



# Gateway Relay

Vol VI, No. 9

St Louis Sports Car Council

June-July 2017

## Council News & Notes

- As indicated above in the mast-head, this is a double-issue, ie, we're covering both June and July. For some time the editorial staff's struggled a bit to get the monthly edition out around the 15<sup>th</sup>...and then the 21<sup>st</sup>...and then before the end of the month.
- Well, June's weekend out of town for the Vintage Sports Car Drivers Association's event at Blackhawk Farms in South Beloit, IL, when combined with the usual day-to-day things that require one's attention (family, job, the dog, etc) put a torpedo in our attempt to produce the June issue in, well, June.
- Therefore, this issue officially covers both June and July. BUT, be of good cheer; there'll still be 12 issues of the *Relay* delivered in 2017; you should see the August issue around the end of July.
- In the meantime, our highly trained and efficient staff will continue to cover as many of the member club events plus competitive events as possible. As always, if you take some snaps of one of your club's event, feel free to send them in. Our thanks to the clubs which have done so over the past six years; their contributions are greatly appreciated.
- Drive 'em!

## Up & Coming



**5 Jul 17—St Louis BMWCCA July Social**, Granite City Food & Brewery, (Olive & Craig Rd), Creve Coeur, 5:30 PM.

**7 Jul 17—Memories Car Club Monthly Cruise** – aka “The Zoo” – at Faith Church, 13001 Gravois Rd, Sunset Hills, 4-9:30 PM. Held the first Friday of each month through October for cars 1979 and older; door prizes, please bring a canned good item for the church's food

pantry.

**7 Jul 17—Friday Nights at the Sonic**, 1002 S Kirkwood (Kirkwood & Big Bend), every Friday from 14 April through 29 September. Sponsored by The 'Stang Gang, 5-9 PM, manager's choice award every show. All makes/years/models welcome!

**8 Jul 17— St Louis Region SCCA Autocross No. 4**, Gateway Motorsports Park. Info at [www.stsolo.org](http://www.stsolo.org).

**9 Jul 17—BSCC Autocross No. 4**. Family Arena, show around 9:30 AM, six runs for \$35. Contact Racer Steve at [sshab@yahoo.com](mailto:sshab@yahoo.com) for info or to get on the emailing list.

**9 Jul 17— St Louis Region SCCA Autocross No. 4**, Gateway Motorsports Park. Info at [www.stsolo.org](http://www.stsolo.org).

**9 Jul 17—Cars & Coffee-Gateway**, Gateway Motorsports Park, 12-3 PM.

**10 Jul 17—Annual MG Club of St Louis BBQ Meeting**. At the Sugar Creek Pavilion, Kirkwood Park; club to provide meets and chicken and non-alcoholic drinks, please bring side dishes, desserts and beverages of your choice. Starts at 5:30 PM; eats as soon as the food's cooked, short meeting at 7 PM.

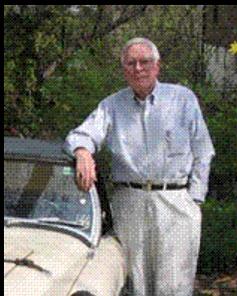
**13 Jul 17—SLTOA ROG (Retired Old Guys) dinner drive**, to Trattoria Giuseppe, in Otto, MO (MO 21 and Hwy M). Meet at the Walgreens parking lot at Tesson Ferry Rd and Kennerly at 6:30, 7 PM departure.

**14 Jul 17—Scott AFB Centennial Car Show**, celebrating 100 years of Scott AFB, 2-6 PM; cars must be in place between 11:30 AM and 2 PM. Free event, music, kid zone and food booths available. At the Scott Event Center, just inside the Shiloh Gate on Seibert Rd east of IL 158/Air Mobility Drive (I-64 Exit 19). All cars welcome, call Scott Jenkins, Scott Arts & Crafts Center (618)256-4230, by 10 July for

*(Continued on page 2)*

## In Memoriam

L.M. “Sonny” Tough  
1916-2017



Founding member,  
Gateway Healey Association

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

A Brit magazine which doesn't typically show up over here in the colonies is *Autocar*, apparently the English counterpart to *Autoweek*. A brief news item in the 15 March edition provided information on Volvo's decision to shift its Polestar performance division to hybrid and electric car development; according to Volvo chairman Håkan Samuelsson, the intent is to focus on “progressive



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information and to register. Note: If you have a Missouri, Washington, Minnesota, Montana or Maine driver's license, bring additional photo ID for access to the base and the show.

