engine which allowed the Vitesse to break the century mark for top speed (barely). A modified rear suspension which added lower wishbones substantially improved the car's handling.

And therein lies the tale...

In 1970, the legendary R.W. "Kas" Kastner purchased a Vitesse saloon from British Leyland for the express purpose of developing the car for the SCCA's Trans-Am series; in turn, BL shipped the car to the US and provided factory parts support. Kastner had served as Triumph's competition director in

the states from 1963 through 1970, when he formed Kastner/Brophy Racing with LA businessman John Brophy. Besides the Trans-Am, the team also had designs on the SCCA's Formula Continental single-seater series. The



Kas Kastner and John Brophy with their T192, a GT6 and Spitfire. Photo via *British Racecar*.

team, in association with Roy Woods Racing, later ran the Indy Car and Can Am series with David Hobbs, driving a McLaren M16 and M20, respectively.

The Trans-Am series dated to 1966; the first season saw rather spirited competition at a number of tracks with smallish racing teams running sedans and "pony cars" including Ford Mustangs, Dodge Darts (Bob Tullius and Group 44), Plymouth Barracudas, and Chevrolet Corvairs in the 5-liter class, while European cars such as Alfa Romeo, BMW, Volvo, Saab and the Mini dominated the under 2-liter class. In 1967, Detroit took notice and started providing factory support to team owners such as Carol Shelby, Bud Moore and Roger Penske.

By 1970, all of the major manufacturers were involved, with a large number of famous drivers horsing the cars around the tracks: Parnelli Jones and George Folmer in the Bud Moore Engineering Mustangs; Mark Donahue and Peter Revson in the Penske-Sunoco AMC Javelins; Dan Gurney and Swede Savage in the All American Racers Barracudas; Sam Posey in the Autodynamics Dodge Challenger; Jim Hall and Ed Leslie in the Chaparral Camaros; and Jerry Titus and Craig Fisher racing Pontiac Firebirds. The under 2-liter championship featured a battle between Alfa Romeos and BMW 2002s, along with the odd Mini Cooper, Renault Gordini, Fiat Abarth, Volvo 544s and 122s, Ford Escort, Ford Cortina and even an NSU 1000. In 1970, the Bud Moore team won the championship in the over-two-liter class, while Alfa Rome dominated in U2L.

For 1971, the SCCA authorized an increase in engine displacement for the "junior" class to 2.5 liters. Besides the Kastner/Brophy Vitesse, this helped bring in Datsun 510s, run by Bob Sharp's team and Brock Racing Enterprises (BRE).

With the Triumph, Kastner and his crew modified the 2.5-liter straight 6 with Carillo rods, a lightened crankshaft, a Cline head and three 48mm Weber carbs. The engine produced 245 bhp, with transmission of the power to the rear end through a Toyota 5-speed. The team also added twin oil coolers and four wheel disc brakes; the racing weight came in at just over 2000 pounds.



According to Kastner, the Vitesse was *really* fast. His then girlfriend (and future wife) nicknamed the car the

Carl Swanson with the Vitesse, BRE Datsun 510 to the left. Photo via TransAM-BSedan.

(Continued on page 4)

"Candybox," partly due to its boxy shape and partly due to its colorful white, red and yellow markings. Kas later admitted they painted it so garishly "...because it was so ugly, we couldn't stand it."

The 1971 Trans-Am Championship started on the 8 May at Lime Rock Park, Connecticut. Mark Donohue took first place in the Sunoco Javelin, besting Tony Delorenzo in a Mustang, Warren Agor in a Camaro and Peter Gregg in another Mustang (as an aside, Bob Tullius' 1964 Pontiac Le Mans, built by GM engineer Herb Adams and known as "The Gray Ghost," dropped out after 121 laps due to overheating). In the U2.5 class, Horst Kwech brought his Alfa GTV home ahead of three BMWs and two more GTAs. The highest placing Datsun 510 was John Tremblay in 7th place, followed by Bob Sharp.

No Triumphs in the season-opener...or in several subsequent races, for that matter. The series continued with events at Bryar Motorsport Park, New Hampshire, 31 May; Mid-Ohio, 6 June (John Morton scored the first victory for BRE and the Datsun 510); Edmonton, Alberta, 20 June; and Donnybrooke, Minnesota, 4 July. By the fifth event, Alfa Romeo had 39 points towards the U2.5 championship, followed by Datsun with 21, BMW with 14 and Ford of England with 3.

