



Gateway Relay

Vol VII, No. 5

St Louis Sports Car Council

March-April 2018

Council News & Notes

- Periodic torrential downpours, thunderstorms, flooding and bumper cars on I-64 notwithstanding, spring *has* officially arrived on schedule and the year's driving events are underway. As seen at the right, the SCCA autocross and Cars & Coffee seasons are about to start and shows/cruises are also firing up. Overall, 2018 has all the prospects of being another great year for the greater St Louis sports and special interest vehicle community.
- What with the onset of the road activities, this issue will serve as the annual "howdy!" newsletter to several other local car clubs. Never a bad idea to publicize the events and activities of StLSCC's eight member clubs.
- Speaking of, if you are new to the StLSCC or have stumbled across the Relay or council web page recently, a reminder: most of the clubs in this organization welcome participation by other vehicles/owners in their events. If you're up for a drive (and have something interesting to drive) or wish to take in a rally, autocross or show, contact the host club. We expect you'll have a large time.

Up & Coming

- 31 Mar 18—Annual Spring Wash-Up/Tune-Up**, hosted by the Gateway Healey Association at Keith Bester's garage, 115 N Sappington Rd, Kirkwood. Traditional pre-Forest Park Concours gathering, bring a dish to share.
- 1 Apr 18—Triumph-MG Challenge IX**, for the British Leyland Participation Trophy. In conjunction with the **57th Annual Forest Park Easter Concours**, hosted by the Horseless Carriage Club of Missouri. At the Munny Upper Lot, club rate for registration is \$15 per car, more info at <http://hccmo.com/easter-concours-delegance-2018/>.
- 8 Apr 18—35th Annual April Fools Auto Parts/Car Corral and Swap Meet**, open to all cars and models, at GCS ball park, home of the Gateway Grizzlies, in Sauget (I-255 Exit 15). Opens at 7 AM.
- 13 Apr 18—First Sonic Car Cruise** of the season, 1002 S Kirkwood Rd (corner of Kirkwood and Big Bend), 5-9 PM. Hosted every Friday evening through 28 September by The 'Stang Gang.
- 14 Apr 18—2nd Annual Meridian Village Car Show**, 27 Auerbach Pl, Glen Carbon, 10 AM-2 PM. \$10 per car; entry fee and food sale proceeds go to the Lutheran Senior Services Benevolent Fund. Residents will vote for their favorite cars to win. Info (618)205-2133.
- 15 Apr 18—First SCCA Autocross** of the season, at Family Arena, St Charles. Registration from 7 to 8:15 AM, \$40 for SCCA members, \$40 plus \$15 weekend membership for non-members. Info at www.stsolo.org.
- 21 Apr 18—First Cars & Coffee-Westport** of the season. 8-11 AM, at Westport Plaza, monitor <http://carsandcoffeestl.org>.
- 21 Apr 18—2018 Missouri Endurance Rallye**, hosted by the MG Club of St Louis. "The Grand Tour;" meet at the Starbucks in Westport Plaza, 111 Westport Plaza #123 at 7 AM. Driver's meeting at 7:15 AM, mileage check 7:30 AM and first car out at 8 AM. Open to all British cars built before 1981, you can only use nav aids from that period. No smart phones, tablets, GPS units or other electronics allowed; the organizers recommend maps or Gazetteers for several states, because you can never be certain where the rally master will send you. \$10 per car, either pay with credit card at the MG Club web site or by sending a check payable

WIN A HEINZ HORNET!

(You can't buy a car like this anywhere!)

57 of these unique cars must be won in the newest and greatest-ever competition for Heinz Soup. Heinz Hornets are absolutely exclusive—specially made and custom-fitted for Heinz.

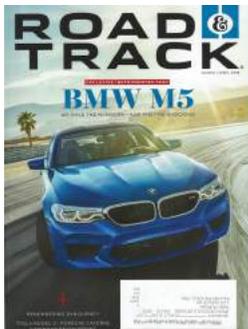
De luxe features galore—the Heinz Hornet is the perfect car for family fun and holiday travel. It's got every feature and convenience you've ever dreamed of for your family. So why not get your entry in today. You could be the proud owner of one of the 57 fabulous Heinz Hornets!