- 15 Jul 17—Cars & Coffee-Westport**, at Westport Plaza, 8-11 AM. Info at <http://carsandcoffeestl.org>.
- 15 Jul 17—St Louis BMWCCA Street Survival School**. Low-speed driving skills clinic for teen drivers, register at <http://streetsurvival.org>.
- 15 Jul 17—Cruise-In for St Jude's**, hosted by the Kaskaskia Valley Corvette Club. At Gateway Classic Cars, O'Fallon, noon to 4 PM. \$10 donation to enter, basket raffle, proceeds benefit St Jude's Children's Research Hospital.
- 16 Jul 17—JAGSL Birthday Party**, at the Fox Run Golf Club, 1 Putt Lane, Eureka. Details to follow, monitor [www.jagstl.com](http://www.jagstl.com) and the online *Growl*.
- 16 Jul 17—St Louis Region SCCA Solo Novice School**, Gateway Motorsports Park.
- 29 Jul 17—MG Club of St Louis Cruise to Eckert's Restaurant**. Meet at the Walmart parking lot, 3270 Telegraph Rd near I-255 and Telegraph, 5:30 PM. Will leave by 6 PM for a scenic drive, winding up at Eckert's Belleville Country Store & Farms, 951 S Green Mount, for food and live music in an outdoor setting.
- 29 Jul 17—Gateway Cars & Coffee**, at Gateway Classic Cars, 1237 Central Park Dr, O'Fallon, IL, 9 AM-12 noon, pastries and coffee provided by Dunkin' Donuts. For information call (618)589-9952 or call up [www.gatewayclassiccars.com](http://www.gatewayclassiccars.com).
- 30 Jul 17—St Louis Region SCCA Autocross No. 5**, Gateway Motorsports Park. Info at [www.stlsolo.org](http://www.stlsolo.org).
- 5 Aug 17—Cars & Coffee-O'Fallon**, SunRise UMC, 7116 Twin Chimneys Blvd, O'Fallon, MO, 8-10 AM.
- 6 Aug 17—BSCC Autocross No. 5**. Family Arena, show around 9:30 AM, six runs for \$35. Contact Racer Steve at [sshab@yahoo.com](mailto:sshab@yahoo.com) for info or to get on the emailing list.
- 6 Aug 17—7<sup>th</sup> Annual Jerseyville DARE Car, Truck & Motorcycle Show**. Register between 9 and 11:30 AM, awards at 3:30 PM, \$20 for judging, \$10 for display, dash plaques for the first 100 cars. Hosted by the Jersey County Street Machine Association, at Jersey Community High School.
- 12 Aug 17—Arnold Historical Society Car Show**, in support of the Arnold Historical Society, Arnold City Park near the Meramec. 9 AM to 3 PM (registration 9-noon), \$20 per car, top 24 cars receive trophies including best of show, car club and participant's choice awards, attendance prizes, 50/50 raffle. For info call up [www.arnoldhistorical.org](http://www.arnoldhistorical.org) or call (636)375-1106.
- 19 Aug 17—St Louis Region SCCA Scenic Byways Divisional Rally**. Roughly 100 mile drive through Missouri's Rhineland between O'Fallon and Hermann; Denny's Restaurant, 1140 Technology Dr, O'Fallon, MO (I-64 and MO Hwy K); registration now open at <https://www.motorsportreg.com>, or for more information call Rallymaster Ron Ferris at (314)503-7411, the fee is \$70 for both days or \$40 for single-day. This is a divisional road rally that is part of the SCCA's 2017 National Rally Championship yet suitable for the beginning or occasional rally team.
