



Gateway Relay

Vol VI, No. 1

St Louis Sports Car Council

October 2016

Council News & Notes

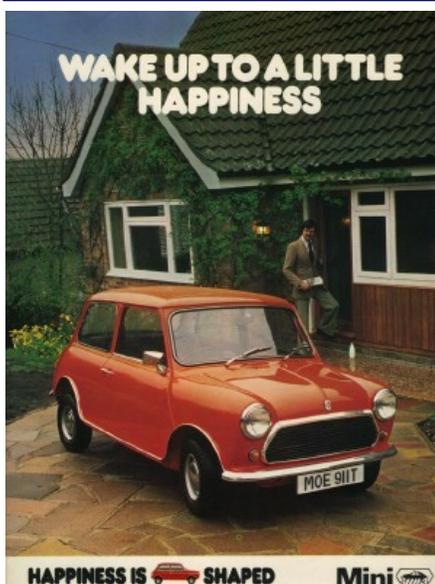
- For those who thought fall would never arrive, well, it most definitely did in the past week, eh? Great weather for driving that sports/special interest/collectible car of yours, particularly with the sunny days and still (semi) reasonable temperatures. Then again, if you decide to head out on a dawn patrol, probably best if your car's heater is working.
- Fall also represents the last blast of most of the motoring events, as the member clubs segue into the holiday season and party planning. However, while the "Up & Coming" section is once again getting short, take note there are still a few driving events to choose from as well as competitive events (and it's *only* four months to the traditional first-of-the-year drive, SLTOA's "Polar Bear Run")
- As for other end-of-the-year "duties," the first of the seven member clubs has submitted it's \$20 annual renewal for the web hosting fee. The standard notification will go out to the remaining clubs with next month's *Relay*. We're doing well with seven but who knows, in 2017, we might pick up a couple more member organizations.
- Whatever your club's plans for the upcoming holidays, keep us advised and we'll feature it here.

Up & Coming

- 22-23 Oct 16**—St Louis Region and Southern Illinois Region SCCA **OctoberFAST Sports Car Racing Quad Regional**, including two regional sprints, the Gateway Dahs, an oval race. Info and registration materials at <http://www.motorsportreg.com/events/octoberfast-test-day-dbl-reg-race-pdx-circuit-of-st-louis-gateway-scca-187185#V99MV61oCi4>, please register by 9 October.
- 23 Oct 16**—**Boeing Sports Car Club Autocross No. 4**, Family Arena, St Charles. Rescheduled from 14 August; to sign up and/or get on the emailing list, contact Racer Steve at sshab@yahoo.com.
- 23 Oct 16**—**Wurstmart Sausage Diner & Halloween Drive**, hosted by the MG Club of St Louis. Meet at the "Red Roof" Shell in Columbia, IL 3 and Palmer Rd, 10 AM, followed by a run down Bluff Rd and Kaskaskia Rd to Holy cross Lutheran Church in Renault. Costumes and car decorations optional; fresh pork sausage available for purchase at very reasonable prices, so a cooler with ice might be a good idea.
- 23 Oct 16**—**Gateway Autocross Association autocross**, Gateway Motorsports Park, info at www.gatewayautox.com.
- 28 Oct 16**—**Sonic Car Cruise**, Kirkwood Rd and Big Bend, 5-9 PM, most likely the last one of the season BUT, if the weather remains reasonably fallish into November, they may continue. Attendance prizes, 50/50 drawing, DJ music. Primarily muscle cars, rods and Detroit heavy metal, but imports are making inroads.
- 29 Oct 16**—**Cars & Coffee-East**, Gateway Classic Cars, 1237 Central Park Dr off I-64 in O'Fallon, IL. Should be the last one of the year, will benefit The Backstoppers organization in support of the families of fallen law enforcement officers and firefighters. For info, call (618)271-3000 or email Casey at Casey.slayton@gatewayclassiccars.com.
- 30 Oct 16**—**St Louis Region SCCA Solo Event No. 10**, Gateway Motorsports Park, Madison; last SCCA autocross of the season. Info at www.stlsolo.org.
- 6 Nov 16**—**Boeing Sports Car Club Autocross No. 8**, Family Arena, St Charles, last BSCC event of the season. To sign up and/or get on the emailing list, contact Racer Steve at sshab@yahoo.com.
- 12 Nov 16**—**Annual Gateway VCOA Salvage Yard Run**. Details to follow, monitor <https://sites.google.com/site/gatewayvcoa/>.

