



# Gateway Relay

Vol VII, No. 10

St. Louis Sports Car Council

September-October 2018

## Council News & Notes

- This one's a double issue, partly as a follow-up to September's two-pager and partly because we're in that part of the year where the last large variety of activities take place. As any car enthusiast in the St. Louis area knows, come the end of October the calendar will thin out substantially.
- As we move into October, the last driving event scheduled by any of the member clubs is the St. Louis Triumph Owners Association's annual Veterans Day Run, on Sunday 18 November. However, without knowing when real, no kidding winter will arrive, there remains a possibility of another drive or two before New Years. As always, we'll monitor the boards and newsletters and if any events pop up, we'll get the word out.
- In the meantime, one request: if any club or club member gets involved in some sort of Halloween-related activity which involves costumes and cars, how 'bout sending us a couple of scans?



## Up & Coming

- 12 Oct 18—Misfit Toyz Car/Truck/Bike Cruise**, at Hardee's, 2580 LeMay Ferry Rd, 6-10 PM. 50/50 raffle, for info call (314)306-0525 or (314)495-1583. Last one of the season.
- 13 Oct 18—MG Club of St Louis Montelle Winery Cruise**. Come enjoy the beautiful fall weather, take pleasure in one of the last truly awesome days of top-down weather in your LBC. Meet at the Target in Chesterfield Commons at 10 AM, leave at 10:30 AM and arrive at the winery about 12 noon. Please RSVP to Allen Decker at events@stlouismgclub.com or (314)435-5505 by 12 October so we know how many cars to expect.
- 13 Oct 18—First Baptist Church Lake St Louis 2<sup>nd</sup> Annual Car Show**. 2230 Lake St Louis Blvd, registration 11 AM to 2 PM, dash plaques to the first 75 cars. Trophies in 8 classes, live music, info (314)581-9243.
- 13 Oct 18—Route 66 Oktoberfest & Car Show**, at the Chain of Rocks Bridge, hosted by the Chain of Rocks Community Association. Registration 9:39-12 noon, \$10 per car, trophy presentation at 4 PM. \$30 VIP package includes lunch ticket and a drive across the old US 66 Chain of Rocks Bridge with photo. Monitor corca2stl at Facebook for updates, email corca2stl@outlook.com.
- 14 Oct 18—7<sup>th</sup> Annual Florissant Police Officers Welfare Association Car & Bike Show**, at the Knights of Columbus Grounds, #25 West Washington, Florissant. Registration 8 AM to noon; dash plaque and t-shirt to the first 150 entries, attendance prizes, 50/50 drawings. Info at (314)831-7000.
- 14 Oct 18—Military Vehicle Preservation Association Missouri Convoy**, from the Arcadia Academy B&B, Arcadia (south of St. Louis) to Caledonia's Pumpkifest with return via the Bonne Terre Mine. No dash plaques, t-shirts or prizes, just 74 miles of fun and scenery.
- 16 Oct 18—Annual SLTOA Halloween Party**, at Jack and Bonnie David's, 500 Marie Dr, St. Charles. Will include a meeting, costumes strongly encouraged!
- 18 Oct 18—JAGSL Classics & Cocktails**, sponsored by the Business Development Group. View members' classic cars while networking and sipping cocktails, prizes included. At the Missouri Athletic Club-West, 4:30-7 PM rain or shine. Limited to the first 40 cars; to register, contact Charley Baine at (314)255-3241 or call (314)539-4490.
- 20 Oct 18—Cars & Coffee-Westport**. 8-11 AM, at Westport Plaza, last one of the

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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.

*Der schnellste Sportwagen der Welt*

in der Zweierklasse ohne Kompressor ist der BMW. Die harten Rennen in Brescia, Le Mans, Nürburg-Ring usw., die er gegen schärfste internationale Konkurrenz überlegen gewann, sind Zeugen seiner hervorragenden Leistungen. Das Vertrauen zu BMW Motoren ist durch die ständigen Erfolge in aller Welt unbegrenzt. BMW Wagen fahren in vielen Ländern der Erde. In England wurden sie als Spitzenerzeugnis in Lizenz gebaut.