- 20 Aug 17—Gateway Autocross Association events 3&4**, Gateway Motorsports Park, info at [www.gatewayautox.com](http://www.gatewayautox.com).
- 20 Aug 17—St Louis Region SCCA Wilderness Trail Divisional Rally**. Roughly 100 mile drive through Missouri's Rhineland between O'Fallon and Hermann; registration from 8-9 AM, first team out at 9:31 AM with a finish about 1:30 PM, awards presentation at 2:30 PM. Meet at the Denny's Restaurant, 1140 Technology Dr, O'Fallon, MO (I-64 and MO Hwy K); registration now open at <https://www.motorsportreg.com>, or for more information call Rallymaster Ron Ferris at (314)503-7411, the fee is \$70 for both days or \$40 for single-day. This is a divisional road rally that is part of the SCCA's 2017 National Rally Championship yet suitable for the beginning or occasional rally team.
- 20 Aug 17—Cars & Coffee-Gateway**, Gateway Motorsports Park, 12-3 PM.
- 20 Aug 17—26<sup>th</sup> Annual Edwardsville DARE Car Show**, hosted by the Piston Pushers Car Club, proceeds benefit the DARE program. At Edwardsville High School, 6161 Center Grove and IL 157, registration 8:30 AM to 1 PM, \$15 or \$10 for display only, pre-register at <http://edwardsvilledare.com>. Fifty-one classes, dash plaques for first 350 cars, entertainment, music and food, prizes.
- 24 Aug 17—3<sup>rd</sup> Annual V8TV Drive-In Cruise at the Skyview D/I**, 5700 N Belt West, Belleville, gates open at 6 PM. Come out and see "American Graffiti;" portion of proceeds will benefit the Air Force Aid Society. Info (314)783-8325 or [info@v8tv.net](mailto:info@v8tv.net), hosted by the V\* Speed & Resto Shop and V8TV.
- 26 Aug 17—JAGSL Do-Nothing But Show-Up Picnic**. At Pere Marquette State Park, with drive before the picnic meeting at noon. Watch for final details in the August *Growl* and monitor [www.jagstl.com](http://www.jagstl.com), or call Allan Ellis at (314)229-9610 for more information.
- 26 Aug 17—Gateway Cars & Coffee**, at Gateway Classic Cars, 1237 Central Park Dr, O'Fallon, IL, 9 AM-12 noon, pastries and coffee provided by Dunkin' Donuts. For information call (618)589-9952 or call up [www.gatewayclassiccars.com](http://www.gatewayclassiccars.com).
- 27 Aug 17—St Louis Region SCCA Autocross No. 6**, Gateway Motorsports Park. Info at [www.stlsolo.org](http://www.stlsolo.org).
- 1 Sept 17—Memories Car Club Monthly Cruise** – aka "The Zoo" – at Faith Church, 13001 Gravois Rd, Sunset Hills, 4-9:30 PM. Held the first Friday of each month through October for cars 1979 and older; door prizes, please bring a canned good item for the church's food pantry.
- 2 Sept 17—Cars & Coffee-O'Fallon**, SunRise UMC, 7116 Twin Chimneys Blvd, O'Fallon, MO, 8-10 AM.