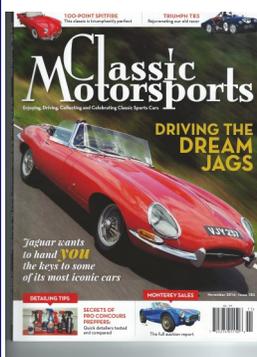
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Note: Some club events restrict participation to club members only, primarily for national/chapter insurance reasons. If interested in joining in on a drive or other event, we recommend you contact the club's event coordinator in advance for details.



In Print

November's editions are on the street, including *Hemmings Sports & Exotic Car*, which provides a brief update on Managing Editor Nancy Bianco's 1967 Volvo 122S wagon, followed by several pages on another owner's similar Volvo. In the same issue, an article on the restoration of a 1973 Triumph TR6. Over at *Classic Motorsports*, the cover article says it all: "Driving the Dream Jags." Anyone with money to burn can now fly to England and take part in the Jaguar Classic Track



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- 12 Nov 16**—Jaguar Association of Greater St Louis **Annual Business Meeting**, at Plaza Jaguar, 11830 Olive Blvd, Creve Coeur, 6-8 PM. Meeting will include election of officers and event planning for 2017. Light hors d'oeuvres and refreshments will be served. If you plan on attending, please RSVP Lisa Hendrix at lhendrix@curtispack.com.
- 13 Nov 16**—4th **Annual SLTOA Veterans Day Run**. Drive down the Mississippi to Chester with lunch at Stonie's in Perryville; the event serves as fundraiser with all proceeds donated to a veterans' service organization. Meet at the McDonald's on IL 3 in Columbia at 10:30, depart southbound at 11 AM.
- 13 Nov 16**—36th **Annual Belleville Automotive Swap Meet**, 6 AM to 1:30 PM, Belle-Clair Fairgrounds, 200 S Best East near IL 15 at IL 159. \$4 admission, car corral \$25, for info call (217)491-8822.
- 2 Dec 16**—Annual **St Louis Triumph Owners Association Christmas Party**, Missouri Athletic Club-West, 1777 Des Peres Rd, Town & Country; 6:30 PM cocktails and 7:30 dinner. Cost per person \$20.00 (SLTOA-subsidized), full menu at www.sltoa.org and in the October *Exhaust Notes*. Please bring one car-related gift for the gift exchange in the \$15-20 range; a second unwrapped gift for Toys for Tots would be most welcome. Make reservations (checks only, please) to Kathy Kresser, 114 Maple Ln, Ballwin, MO 63011. For more information, contact Kathy at (314)494-9970 or Bonnie David (314)412-0589. Deadline for reservations is 27 November.
- 3 Dec 16**—**Gateway Classics Christmas Party**, 10 AM to 3 PM, benefitting Firetruck O'Toys; please bring an unwrapped toy to make a child's dream come true. Vendors, hors d'oeuvres, face painting, an appearance by Santa Claus. Lunch served 11 AM to 2 PM, live band. At Gateway Classics, 1237 Central Park Dr off I-64 in O'Fallon, IL, for info call (618)271-3000 or email Casey at Casey.slayton@gatewayclassiccars.com.
- 10 Dec 16**—**Annual Gateway Healey Association Christmas Party**, at Keith Bester's house, 115 N Sappington Rd, Kirkwood. Starts at 7 PM, please bring a dish to share.
- 7 Jan 16**—**Annual Jaguar Association of Greater St Louis Holiday Dinner**, at the Deer Creek Club, 9861 Deer Creek Hill, St Louis. Details to follow, monitor www.jagstl.com/ and the online *Growl*.
- Jan 17**—**Annual Gateway VCOA Holiday Party**. Details to follow, monitor <https://sites.google.com/site/gatewayvcoa/>.
- Feb 17**—**Gateway VCOA eagle watching tour**. Details to follow, monitor <https://sites.google.com/site/gatewayvcoa/>.

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

Roadwork: More Mod'd Minis

As mentioned in a previous article (see "The Other, Other Minis," *Gateway Relay*, July 2014), the original Mini/Mini Cooper lent itself to experimentation and modifications, in a large part related to its transverse-mounted, integrated front engine/transmission. A large number of enthusiasts, mechanics and others took the basic vehicle and modified it into a sports or other type of car; some retained the basic front-engine/front-drive design covered with a custom body while others shifted the engine/transaxle to a mid-engine configuration (as an aside, Fiat did exactly the same thing when it created the X1/9 from the Fiat 128 in 1973).

As proposals for limited production Mini-based sports and racing cars – complete or in kit form – abounded over the years, several actually achieved some level of popularity. This month we're going to focus on four of these "Mini mods," starting with the DART.