Finally, on 17 July 1971, the Kastner-Brophy Vitesse debuted, at Road America, Elkhart Lake, Wisconsin. Driver Carl Swanson did pretty well on the car's first outing, qualifying sixth behind two 510s and three Alfas. Out of 21 starters, 18 finished the event, with Swanson achieving a commendable 11th place. Notably, John Buffum – who later ran Triumph's TR7/TR8 rally program – raced an Escort, although he went out after only two laps due to mechanical issues with the English Ford. In any event, with six races down, the season had already become a battle between Alfa and Datsun, although Swanson's finish earned British Leyland a single point towards the championship. Swanson's Triumph did beat several cars, including a Ford Pinto, two Austin Mini Cooper Ss and an Alfa,

Regrettably, that 11th place finish at Elkhart Lake marked the high point for the Kastner/Brophy Team. The next event at the former Naval Air Station Olathe, Kansas, on 25 July 1971, was strictly for the Under 2.5-liter competitors (the big cars instead ran at Le Circuit Mt Tremblant in St Jovite, Quebec, on 1 August). John Morton won the race – the Old Milwaukee Two-Five Challenge – in the BRE Datsun 51, coming in ahead of Lee Midgeley, Horst Kwech and Vic Provenzano in Alfas. The Vitesse DNF'd due to a broken rocker arm after only 17 laps.

Kastner/Brophy skipped the 15 August Watkins Glen race but returned to the automotive field of combat at Riverside International Raceway in SoCal on 3 October 1971. This time around Swanson took the pole position but in the race for the Mission Bell Trophy, the Vitesse's engine grenade on the 13th lap. According to one writer, the Vitesse's issues were part of a pattern: the car tended to tear up its rear tires, forcing pit stops and invariably once Swanson got back on the track, the engine let go while he was trying to make up positions.

On 16 October 1971 in the final race at Laguna Seca, the pattern repeated: blown engine on the 13th lap, ending Tri-

umph's first and only season in the Trans Am. American Motors took the manufacturer's championship over Ford – Javelins driven by George Follmer, Vic Elford and Jackie Oliver took the top three positions at Riverside – while Datsun beat Alfa Romeo in U2.5, based on finishes. The Vitesse wound up in fifth and last place in the manufacturer's championship, behind Datsun, Alfa, BMW and Ford of Britain.

Back in England, British Leyland decided to end production of both the Herald and Vitesse in 1971, which put paid to the Vitesse racing program. In 1973, Kastner sold the car to former SCCA national champion Rick Cline of Sports Car Specialties (Cline won G Production at the runoffs in a Spitfire in 1972 and 1973; in 1974, he took the F Prod crown, again with a Spit). The car remained a fixture in SCCA regional and national racing through 1986, driven by either Cline or Arno Frosh. In 1988, it passed to Ralph Thomas, who restored the boxy Triumph to its Trans-Am configuration for vintage racing. In 2009, Thomas sold the car to Butch Gilbert (it went for \$29K via eBay Motors), who continues to race.



The former Kastner/Brophy Triumph Vitesse, driven by current owner Butch Gilbert at the Monterey Motorsports Reunion, Mazda Raceway Laguna Seca, August 2013. Photo: Dennis Gray/*Sports Car Digest*.

While the SCCA continued the Trans-Am under various guises for several years, generally auto enthusiasts look back on the 1968-1972 period as something approaching the "golden age" of the series, when the factories went at it tooth and nail. Despite the best efforts of Kas Kastner and his crew, Triumph only played a small part in the history of the Trans-Am, but people still recall the single year when the "Candybox" ran.

Sources: Richard Lentinello, "Detroit has never built a compact like this: the Triumph Sports Six," *Hemmings*, 28 July 2014; *Conceptcarz*, www.conceptcarz.com; Bring A Trailer; Car & Classic UK; www.carandclassic.co.uk; *Triumph Herald Archive*, www.triumph-herald.com; *GB Classic Cars*, www.gbclassiccars.co.uk; Racing Sports Cars, www.racingsportscars.com; "1971 Triumph Vitesse Trans/Am Factory Race Car," www.race-cars.com; "Kastner-Brophy Racing Triumph Vitesse," www.transam-bsedan.com; "Mead Korwin's Lola T192 Formula 5000 Racecar," *British Racecar*.