## Roadwork—The Moke

Back during the late 1950s when Alec Issigonis' original Mini was heading for production and sales, the future Sir Alec concurrently developed a stripped down variant with an eye on sales to the British Army for use as a combat utility vehicle. The project proceeded under the title "Buckboard," mechanically, it was identical to the Mini, but instead of a full body it had a wide open structure, effectively two fore-and-aft boxes between the wheels (with fuel carried in the left box and battery in the right), and minimalist floors, seats, hood/bonnet, fenders and windshield. The prototypes had the same 848cc four-cylinder engine (good for 34 bhp), same suspension, same integral gearbox and 10-inch wheels.



The military Mini. Photo via Curbside.

The British Army actually tested the cars, with an eye towards equipping airborne units. However, the "Buckboard" proved wholly unsuited for field use and actually offered very limited

utility. The very low ground clearance – particularly under the engine – just did not work in the field; the car couldn't clear much in the way of obstructions or go off-road, except in the smoothest terrain. The Royal Navy did end up acquiring several for use on the flight decks of aircraft carriers like HMS *Eagle* (R05), *Albion* (R07) and *Ark Royal* (R09) and apparently they saw several years of service. Also, the Royal New Zealand Navy acquired some of the cars and loaded them on the service's four frigates (HMNZS *Blackpool* (F77), *Otago* (F111), *Taranaki* (F148) and *Canterbury* (L421) for use in port during the 1970s and 1980s. Otherwise, militaries showed no interest in the rather unique vehicles.

So what's a manufacturer going to do with a really clever idea? Right; produce it for the public as a light utility and (hopefully) cult vehicle. In that, Austin-Morris succeeded. The Mini Moke debuted in 1964 with a very short list of options – passenger and back seats, a removable top and heater – and at least initially only left the factory in one color, Spruce Green. And the name?



On the production line. Photo via Austin Memories.

"Moke" is a slang word for donkey; the company pushed this in its US advertising, inviting the prospective owner to

Own a four-passenger donkey! The Austin Mini-Moke is as tough and versatile as its namesake, but not half so obstinate. The rugged transverse-mounted BMC engine combined with front wheel drive, makes it sure-footed on the roughest terrain. Caring a load, caddying around the golf course, or coursing over back roads and beaches, the Austin Mini-Moke is the real 'can do' vehicle. A lot more economical than a donkey, too!"

Unfortunately, back in England the British government classified the Moke as a passenger car and not as a utility or commercial vehicle, this resulting in a higher tax rate for the owners. This undoubtedly impacted sales in the home islands;

you really had to want a bare minimalist Moke to pay that tax. Still, the car's appearance in popular shows like TV's "The Prisoner" and movies like the Dave Clark 5's "Catch Us If You Can" helped push sales.



Photos of Brigitte Bardot driving a Mini Moke didn't hurt sales. Photo by Simon Michou/Paris Match.

Meanwhile Issigonis took another stab at selling the design to the military. In 1963, as the civilian Mini Moke moved towards final design and production, he developed a prototype with two engines and four wheel drive. Gear changes and synchronizing the engines proved problematic and eventually Austin dropped the twin manual gearboxes for a manual up front and automatic transmission out back. The US Army's Tank & Automotive Command evaluated both single- and twin-engine Mokes in 1964...and, like the British Army some years earlier, decided the vehicle's lack of ground clearance precluded its operational use.

The car was originally built at Morris' Oxford factory, but later moved to British Motor Corporation's ex-Austin Longbridge, Birmingham, plant. Total production for the Moke came in at 14,518, of which 90 percent were exported. Australian production commenced in 1966, using kits shipped from England. In 1968, all production moved to Down Under; the Australian-built Mokes then upgraded to 13-inch wheels and the 1098 engine. In 1972, Leyland Australia turned out the ultimate Moke, the "Californian" version (cue the Beach Boys)(actually, there is a photo out there showing the Beach Boys with a Mini Moke). The car featured a 1275cc engine, side marker lamps and fuel tank relocated from the side of the car to the rear, primarily to meet US safety standards. It also offered more colorful options for the roof and seats, apparently in an effort to appeal to the Woodstock generation.



Mini Moke Californian. Photo via Smiles Per Miles

Production expanded to Portugal in 1981 but a year later, manufacturing concluded in Australia. The total production out of Australia was 34,704; towards the end, the company offered a pickup truck version. The plant in Portugal continued rolling out the Californian model through 1991, building 10,000. The Rover Group then sold the rights to Italian motorcycle manufacturer Caviga of Bologna, which continued production out of Portugal through 1993. Caviga planned to shift manufacturing to Italy in 1995, but it never happened; the Mini Moke finally expired in '93, with somewhere north of 50,000 examples built.