(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



BMW's dominated several magazines this period, including coverage in March's *Road & Track* and *Car & Driver*. While the two magazines are now owned by the same company, they maintain separate editorial staffs in Ann Arbor, Michigan...and occasionally, the same subject shows up on their covers.



R&T's March/April issue has a cover story on the BMW M5 ("We have the numbers...and they're shocking") as well as one of the finest of a large

number of automotive magazine tributes to the late Dan Gurney, penned by Editor at Large Sam Smith. *Car & Driver* for April? A cover story on the – ta-da! – BMW M5,

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to MG Club of St Louis, mailed to Tom Hurlbert, Treasurer, 7122 S Villanova Dr, St Louis 63123. For more info, email Rallye Master 2 Pete Westbay at stingfive@att.net.

- 21 Apr 18—3rd Annual Rockwood Summit High School Car Show**, 10 AM-2 PM, hosted by the RSHS Biodiesel Club. \$20 registration, starts at 7:30 AM at 1780 Hawkins Rd, Fenton. Total of 72 dash plaques for 24 classes, 5 trophies, 50/50 drawing benefiting the RSHS Biodiesel Club. Call (314)306-0289 or (636)-9153 for info.
- 21 Apr 18—Ranken Technical College Car Show**, registration from 9 AM-noon, \$10. Awards at 3 PM, multiple classes. At Ranken Technical College, 4431 Finney Ave, St Louis.
- 22 Apr 18—BSCC Autocross #2**. Show around 9:30-10 AM, six runs for \$35. For more information or to get on the email alert list for events, contact Racer Steve at sshab@yahoo.com.
- 29 Apr 18—Gateway Autocross Association Events 1 & 2**, Family Arena, St Charles. Info and registration at www.gatewayautox.com.
- Apr 18—Gateway VCOA drive to Crown Candy Kitchen and Camp River Dubois**, details TBA.
- 4 May 18—Sonic Car Cruise**, 1002 S Kirkwood Rd (corner of Kirkwood and Big Bend), 5-9 PM. Hosted every Friday evening through 28 September by The 'Stang Gang. Primarily rods/muscle cars/American heavy metal but foreign cars *do* draw attention...
- 4 May 18—First Friday Car Show/Memories Car Cruise**, aka "The Zoo," at Faith Church, 13001 Gravois Rd, Sunset Hills, 4 PM-9 PM. For 1979 and older cars.
- 4 May 18—7th Annual Union United Methodist Church Car Cruise**, 721 E Main St, Belleville. 5:30-8:30 PM, dash plaques to the first 50 participants, 50/50 drawing. Call (618)235-3959 for info.
- 20 May 18—SCCA Autocross #2**, at Gateway Motorsports Park. Registration from 7 to 8:15 AM, \$40 for SCCA members, \$40 plus \$15 weekend membership for non-members. Info at www.stlsolo.org.
- 26 May-3 Jun 18—22nd British Car Week**, annual week of British car awareness; call up www.britishcarweek.org for info on events nationwide.
- 27 May 18—BSCC Autocross #3**. Show around 9:30-10 AM, six runs for \$35. For more information or to get on the email alert list for events, contact Racer Steve at sshab@yahoo.com.
- 19 May 18—Cars & Coffee-Westport**. 8-11 AM, at Westport Plaza, monitor <http://carsandcoffeestl.org>.
- 19 May 18—Jaguar Association of Greater St Louis Rallye to the Wineries**. Details to follow, monitor www.jagstl.com and the online *Growl*.
- 20 May 18—Salute to the Troops Car Show**, VFW Post 5077, 8500 Veterans Memorial Parkway (east of Hwy K), O'Fallon, MO. Registration at 9:30 AM, trophies at 2 PM, 50/50 drawing, music, food and drinks. Proceeds go to veterans in need, call (636)795-8268 for info.
- 20 May 18—Grace's Place Crisis Nurse Classic Car & Truck Show**. Registration 8-11 AM, dash plaques to the first 100 cars. 50/50 drawing benefits Grace's Place Crisis Nursery, helping keep children safe in times of crisis. Email amy@gracesplacecrisisnursery.com for info. Corner of Main and Cedar in parking lot next to Borgia Church, Washington, MO.
- May 18—Gateway VCOA St Charles County Drive** with lunch at a local winery, details TBA.
- 1 Jun 18—Sonic Car Cruise**, 1002 S Kirkwood Rd (corner of Kirkwood and Big Bend), 5-9 PM. Hosted every Friday evening through 28 September by The 'Stang Gang. Primarily rods/muscle cars/American heavy metal but foreign cars *do* draw attention...
- 1 Jun 18—First Friday Car Show/Memories Car Cruise**, aka "The Zoo," at Faith Church, 13001 Gravois Rd, Sunset Hills, 4 PM-9 PM. For 1979 and older cars.
- 2 Jun 18—9th Annual Ranken Jordan/Coachman Car Show** (rain date 3 June). Register 8:30 AM-12:30 PM, \$20, dash plaques to the first 200 entries, goody bags to the first 100, designed by kids who are Ranken Jordan patients. At Ranken Jordan Pediatric Bridge Hospital, 11365 Dorsett Rd, info (314)872-6512 or (314)791-0396.
- 3 Jun 18—31st Annual St Louis European Auto Show**, at Taubman Prestige Outlets, Chesterfield, 11 AM-2 PM, benefiting St Louis ARC. Info at <http://stleuropeanautoshow.com/>.
- 10 Jun 18—SCCA Autocross #3**, at Family Arena, St Charles. Registration from 7 to 8:15 AM, \$40 for SCCA members, \$40 plus \$15 weekend membership for non-members. Info at www.stlsolo.org.
- 15-18 Jun 18—Blackhawk Vintage Classic XXVI**, Blackhawk Farms, South Beloit, IL, hosted by the Vintage Sports Car Drivers Association (VSCDA). JAGSL is sending a contingent in support of Phil Taxman and his E-Type, other events include the Sprite/Midget Series race and Scramble Enduro. Info at www.vscda.org/events/blackhawk-vintage.
- 16 Jun 18—Cars & Coffee-Westport**. 8-11 AM, at Westport Plaza, monitor <http://carsandcoffeestl.org>.
- 16 Jun 18—Hazelwood Baptist Car Show**. 6161 Howdershell Rd 63042, 10AM-4 PM, at Cars, music, food! Online registration at <http://hazelwoodbaptist.com/HBC2014/formsContact/CarShowSignup.php>.