The prototype DART, at the show. Photo via the Mini Marcos Club.

During the early 1960s race driver Desmond "Dizzy" Addicott, a former Royal Air Force, Royal Navy pilot and test pilot for Percival (and later Vickers) Aircraft, decided to develop a streamlined, sportier Mini. He started with a Morris Mini van in rather rough shape, made repairs to the bodywork, chopped the roof and added a fastback. He also installed a replacement valve cover, which allowed him to lower the hood, save for a "power bulge." Addicott installed a 1071 engine out of a Mini Cooper S, installed Minilites at the four corners and named the four-wheel contraption the "DART," for Dizzy Addicott Racing Team.

The vehicle debuted at the 5th Annual Racing Car Show, held at the Olympia exhibition hall on Hammersmith Road in London from 22 January through 1 February 1964, with sponsorship by the British Racing & Sports Car Club and the *Daily Express*. The DART received positive reviews and Addicott decided to put it into production, using a fiberglass monocoque body produced by Falcon Shells.

Jeremy George Weston "Jem" Marsh – co-founder of Marcos with Mike Costin – served as a consultant with the project. Unfortunately, after the completion of only four body kits Addicott and Marsh had a falling out; Marsh moved on to develop the Mini Marcos while Addicott sold the four shells and supplies and returned to aviation as a primary area of interest (the incomplete bodies subsequently served as the starting point for the Mini Marcos and the Mini Jem). The DART passed to John Britten, who raced it for several years.

Interestingly enough, some years later the prototype DART showed up in a scrapyard in Leicester. After a series of owners, Nick Swift of Swiftune restored the hulk, adding a 1380cc BMC A-Series good for 140 hp. He ran it at the Goodwood Revival in 2009 as a tribute to the Addicott—who had passed at 83 on 10 December 2005—and has returned to Goodwood regularly for participation in the Fordwater Trophy race.



The restored DART. Photo via Maximum BlogSpot

While the DART was stillborne, the Mini-Marcos did make it into serious production under the guidance of Jem Marsh, with Brian Moulton handling design duties and Malcolm Newell fabrication. According to Richard Porter of the Mini Marcos Owners Club, the resulting car was "...somewhat simpler in construction (than the DART) and rather untidy at the front with a large flat radiator box angled downwards under the nose."

Fitted with a 1293cc engine and driven by Geoff Mabbs, the prototype Mini-Marcos ran at the Castle Combe race track in September 1965 in the rain under the Janspeed flag and pretty much lapped the field. Said Jem Marsh in advance, "Don't expect too much of it - it was only completed at midnight last night and isn't at all sorted."



The Mini-Marcos' track debut at Castle Combe. Photo via the Mini Marcos Club

However, per *Autosport* writer Michael Kettlewell, "The little device went like a bomb in atrociously wet conditions, lapping all but one car to finish 81.8 secs ahead of the second man...don't expect too much indeed!"

Marsh formally debuted the car to the public at the 1966 Racing Car Show in London and purchase orders started coming in. The Mini-Marcos' competition efforts didn't hurt; one car, sponsored by French Mini mechanic/enthusiast Jean-Claude Hrubon and driven by Claude Ballot-Lena and Jean-Louis Marnat, placed 15th in the 1966 Le Mans 24-hour race. This was the big one in the Ford-Ferrari battle, with the Blue Oval scored a one-two-three finish with its 7-liter GT40 MkIIs. The Mini-Marcos was the only British car to complete the race...and was, in fact, the last car to finish, completing 258 laps at an average speed of 89.7 mph. By comparison, the winning GT40 of Bruce McLaren and Chris Amon completed 360 laps at an average of 125.4 mph.

The results surprised everyone, chief among them Jem Marsh. He later told *MotorSport*,



At Le Mans, 1966. Photo via No Grip Racing.

I had nothing to do with the preparation of the car and was horrified when I saw it. I didn't think it would last a lap. I went back to the Motor hospitality unit convinced that it wouldn't finish, and did my best to distance myself from it...I don't know if this is true, but I heard that Alec Issigonis was appalled at this funny little egg-shaped Mini and went home. Anyway, at 3 AM the car was still going strong and by this time I'd had a bit to drink, so I changed my tune completely, saying how great the Mini-Marcos was.

Competition efforts continued while Marcos instituted modifications to the initial Mini design, creating the MkII and MkIII, the latter with hatchback option. The company turned out 50

MkIIIs, with an additional 80 built under license in Ireland and South Africa.