Okay, so you have a successful, iconic, light (very light) utility vehicle/beach buggy, a modification of a highly popular small car. While obviously Minis proved incredibly popular and suc-

(Continued on page 4)

cessful from the start in motorsports, no one in their right mind would've attempted to race the Mini Moke, right?

Well, not so fast...

In 1977, Australian John Crawford and Hans Tholstrup (a Dane who emigrated to Australia) stuffed a 1257 Cooper-S powerplant in a Moke and entered the London to Sydney Marathon. Their jaunt covered some 18,641 miles through 30 countries and 30 days; they successfully crossed the finish line at the Sydney Opera House in 35<sup>th</sup> place overall and 2<sup>nd</sup> place in class. Crawford was ecstatic ("...we won AUD\$250! That's right! \$250!"); among other things that stood out from the drive were their getting shadowed by the Savak in Iran and going over the Khyber Pass under the watchful eye of heavily armed Pakistani soldiers.

As it turned out, the cars also proved highly popular in sports car racing. During the late 1960s, a few English Mokes also received the Cooper-S 1275cc engine and full roll cages and hit the grass track (!) autocross circuit, sponsored by John Player & Sons (this was several years prior to JPS assuming primary sponsorship duties with Lotus in Formula 1).



Charlie Smith getting passed by the Stewart/Buchanan 250LM. Photo via MokeWerx

However, it was in Australia where the Mini Moke found popularity as a competitive sports car. On 21 August 1966, Charles T. Smith and Barry

Seaton entered a somewhat modified car in the Surfers Paradise 12 Hour race. Regrettably, they didn't finish the event, won by Jackie Stewart and New Zealander Andy Buchanan in a Ferrari 250LM, with Peter Sutcliffe and Frank Matich second in a Ford GT40 and Kevin Bartlett and Doug Chivas third in a Alfa Romeo TZ2. One could only imagine what it was like in the very small, decidedly open-top Mini Moke when the big-bore sports racing cars went blasting by. (PHOTO Stewart-Buchanan car)

One modified example currently races in Japan. Described



as "The raucous, evil racing Moke of chunkiness and mild death," the car features a heavily modified fiberglass body with front cow-catcher (er, air dam), full roll cage, Minilites and a really big wing out back. Here in the states, a couple of shown up in series like ChumpCar and LeMons. In 2010, a car nicknamed the "Apollo 18 Mini Moke" debuted in the latter series. Modeled after the Apollo program's Lunar Rover, the car featured full cladding in aluminum



The Japanese Moke (top) and the Lunar Rover. Photos via Opposite Lock and The Truth About Cars.

foil as well as a satellite dish attached to the rear of the roll bar. According to a contemporary account of a race at Buttonwillow, California,

Out on the track, the Lunar Rover wasn't exactly what you'd call blindingly fast, but its best lap time of 2:29.394 was quite respectable (by comparison, the best lap for the Maserati Quattroporte was 9 seconds slower) and its drivers were able to squeeze through some openings that were too small for bigger, more powerful machines.

All in the spirit of friendly competition, eh?

Finally, just like the Mini (see "More Mod'd Minis," *Gateway Relay*, October 2016), the Moke proved suitable for major modification into a sports racing vehicle. One vehicle that came out Japan was the Mooncraft Moke Sport, with something like 20 built during the early 1990s. One showed up for sale in Bring A Trailer this last April; BAT noted the design's origins as the foundation for a single-make race series which apparently never came to fruition.

The car was a stoke Mini Moke with a truly unique fiberglass envelope body, the back end of which vaguely resembled Briggs Cunningham's Le Monstre Cadillac from the 1950 Le Mans 24-Hour. An engineer with F3000 and Le Mans Mazda prototype experience came up with the design:

Styling – if it can be called that – is purely functional, much like that employed on standard Mokes. The front is reminiscent of the Bug Eye Sprite, but with 100% more catfish influence thrown in for good measure...the driving position evokes reclining in a tall bathtub with water up to one's chin...Power comes from a stock, single-carb, one liter BMC A-series, and the car sounds to have been sitting for some time until recently. Recommissioning work included fitment of new tires, a fresh battery, replacement steering rack boots, new fluids, a new muffler mount, fuel filter, and dropped and cleaned tank. Says the seller: "Our car will be the first and maybe the last example imported into the USA."