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

Roadwork: Minis With Trunks

We come not to bury badge engineering but to praise it. Think about it: what better means for a major manufacturer to bring in more sales than to take a basic, successful design and modify it for sale as another model? Hey, it's worked for General Motors for years...change the trim, headlights, grill, tail lights, dashboard and voila, another model for a buying public (true story: back in 1974 the author's father bought a brand new Oldsmobile Cutlass, complete with landau top. "Uh, dad, you could've bought a Chevy Malibu – which is basically the same car – and saved several hundred dollars." Rsp: "Nope, I wanted an Oldsmobile and *this* is an Oldsmobile"). Along the same lines, was the standard Ford not good enough for you? Buy a Mercury...which, of course was the same vehicle, just somewhat upscale and more expensive.

Foreign manufacturers also heavily engaged in badge engineering (and continue to do so, what with the various agreements between several corporations) particularly British Motor Company and, subsequently, British Leyland. Look at the original Mini; when it first went into production you could buy it as an Austin 7 (or, Se7en) or the Morris Mini-Minor. It proved quite successful and within short order, someone at BMC dreamed up a method of improving sales and market share for the small car: go upscale. Add a trunk (VW would do the same thing in 1979 with the creation of the Jetta, based on the Golf/Rabbit), dress up the interior, slap on unique grills and front lights and away you go.

Thus, the 1961 introduction of the Riley Elf and Wolseley Hornet.



Above, Riley Elf; below, Wolseley Hornet (*Classic & Performance Car*).



Both companies possessed long and proud histories; unfortunately, like several other British brands, over the years those brands devalued quite a bit through mergers, consolidations and product rationalization.