Unsere Arbeit ruht nicht. Die im Kriege gesammelten Erfahrungen werden ausgewertet und später Europa zugute kommen.

## In Print

The 10 September 2018 edition of *Autoweek* has a first drive of the new Volvo V60 wagon ("Finish quality – and maybe the feeling of richness – ranks at the top of the class"). A subsequent issue, with publishing date of 24 September, takes a similar look at the 2019 BMW X4.



Septembers' *Road & Track* provides a couple of first drives, starting with the Jaguar XE SV Project 8, with 5L supercharged V8 and all-wheel drive, all for only \$188,495. The second vehicle is the Volvo V60 T6 Inscription.



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season, monitor <http://carsandcoffeestl.org>.

- 20 Oct 18—7<sup>th</sup> Annual Mascoutah Fall Fest Car Show**, Main Street downtown. Register 9 AM-Noon, \$15 entry, \$10 display, dash plaques to the first 150 entries. Total of 16 classes, 3 trophies each plus special awards and attendance prizes. For info call (618)566-7355.
- 21 Oct 18—BSCC Autocross #7**. 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](mailto:sshab@yahoo.com).
- 27 Oct 18—Gateway VCOA Mid-State Meet-Up** with the Heart of America (KC) Chapter in Fulton, MO. Activities include visits to the National Churchill Museum and the Auto World Museum, details to follow.
- 25 Oct 18—MG Club of St Louis RUBCO Breakfast**, 9 AM at Sunshine Family Restaurant, 3500 N Lindbergh. Please RSVP to [uca57mga@aol.com](mailto:uca57mga@aol.com).
- 27 Oct 18—5<sup>th</sup> Annual SLTOA Fall Colours Tour**. Meet at McDonalds on Broadway in Alton at 10 AM, head out for a fun drive including a run through the campus of Principia College, drive will end at the Loading Dock in Grafton for lunch. Come one, come all, monitor [www.sltoa.org](http://www.sltoa.org) for additional details.
- 27 Oct 18—Cars & Coffee/Gateway Classics**, 1237 Central Park Dr, O'Fallon, IL, 9 AM-11 AM. For info call (618)271-3000.
- 27 Oct 18—Pit stop #1 for the Route Sucky Suck Rally** from Chicago to Los Angeles, sponsored/contrived by the 24 Hours of LeMons gang along with a number of unindicted co-conspirators. As the name (sort of) indicates, a number of wholly unique vehicles will depart Joliet, Illinois the morning of the 27<sup>th</sup> and follow US 66 west to Santa Monica. Overnight stop location is the Sleep Inn, 140 Venita Dr, O'Fallon (conveniently located next to an IHOP and MotoMart!). For more information on the group ("Unwisely sponsored by Yokohama"), call up <https://24hoursoflemons.com>.
- 27 Oct 18—Tire Rack Street Survival School**, at Family Arena, 7 AM-4:30 PM. The primary emphasis is a hands-on driving experience in real-world situations. Info at <http://streetsurvival.org>.
- 28 Oct 18—SCCA Autocross #10**, 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](http://www.stsolo.org).
- 27 Oct 18—5<sup>th</sup> Annual SLTOA Fall Colours Tour**. Meet at McDonalds on Broadway in Alton at 10 AM, head out for a fun drive including a run through the campus of Principia College, drive will end at the Loading Dock in Grafton for lunch. More info to follow.
- 3 Nov 18—9<sup>th</sup> Annual MG Club of St Louis Sporting Clay Shoot**. At the Blackhawk Valley Hunt Club in Old Monroe, Missouri, starting at 9 AM. Bring something to drink (NO alcohol!) and your favorite shotgun along with 50-100 shells and ear protection. Sorry, no shotguns larger than 12ga allowed and no shot larger than 7 1/2. No hand guns. Costs will be the cost of your shells and about \$25 per 50 rounds/clay birds, or \$35 per 100 clay birds at the hunt club. Depending on the number of shooters, we could be out there 2-4 hours; there is a pavilion with picnic tables to sit and eat at. This event is not exclusively for MG club members; it is a shoot at your own risk event. From I-70 in St Charles, take MO 79 north to Hwy C, turn left, go to Childs Road (on right, turns to gravel), go to the "T" at the end of the road and turn left. Contact John Mangles NLT 26 October at [mgdoc@sbcglobal.net](mailto:mgdoc@sbcglobal.net), (314)426-1600 so we can get a head count; generally the club goes to Harry J's restaurant in Moscow Mills for lunch afterwards.
- 4 Nov 18—BSCC Autocross #8**. 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](mailto:sshab@yahoo.com).
- 10 Nov 18—Jaguar Association of Greater St Louis Annual Meeting**, 6 PM at Plaza Jaguar, 11654 Olive Blvd, Creve Coeur. Monitor [www.jagstl.com](http://www.jagstl.com) and the online *Growl*.
- 18 Nov 18—6<sup>th</sup> Annual SLTOA Veterans Run**. Open to all cars/drivers; meet at 9:30 AM at the State Farm parking lot in Columbia Center, immediately south of the McDonalds on IL 3 in Columbia. Cars roll at 10 AM for a flats and hills run to Chester, IL, for the traditional group photo at the Popeye statue overlooking the Mississippi and lunch at Reid's Harvest House. From there, the Illinois contingent can return home by their preferred route while Missouri drivers can cross the river to Perryville and head back to St Louis via US 61 or I-55. All proceeds from donations will go to the Semper Fi Fund, a non-profit which provides a variety of programs to assist veterans, wounded veterans and their families from all branches of the US armed forces. For info contact Mark Morgan at [rangermk@sbcglobal.net](mailto:rangermk@sbcglobal.net).
- Nov 18—Gateway VCOA drive to LaChance Vineyards**, De Soto, MO. Details TBA.
- 7 Dec 18—Annual SLTOA Christmas Party**, Missouri Athletic Club-West. Monitor [www.sltoa.org](http://www.sltoa.org) for additional information, *Niitakayama Nobore*.
- Jan 19—Gateway VCOA Annual Holiday Party**. Date, time and location TBA.
- 10 Feb 19—Annual SLTOA Polar Bear Run**. Traditional kick-off event for the driving season, open to all cars/clubs. A drive through the winter countryside, followed by lunch. More information to follow.