After Marcos went into receivership in 1971, F1 team manager and automotive writer Rob Walker acquired the rights and tooling. His company, Corsley Garages, produced the MkIV variant, based on the longer-wheelbase Mini

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Early 1970s ad for the Mini-Marcos. Photo via *Classic Car Catalogue*

Traveler and with a standard hatchback. Another company acquired the franchise in 1975 but, in time, Marsh re-started Marcos and produced the MkV, with room for 12 or 13-inch wheels, large front air dam and wind-up windows (zounds!). Production started in the late 1980s and continued until 1995.

Following Marcos' second financial collapse, Marcos Heritage Spares acquired the lot and in 2005 put the car back into production as the MkVI/MkVI GT. The GT variant, designed specifically for racing, had a one-piece front end and Plexiglas side windows. With multiple models available, a fair number of Mini Marcos are still running in the world, periodically showing up at car shows and on the track.

Third for this installment, 1967's GTM (Grand Touring Mini), conceived by Jack Hosker and produced by the Cox brothers of Hazel Grove, Stockport, in 1967. The car had the 1275 engine mounted amidships and was really, *really* small and low to the ground; a stock Mini towered over the GTM. However, where the Mini Marcos could be considered "lumpy, bumpy and downright garish" (to quote one automotive writer, probably Henry N. Manney), the GTM was sleek and greatly benefited from the relocation of the engine and transmission aft.



GTM production around 1984, at Sutton Bonington. Photo via Total Kit Car.

The Cox brothers turned out an initial run off 55 cars before handing off in 1968 to Howard Heerey, who produced another 220 or so as kits. A few other owners went through the mix, culminating in Patrick Fitch and Peter Beck's GTM Engineering/GTM Cars. Their version of the mid-engine Mini-based sports car featured a larger front spoiler, wider wheel arches suitable for 13-inch wheels, a revised interior and a sunroof (handy, what with the sliding side windows providing the only ventilation). GTM Engineering ended production in 1995, having turned out nearly 500 kits and the rights passed to Primo Design. Unfortunately, plans for continued fabrication of the GTM fell through following the death of Primo's owner but, hope springs eternal. In May 2016, GTM racer Derek Hambly of Kent acquired the rights to and molds of the car and started

(Continued on page 4)

offering parts and body panels to owners. Reportedly, he's researching offering new GTM kits employing Ford running gear.



This 1989 GTM came up for auction via Bring A Trailer in May, out of Victoria, British Columbia. It received a high bid of \$9400 and the owner decided to keep the car. Hmm...anyone out there on good terms with their credit union or bank? Photo via Bring A Trailer.

Finally, a quick look at another curvy, well-proportioned Mini-based vehicle, the Deep Sanderson. Yes, the name doesn't naturally bring to mind sports cars (furniture manufacturer maybe, as in, "Announcing the fall collection from Deep Sanderson"), but this one actually predated the Mini Marcos and GTM, with an appearance at the 1963 Le Mans 24 Hour where it notched 152.6 mph on the Mulsanne Straight. According to *Classic & Sports Car*, "In the blink of an eye, a little equipe from Acton (the 'Deeey' team as it was known in the pitlane) went from a last-minute arrival, which missed practice and struggled through scrutineering, to the shoestring-budget folk heroes of the event."

Race car driver/builder Chris Lawrence produced the Deep Sanderson, reputedly named for a popular British jazz tune. A noted Morgan racer in England and on the continent, he'd won the British National Championship for Production Sports Cars in 1959 (Lawrence took 19 of the 22 races) and scored a class win in a Morgan at the 1962 Le Mans.

For his car, he designed and built a folded steel backbone chassis with steel tube reinforcement and engine in the middle, clothed in an aluminum body fabricated by Williams & Pritchard. The modified Mini engine breathed through a single Weber 45 carb. With additional racing experience at Nürburgring and other tracks (Lawrence actually debuted the car at 27 May 1962's 1000 km race at the historic German track), he managed to sell 29 fiberglass-bodied "Deeps" to customers, who generally also took to the track.



The business end of the Deep Sanderson. Photo: *Classic & Sports Car*

For 1968, Lawrence produced the upgraded DS302 with Cortina engine and Hewland gearbox but had a different front suspension; Lawrence had sold his "Lawrencelink" front end design to Rover...which promptly

turned around and banned him from using his design in his own cars. That didn't keep him from continued assaults on Le Mans, including the 1968 event (DNFd, 35 laps, fuel injection failure) and 1969 (the event organizers declined his entry, apparently for safety reasons). His last competitive attempt took place at the Motoring News GT Race at Silverstone on 4 April 1972, with the DS302. Peter Dodds managed to place sixth, behind a Lotus 30-Ford, McLaren M1C-Ford, Chevron B8-Ford, Brabham BT8-Climax and Daren Mk2B-Climax.