Riley – known by its slogan “As old as the industry, as modern as the hour” – did in fact date to the early days of auto production in the United Kingdom. William Riley Jr formed the company from

Bonnick Cycle in 1896, creating Riley Cycle Company, Ltd. The first car was a single-cylinder, built-driven design that didn't go into production; instead, the company concentrated on motorized trikes, initially powered by a 517cc engine and later a 1034cc V-twin. However, William didn't really want to get into the car business, so in 1902 sons Victor, Percy and Allan formed Riley Engine Company (their brothers Stanley and Cecil later joined) to produce power plants for Singer. Their first vehicles came out in 1905 and were followed by a steady stream of designs, including a 2 liter V-twin with shaft-drive and 3-speed transmission in 1908.

After the Great War, the company reorganized, with Stanley running Riley (Coventry) Ltd, which had merged with his Nero Engine Company; Allan Riley handling Riley Motor Manufacturing (later Midland Motor Bodies); and Percy continuing production at the Riley Engine Company. Between them, they rang up a strong motorsports record, starting with the 1925 London-Exeter-London Trial. During the early-to-mid 1930s, among other models they produced the Kestral, Falcon and Sprite (now where have we heard that name before?). However, towards the end of The Great Depression the brothers ran into financial trouble. In February 1937, following failed merger negotiations with Triumph, Riley went into administration. It emerged on 9 September 1938 as part of the Nuffield Organisation, joining Morris, MG and Wolseley.

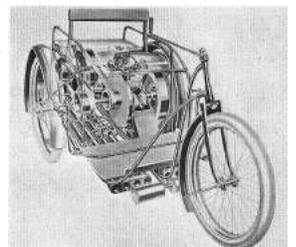
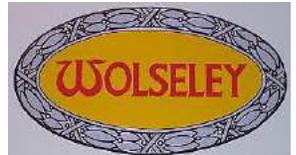
In 1945, Riley introduced the RM series, the last of the classic, open fender models. A 1.5L engine powered the RMA, while the RMB had the company's “Big Four” 2.5L. The roadster variant received the RMC designation



Riley RM (Stonebridge Motor Cars)

with a drop head coupe sold as the RMD; the 1.5L RME and 2.5L RMF followed. Four years later, Nuffield closed the Coventry plant and moved production to the MG factory at Abingdon. In 1952, British Motor Corporation formed through the merger of the Nuffield Organisation and Austin; a year later the RMH Pathfinder 2.5L saloon debuted. Generally considered the last real Riley, the cars were modern and well equipped. Subsequent models shared engines, running gear and bodies with Wolseley products.

Frederick York Wolseley founded the company bearing his name in 1901, with partner Herbert Austin. The two Brits actually met in Australia, where Frederick had invented mechanical sheep-shearing equipment, produced by the Wolseley Sheep-Shearing Machine Company, Ltd, of Sydney. The company moved to Adderly, England, in 1889; Austin joined the company in 1893 and started working on cars designs. The first to bear the company name was Autocar No. 1, a three-wheeler (one forward/two back) with independent rear suspension, mid-engine and room for two passengers. The first four-wheel, steering wheel-equipped cars arrived in 1901, the same year Vickers acquired the automotive operation and established the Wolseley Tour & Motor Car Company, separate from the sheep shearing business



Autocar No. 1 (via Wolseley Club of NSW)

(Continued on page 4)

In 1905, Vickers forced out Austin, partly due to his overt interest in auto racing (the blackguard!) and partly due to his lack of interest in newer technologies. Vickers merged Wolseley with the Siddeley Autocar Company and placed John Davenport Siddeley in charge; the cars became known as Wolseley-Siddeleys. However, in 1910 Siddeley left the corporation to form the Armstrong-Siddeley Company. A 1914 reorganization resulted in the Wolseley Motor Company and a new plant in Ward End, Birmingham, which also produced commercial vehicles, trucks, locomotives and boat and airplane engines. The company also established a Canadian subsidiary with factories in Montreal and Toronto and, in 1918, contracted with the Ishikawajima Ship Building & Engineering Company to license build Wolseleys in Japan; in 1949 that company re-named as Isuzu Motors Ltd

Wolseley continued to produce a range of 4 and 6-cylinder cars under the leadership of Chairman Sir Vincent Caillard,