**NOTE:** The annual **Gateway Healey Association Christmas Party** has been rescheduled to early 2019, watch for the date and details

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

## Roadwork: Truth

World War II in Europe ended on 8 May 1945 with the surrender of the German government and military forces to the Allies. The six years of warfare killed millions and devastated the continent; three years of around-the-clock bombing by the US Army Air Forces' Eighth Air Force and Royal Air Force's Bomber Command particularly wrought havoc on German cities, industries, transportation systems and other infrastructure. Soviet forces did similar damage in the eastern half of the country.

None of the major German auto makers escaped; as they all engaged in production of military equipment – aircraft engines, military vehicles, tanks and the like – they constituted legitimate targets. The bombers completely flattened many of the manufacturing plants of companies such as BMW, Daimler-Benz, Auto Union, Opel and Borgward. Several of complexes in East Germany wound up under Soviet (and later German Democratic Republic) control.



BMW 801 aircraft engine. Photo: BMW Museum

This was the case with BMW. Like several of its competitors, during the war the company produced a few passenger cars for the government or the military. Arms production was primary and in BMW's case, that meant motorcycles and aircraft engines, including one of the earliest jet engines,



Arado Ar-234 C-3. Photo: USAAF

the axial-flow 003 which powered Heinkel He-162 *Volksjäger* and later four-engine variants of the Arado Ar-234 *Blitz*. The company's 14-cylinder 801

was the most produced German radial engine during the war, powering a large number of aircraft including the Junkers Ju-88 series, Dornier Do-217 and Focke-Wulf Fw190.

BMW lost its plant in Munich to Allied bombing, while three factories in the eastern portion of the country – Eisenach-Dürerhof, Wandlitz-Basdorf and Zühlsdorf – came under Soviet control. The Soviets, British, French and Americans carted off equipment and supplies that weren't destroyed, leaving piles of rubble for the German rebuilding effort.



BMW Munich. Photo via WordPress.