In Print (Continued from page 1)

cooled persuasion, an article on a 150bhp VW Beetle which also raced at Goodwood this year). Finally, for those looking for real power, a "road test" of the only flying Avro Vulcan B.2 in the world.

October's *Road & Track* has a photo spread on the Lightweight E-Type, a quick look at the F-Type Project 7 ("Banshee Chorus") plus Peter Egan's report on a north woods jaunt in a 2015 Morgan 3-wheeler. *Thoroughbred & Classic Cars* for September offers up a buyer's guide for the 1980s-era BMW 3-series cars, plus a road test of the Jaguar E-Type formerly owned by the late motorcycle racing champion (and Formula 1 driver) Mike Hailwood. And, over at Hemmings Sports & Exotic Cars, the October issue brings short articles on the newly formed Cecil Kimber Society (for the followers of the Sacred Octagon), one reader's tale of his 45-year ownership of an MG Midget and a report by an XK120 owner on his experiences in this year's Mille Miglia.



Photos by Phil Ellerbrock, GHA

Rear View Mirror: Carter Carburetor



Carter Carburetor factory. Photo via *Hemmings Motor News*.

An item of local interest showed up in *Hemmings* in late August; it concerned the impending demolition of Carter Carburetor's St Louis plant, located at 2840 N Spring Ave, north of St Louis Ave between Grand and Vandeventer.

Yes, Carter carbs were undoubtedly pretty scarce among the cars of the member clubs, but everyone remembers Carter, right?

Author Dan Strohl described the circumstances thusly:

For decades, Carter remained a cornerstone of the carburetor industry, supplying many of the major car-makers, but then the adoption of electronic fuel injection wiped the company out nearly overnight. For 30-plus years, the old Carter Carburetor factory has sat empty, an admonition to the intractable, until this week, when the cleanup of the site began in earnest with the St Louis factory's demolition.

According to Strohl, William Carter began working on carb designs at age 18 in 1902 and formed the company in 1909, "...claiming to provide the most accurate carburetors—thanks

to his precision molding techniques—at a time when the practice of mixing air and fuel more resembled magic than science." The four-story, 480,000 ft² factory went up on Spring in 1915, notably, across the street from old Sportsman's Park, home of the St Louis Browns and Cardinals.

Strohl noted the carbs were standard in Chevrolets, Buicks, Oldsmobiles, Cadillacs, Packards and Hupmobiles, among various makes. However, in 1924 Carter sold his company to American Car & Foundry (ACF), primarily known for its railroad car production, with factories scattered around the country.

Carter himself reputedly invented the downdraft carb; his company produced the first four-barrel carb (the 385 CFM WCFB, for Buick) in 1952.

As indicated, the nearly universal employment of electronic fuel injection during the 1980s pretty much killed the company. ACF closed the St Louis plant in 1984, although Carter-design carbs went into Jeep Wranglers until 1990. The factory later became a superfund site, with legal proceedings continuing into 2013.

Full demolition of the building should take place by April 2016. The requisite removal and treatment of contaminated soil will probably run into late 2017. According to the *St Louis Business Journal*, the Boys & Girls Club of Greater St Louis may purchase the property.

Thus ends another historic component of St Louis' automotive industry past.

Sources: Daniel Strohl, "Demolition of Carter Carburetor factory in St Louis begins," *Hemmings Motor News*, 26 August 2015; "Demolition at Carter Carburetor site to begin," *St Louis Business Journal*, 21 August 2015.



Photos by Steve Moore and the editor



Right: Winner of the "Best T-Shirt" Contest: Racer Steve



Mr. Slip'n Slide





Above photo by Heather Johnson



Photo by Matthew Johnson

RUMP (Retired/Unemployed Motoring Persons)
GHA—27 Aug 15



Featured Events

Pre-Dawn Rally
MGCStL-9 Aug 15



Photos by Andy Ackerman

Cars & Coffee 15 Aug 15



WOW!



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BMW Car Club
of America
St. Louis Chapter