1935 Wolseley Hornet (ConceptCarz)

business director E. Hopwood and technical director Arthur J. McCormack. While popular, the cars were expensive compared to the competition and the company's

racing company burned through the cash. In October 1926, Wolseley went into administration; William Morris bought it, converted the Adderly plant to Morris truck production and had the designers come up with a series of somewhat more sporting saloons and roadsters, bearing names like Viper, Wasp and Hornet. The company formally became a subsidiary of Morris Motor Company in 1935 and thereafter primarily produced cars with Morris mechanicals and bodies, higher quality interiors and a different grill. Following the 1952 BMC merger, Wolseley badges also went on Austin designs, such as the Pininfarina-designed Austin A55 Cambridge which was also offered as the Morris Oxford; the Riley One-Point-Five and Wolseley 1500 used many of the same components, albeit in a smaller body.



Riley Elf interior (Hemmings). Below, Elf exterior (ConceptCarz)



When introduced in 1961, the Riley Elf offered up something of a luxury Mini. Above and beyond the larger boot/trunk, the vehicle came with a full-width wood dash, plush carpet and a traditional upright grill; the Wolseley Hornet followed suit. Both initially came with the 848cc engine, booted to 998cc with the MkII models in 1963 and backed by an optional automatic transmission in 1965. The MkIIIs of 1966 had hydro-elastic suspension and no-kidding roll-up windows. Interestingly enough, South African buyers could order a version of the Wolseley Hornet without the trunk...in other words, a Mini.

During the mid-1960s as part of a promotion, Heinz gave away 57 modified Elves. Crayford turned the cars into convertibles/drophead coupes; they came with a picnic basket,

Max Factor cosmetics tray (!), tea kettle and some really plush carpeting. Reportedly, 41 of these promotional Rileys survive. A number of Elf "Speedster" beach cars also survive; they featured cut down doors and a fully open top.

Later in the 1960s, Riley and Wolseley variants of the "bigger Minis" also went into production. BMC's ADO16 sold as the Austin 1100/1300, MG 1100/1275/1300, Morris 1100/1300 and as the Wolseley 1100/1275/1300 and Riley Kestral/1300. The Riley variants stayed in production through 1969, while Wolseleys continued until 1973. The somewhat legendary "landcrab," the Austin 1800, also sold as the Wolseley 18/85 (1967-1972) and Wolseley Six (1972-1975).

Following the formation of the British Leyland Motor Company in 1968, corporate leadership declared Wolseley would continue as one of BL's upscale brands. Production of the Wolseley 6/110 (a variant of the Austin A110 Westminster) concluded, its place taken by the 18/85.

Unfortunately for the once proud Riley name, the end came within a year. In July 1969, British Leyland announced the suspension of production of both the Kestral and the



One of the last: a 1969 Kestral (photo by Elf; total production for the Charles01)

latter model came in at 30,912. The Hornet met its demise at the same time, with a total of 28,445 manufactured.



The last Wolseley: the 1975 18-22/Princess (Wolseley Register)

Wolseley survived a few more years. BL concluded production of the Wolseley 1300 in 1974 but kept the Six through 1975. In March 1975, the company introduced the Wolseley 18-22, a rather striking four-door wedge designed by Harris Mann

that was also offered as an Austin and Morris. Advertised as "The car that has got it all together," the 18-22 (ADO71) design featured a transverse 1.8 or 2.2-liter engine, front wheel drive with either a 4-speed manual or 3-speed automatic transmission. Yet, in September 1975, British Leyland made the decision to retire the Wolseley marque, after the production of only 3800 of the wedge sedans.

Riley Elves and Wolseley Hornets periodically come up for sale. In late 2015 a 1964 Elf MkII with only 46,000 miles in Pittsburgh sold for \$13,000. Last year a '66 Wolseley Hornet with only 13,000 miles sold in New Jersey. A 1965 Hornet, veteran of the vintage racing circuit and quite distinctive with its Union Jack paint scheme, was sold in 2015.