Postwar, the Allies placed severe restrictions on the type of products a rebuilding German industry could produce. Many of the major automotive companies

wound up manufacturing cooking utensils, pots and pans, bicycles and the like. For its part, BMW didn't restart motorcycle production until 1947 and cars didn't return until 1951 (however, interestingly enough, the company's former plants in East Germany actually started turning out four-wheel vehicles in late 1945). New cars were limited to 1 liter of displacement and sports cars were strictly forbidden, for a period.

The limitations on car production...actually resulted in, well, the production of new cars...except they weren't new; they were rebuilds of pre-war models. One of the new corporations established for the purpose was Veritas – formally *Veritas-Arbeitsgemeinschaft für Sport und Rennwagenbau* (“Veritas-Working Group for Sport and Racing Cars”), established near Hockenheim in March 1947 by Ernst Loof, Georg Meier and Lorenz Dietrich for the purpose of building sports cars using BMW components.

Loof and Dietrich previously worked for BMW, with the former serving as director of the company's racing department. He ran the team which won the 1939 Mille Miglia with a streamlined 328. Loof was also achieved quite a reputation pre-war as a motorcycle racer along with Meier, who took the 1939 Isle of Man Tourist Trophy, held on 16 June (four months before Germany invaded Poland) on a BMW flat twin. During the war, Dietrich supervised aircraft engine design and production for the company.

The three gentlemen had a plan: to produce a German sports car suitable for racing, as a natural follow-on to the pre-war BMW 328. According to *Style & Auto*, Loof bought “...all the used Type 315s, 319s and 328s (all based on a similar chassis” he could find, (plus) engines, gearboxes and axles, all from the 3-series.” They put the parts together, covered them in a new, streamlined envelope body and offered the completed “new” cars to eager buyers. Or, prospective owners could provide their own BMWs and, for DM 12,000 (about \$2800 US), would get their own Veritas.



Veritas-BMW RS. Photo via *Style & Auto*.

In early production, the company turned out 32 lightweight Veritas-BMWs powered by a 2.0L six. The modified engine featured a lighter valve train and crankshaft, higher compression and larger carbs, which combined to boost horsepower by about 70 percent over stock, to

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around 136hp. Cloaked within a more streamlined body, the cars also had a close-ratio gearbox, lighter brake drums, composite steel/alloy wheels and a 100-liter fuel tank. Designated the RS, the cars proved competitive out of the box, including winning the German 2.0L championship and 17 FIA world championship races into the early 1950s.



Kling in a Veritas-BMW RS, Schottenring, 15 August 1949. Photo via 8W.

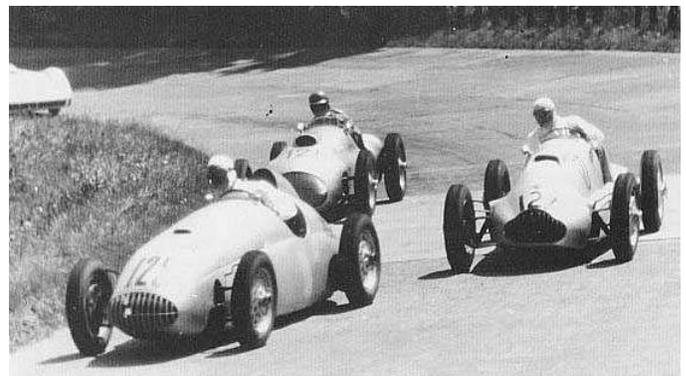
Karl Kling – later a Mercedes-Benz F1 team driver – made the first start for the car in a 31 August 1947 race in Hamburg... except he wasn't actually able to start, as he wrecked the car during

practice. He made up for it at the 9 May 1948 Hockenheim race, giving the company the first of a number of wins in RS No. K1. He won again on 30 May at Kölner Kurs; at Karlsruhe-Durlach on 11 July; Rund um Schöten, 15 August 1948; and scored a class victory in the 5 September 1948 Hillclimb Eggberg. Generally, when Kling drove a Veritas, he won.