The Mooncraft Moke Sport. Photo via Bring A Trailer

If you find yourself looking for a Moke, there's hope, above and beyond their occasional appearance in Hemmings and Bring A Trailer. About seven years ago BMW seriously looked at putting a Moke variant of the new Mini into production, to the extent of building a prototype designated "Beachcomber," something of a Countryman sans doors and roof. No, it didn't really look like the classic Moke and as of yet, word of actual production hasn't followed.

However, one could keep an eye out for the MokeAmerica, offered by the company of the same name in New York City, which is putting an electric version of the classic on the streets. Another company, MokeUSA of Miami, Florida, is importing new gas-powered Mokes. The cars are true Mini Mokes; air conditioning and ABS are not on the option list, but they do come with power steering and a radio with USB port and an auto trans is optional. According to managing partner John Temerian, "People want experiential things, and this is one of those things that bring a smile to your face because it's a sensory experience of sound and sight and open air."

While you won't see any Mooncraft rorting around St Louis, you may very well a standard Mini-Moke as there is one in town, possibly two. If you see one at one of the local car

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VSCDA Vintage/Kastner Cup, Blackhawk Farms

16-18 June 2017

**NOTE:** Out of area, yes (about five hours north of St Louis in South Beloit, Illinois, hard by Wisconsin) BUT, about 12 members of the Jaguar Association of Greater St Louis and five members of the St Louis Triumph Owners Association made the trip to Blackhawk Farms. The Jaguar owners made the trip to see member Phil Taxman race his vintage E-Type FHD (and, as required, lend mechanical assistance) while the Triumph types went to see a field of 36 cars compete for the annual Kastner Cup and meet the legendary R.W. "Kas" Kastner. We think all would agree it was *well* worth the effort.



Photo by John Moore



“Cross Traffic Does Not Stop”

From Minneapolis with a BMW 325i, only her second vintage race since qualifying for her license





JM

Photo by John Moore



Below: the cars which ran in the Triumph feature race; Kas Kastner's front and center. Photo by John Moore.



JM



Photos by John Sippel and Gary Sudin, JAGSL

**Tulips by Night Rallies I & II**

9-10 June 2017

Photos and report by Jim Heine, St Louis Region, SCCA

A small turnout but everyone who participated enjoyed the events. The late spring weather and the weekend's full moon were absolutely perfect. By mutual agreement, June 11th's As Time Goes By Rally was postponed, it will get rescheduled.

Congrats to the rally winners: Tulips by Night I, Jon Fugina/Emily Strong, Ford Raptor SVT. Tulips by Night II, Kelsey Stevens/Calvin Cooper, Mini Cooper.



A small contingent of the workers who ran Tulips by Night I and II. From left, longtime rally worker and Fiat X1/9 pilot Kent Kopplin; St Louis Region, SCCA President Peter Zekert; event registrar Grace von Hatten; 100 Acre Wood veteran organizer Tom Von Hatten; and St Louis Region, SCCA, rally chairman Ron Ferris.

Coolest car of the Tulips weekend: the 1959 Austin-Healey Bugeye Sprite of MG Club of St Louis treasurer Bruce Hamper (right). With Hamper is Lee Fox, his navigator for the evening.

**The Moke** (Continued from page 4)

shows or other gatherings such as Gateway Healey's annual pre-Forest Park Wash-Up/Tune-Up, give the owner a jaunty wave, in recognition of his embrace of serious open-top motoring.