Finally, here's the interesting part: nearly 40 years after the demise of the proud old Riley name, the marque could make a comeback. Two years ago BMW, which now owns the brand (along with Mini), announced plans for the possible production of a new sedan based on the new Mini. Design concepts showed a vehicle with a Mini front end, four doors, and a long, sweeping fastback top. Reportedly, if built as part of the New

(Continued on page 5)



GO



GO



Photos by John Moore, Glenn Owens and Jack T. Bear



JM



JM

Minis With Trunks (Continued from page 4)



Elf vintage racer in highly appropriate paint scheme at Mid Ohio (ConceptCarz).

Mini's third generation, the car would carry the name Mini-Riley.

Conversely, no word yet on a possible revival of the Wolseley name. The Nanjing Automobile Group acquired the rights to Wolseley, along with MG and Austin, in 2005 as part of the

breakup of the MG Rover Group. While MG's back in the production with a small sedan and SUV, there is no evidence of plans to return Wolseley to the world's highways.



Sources: ConceptCarz; The Riley Motor Club, <http://rileymotorclub.org/>; A.J. Draper, "A History of Riley Cars 1899-1969," n.d.; Mark Tisshaw, "Mini saloon to be fifth model in new-look range," *Autocar*, 13 April 2016; Jack David; A.J. Baime, "A 1966 Wolseley Souped Up by Heinz," *The Wall Street Journal*, 20 September 2017; "Wolseley Motor Company," British Car Council, n.d.; "Autocar Number One," Wolseley Car Club of NSW, n.d..

Featured Events continued

JAGSL Tech Session

It's Alive! - 10 Feb 18



Photos by
Todd Dillon, Allan Ellis,
Jeff Homsher and John Sippel

MGCStL Tech Session

Brooklands Restorations—19 Feb 18



Photos
courtesy of
the MG Club
of St Louis



MGCStL RUBCO

(Retired/Unemployed British Car Owners)

23 Feb 18





Photos by Ray Moot and Glenn Owens



JAGSL Coffee, Coffee & Cars

Just Jags—24 Feb 18



Photos by Matthew Johnson



In Print (Continued from page 1)

this time taking on the Mercedes-AMG E63 S 4Matic, the Cadillac CTS-V and Porsche Panamera Turbo. Average price for the four cars? \$134,538 although the Porsche tends to skew the bell curve, coming in at \$173, 325. *C&D* also provides a quick look at the new Volvo XC60; if you can find a copy of the March issue, there is an initial test drive of the all-new Volvo XC40 (“Volvo gets playful”).

The fun continues in March’s *Octane*, with a cover photo of a BMW M1 and five (count ‘em, *five*) separate articles on the vehicle, including the Andy Warhol car plus another article on BMW’s 2008 M1 Homage car and the current i8. Elsewhere in this issue, a snapshot on the new Morgan electric three-wheeler and a columnist’s update on the joys of driving his 1965 Triumph 2000.

Vintage Motorsport for March/April has a feature on a 1964 E-Type Series I FHC and three-pager on the Group 44 Jaguar XJR7 V12...and, if you’re into air-cooled, rear-engine vehicles, take a look at the somewhat modified VW “Thing” on page 78. In March’s *Thoroughbred & Classic Cars*, one reader gets to test drive his ultimate vehicle: a 1962 Jaguar Mk2 3.4L

Finally, something different, published by the *Practical Classics* magazine franchise: *The Enthusiast’s Guide to British Leyland*. Now, if you can get past the cover which features such immortals as the Austin Allegro and Morris Marina (the latter was sold over here in the states for a period...a very brief period), there’s actually a lot of good stuff inside for those of the LBC persuasion. The articles include profusely illustrated interview with Harris Mann; the photos include a couple of rare shots of BL’s aborted attempt to replace the MGB with a mod of the TR7. Also, short features on the 1975 MGB Jubilee, 1984 Mini 25 and the late Tony Pond’s TR7 rally car. All of the articles are entertaining and most of the cars that received a lot of abuse some 40 years ago are now collectibles.

Featured Events continued

MGCStL St Patricks Day Parade

17 Mar 18



Photos by
Darren Frazier



JAGSL Coffee, Coffee & Cars

17 Mar 18





Featured Events

JAGSL Benton County Drive

24 Mar 18



BMW Car Club of America St. Louis Chapter



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