Lawrence – owner of Lawrence Tune – died on 13 August 2011 at age 78. As for the original DS301, it's now privately owned and competes in vintage races. *Classic & Sports Car*, in testing the Deep Sanderson, reported the car was quite a handful and constituted something of an assault on the senses:

For a test drive, when the sheer exhilaration tends to push the rawness into the shade, it is fine, but the idea of 24 hours at 10/10ths in the Deep is as claustrophobic as the cockpit itself when it steams up with condensation. Imagine a (much) louder Mini, with no comfort whatsoever beyond the seat. Even after a few hours in the Deep you feel as if you've survived 12 rounds with Tyson or a spin cycle in the washing machine drum, but so focused on the prize was Lawrence that he was prepared to endure that kidney-punching for hours on end.



Deep Sanderson driven by Chris Lawrence and John Wingfield at the Nürburgring 1000 KM, 1 Jun 1969. Photo via the Mini Marcos Club.

Nothing like taking the basic Mini to another level, eh? If nothing else, these four specials and the others dreamed up over the years helped prove the basic flexibility of the Mini design while providing their builders and/or owners with a lot of fun.

Sources: *Mini Marcos Owners Club*, www.minimarcos.org.uk/; Michael Kettlewell, "First race-first win," *Autosport*, 1 October 1965; *Racing Sports Cars*; "Mini Marcos 1966 Le Mans 24H," *NoGripRacing*, www.nogripracing.com/details.php?filenr=41338; "1989 Mini GTM Coupe," Bring A Trailer, <http://bringatrailer.com/listing/1989-mini-gtm-coupe/>; "GTM Coupe," gtm.coupe.com; Joroen Booij, *Maximum Mini: The Definitive Book of Cars Based on the Original Mini* (Dorchester, UK: Veloce Publishing, 2009); Jonathan Thompson, "Drive Flashback: 1973 Fiat X1/9," *Road & Track*, March 1973; *Total Kit Car*, www.totalkitcar.com; "Deep Sanderson DS301: The Mouse That Roared," *Classic & Sports Car*, July 2010; *Lawrence Tune History*, www.lawrence-tune.co.uk/; "Swiftune winds with Mini DART at Goodwood," *Swiftune*, www.swiftune.com/, 22 September 2010.





In Print (Continued from page 1)

Experience, with opportunities to drive a C-Type, D-Type, Mike Hawthorn's E-Type roadster and others. Elsewhere, an article on the ongoing restoration of a 1964 Spitfire 4 – the owner intends to get it into the Pebble Beach Concours some day – plus the latest installment of the restoration of the publisher's TR3 racer.

In *Car & Driver* for November, a mostly SUV issue ("Our guide to the sport-utes that won't heap shame upon your house"), with the cover/lead article comparing the Jaguar F-Pace with the Porsche Macan GTS. Also inside, an article on insuring your sports/collectible/special interest car, a comparison between the Range Rover SVAutobiography (no we did not make the name up) and the Bentley Bentayga, both of which come in north of \$200,000...in the case of the Bentley, *well* north. *Classic & Sports Car* compares four 1950s sporting coupes: the MGA Twin-Cam, Alfa Romeo Giulia Sprint, Lotus Elite and Porsche 356B.

Dropping back a bit, October's *Octane* incorporates a two-page spread on track testing of Neville Swales' Jaguar XJ13 replica (want to order one of your own? Check page 116 or call up www.xj13.eu/), one-page reviews of the BMW M4 and 80th anniversary special edition Morgan 4/4 and an extended look at the Alpina B2S, a modification of the BMW 3.0 CSL. Also, for the Austin-Healey enthusiasts, an article on three restored Healey Westlands.



(Above) The car on the right is a Holden Commodore, the basis for the Pontiac G8 and Chevrolet SS. (Left) The surprise of the day: an Iso Grifo Lele.



“Vote for my car, have a donut”

The 1970 TransAm U2.5 series in one photo...

8 October 2016



8 October 2016



MG Club of St Louis Fall Drive

8 October 2016







Photos courtesy of JAGSL/The Growl



Phil Taxman (JAGSL) & Crew

VSCDA Elkhart Lake Vintage Festival XXXI, 16-18 September 2016

Photos courtesy of JAGSL/The Growl



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BMW Car Club of America St. Louis Chapter