**Sources:** Bring A Trailer; Jessica Donaldson, "1967 Austin Mini Moke," *ConceptCarz*; John Crawford, "London to Sydney-In a Mini-Moke! A Great Adventure," *Driving Life*, 7 May 2011; "The Moke," *Austin Memories*; "Mini Mokes in the RNZN," The National Museum of the New Zealand Navy, n.d.; "MokeAmerica," [www.mokeamerica.com](http://www.mokeamerica.com); Hannah Elliot, "Moke Jeeps, Made Famous by Brigitte Bardot, Come to the U.S.," Bloomberg News, 18 May 2017; Robert Kim, "Curbside Classic: Austin Mini Moke – The Mini Thing," [www.curbsideclassic.com](http://www.curbsideclassic.com); "Mini to bring back the Moke," *Autocar*, 21 October 2010; Racing Sports Cars, <http://www.racingsportscars.com/>; Murilee Martin, "Apollo 18 Mini Moke Set to Dominate Lunar Grand Prix," *The Truth About Cars*, 15 December 2010.





Photo by Steve Moore



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Photo by Adrian Paur



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9 June 2017



Edwardsville Route 66 Festival

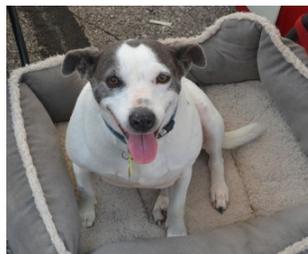
10 June 2017

Photos by Ed Kaizer





Photo by Matthew Johnson



More Swedes: the Saab Club of Missouri/Saab Club of North America. Välkommen!



Photo by Matthew Johnson



Photos by  
Allan Ellis and  
Phil Taxman

**In Print** (Continued from page 1)

premiumness" through the Polestar brand, apparently starting with the upcoming XC60. The company's also getting set to debut the all new XC40.

In and around the articles on classic racing cars, events and personalities, **Vintage Motorsport** for May-June offers up "Is This Car Real?" The article discusses the differences between clones, continuation vehicles, replicas and fakes/forges. Over at **Classic Motorsports**, a couple of items for those who favour LBCs, starting with an "epic road trip" involving an Alfa Spider. Why is an Alfa Romeo of interest to the Brit faithful (or anyone who buys an aging special interest/sports vehicle, for that matter)? The story's a good read (and undoubtedly, suitable for jarring one's memory) on what could possibly go wrong when you buy a car sight unseen and then drive it back cross country ("Oh the humanity..."). Elsewhere in the issue, tips on how to prepare your special interest vehicle for sale and tech tips for the Triumph TR6.

June's **Thoroughbred & Classic Cars** and **Octane** put Jaguars on the cover. T&CC offers up five bargain V12s, all for around £5000 (currently \$6587): an XJ-S, BMW 850 CSi, Ferrari 400i, Aston Martin DB7 Vantage and Mercedes SL 600. Farther along, the life's story of an E-Type, which included races, drag races, rallies and a land speed record at Lake Gardner, Australia. **Octane** incorporates articles on Jaguar's first factory-restored E-Type S1 and the Linstone C-Type replica.

July's **Car & Driver** includes an end-of-long-term-test report on the '16 BMW 740i. **Road & Track**, same month, celebrates its 70<sup>th</sup> anniversary with a keeper issue for your automotive library. Inside, a truly unique comparison test: three classic race cars – 1954 Jaguar D-Type, 1972 BMW 3.0 CSL and 1967 Porsche 911S – along with a comparo between the Jaguar F-Pace S, BMW X5 M and Porsche Macan GTS.

Finally, **Moss Motoring** No. 2 for 2017 salutes the initial group of inducted in the British Sports Car Hall of Fame, features a one-owner 1957 TR3, a look at the annual Champagne British Car Festival through the eyes of a owners of an Austin-Healey Sprite, the travails of another Sprite owner, an article covering the restoration of a MG TD ("How not to build a TD") and one MGB owner's story of life with a '67.

22 April 2017



**Open House—It's Alive!**

6 May 2017



Photos by Allan Ellis, Jeff Homsher and John Testrake.  
Members of GHA, JAGSL and SLTOA attended the open house



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BMW Car Club of America St. Louis Chapter