Other drivers included motorcycle racer Anton "Toni" Ulmen, Ralph Roese, Heinz Mölders, Joseph Hummel and Helmut Glockler. Ulmen finished second at the 22 May 1949 Eifelrennen Nürburgring and finished the year with two firsts, at Sachsenring on 29 September and Kölner Kurs on 2 October. He won the German 2-liter sports car championship and subsequently took the Formula 2 championship. Roese, a pre-war BMW racer, took first place in a Veritas-BMW at Grenzlandring on 11 September and second at Saarbrücken on 18 September 1949. Regrettably, he died in a crash on the Autobahn on 8 February 1950.

While German, Mölders' background pre- and immediate postwar racing experiences strictly involved MGs of various types. He shifted to a Veritas RS powered by a 1.5L engine in 1948 and scored two victories, at Nürnberg on 12 September and at Karlsruhe-Durlach on 28 August 1949. The RSs continued racing into 1950. The last recorded finishes came on 13 August 1950, at the Solitude-Rennen Stuttgart. Paul Pietsch finished 3<sup>rd</sup> overall and 1<sup>st</sup> in the 1.5L class in RS #5053, while Kurt Adolf won the 2.0L class.

Two other for-the-purpose racers came out of the Veritas shops. In 1949, Loof designed the open-wheel Meteor, specifically for the new Formula 2 class for cars with engines between 500cc and 2-liters. Built around a tube frame with a De Dion rear end, the body incorporated recommendations from Karl Kling and was built by *Karosseriewerke Joseph Hebmüller Söhne* of Wuppertall. Kling promptly went out and won the Solituderennen on 18 August 1949. Subsequent owners added a full body to the Meteor for sports car



At November 1950's Eifelrennen: Ulmen (125) in the Ulmen-Veritas RS Special, Hermann Lang (127) in a Veritas-BMW Meteor and Fritz Riess in an AFM 50-BMW. A streamlined Veritas-BMW brings up the rear. Photo via 8W.

racing, including one with an enclosed cockpit. The car was badly damaged during testing in 1952.

Also, Ulmen developed a modification of the Meteor for both Formula 2 and sports car racing, featuring detachable fenders for the latter. Known as the Veritas RS *Großmutter* (Grandmother), the car raced briefly in 1951 and 1952. However, with the establishment of a world championship for F2 in 1952, the majority of the major manufacturers including Ferrari, Gordini and Cooper developed brand new cars, rendering the Veritas to relic status.

By this point, Veritas, described as "...perennially undercapitalized," was in serious financial trouble. In 1949, BMW forced the company to drop all references to that company. Veritas shifted to a chassis of its own design, installed a Heinkel-produced, seven main bearing, DOHC, hemi-head 2-liter six and concentrated on road cars. It offered three models: the Saturn coupe, Scorpion convertible/cabriolet with body designed by Spohn of Ravensburg and the Comet. The Comet was an RS modified for use on the street and retained the 328 chassis and BMW 2-liter six; only nine left the factory.



Veritas advertising for the Saturn 2+2 coupe.



It was all for naught. After a series of reorganizations and a move to Nürburgring, Veritas went under, having produced a total of somewhere between 62 and 78 cars, 32 of which were racers. BMW acquired the remains of the business in 1953; Ernst Loof returned to the company as an engineer, while Georg Meier resumed racing BMW motorcycles.



Veritas-BMW Meteor, vintage race at Nürburgring, 1986. Photo by Lothar Spurzen.

Several examples of the Veritas survive in museums and a few make the rounds of vintage races, including at least one Meteor formula car. And, occasionally, the cars pop up as classic “barn finds.”



In late January, Autoweek ran an article on the 2016 discovery of a 1937 BMW 328 lightweight in a shed in Villisca, Iowa, southwest corner of the state, on US 71 about 45 miles east-southeast of Omaha. The car, titled as a 1950 BMW Veritas and with an 85.031 frame number, had a racing history. On 1 September 1937, Prince Bira drove the 328 in the Tourist Trophy under sponsorship by Frazier Nash and placed third.

The car also raced in the 1938 Mille Miglia, driven by Uli Richter and Fritz Werneck to 11<sup>th</sup> place.

The car disappeared until the early 1950s when, as a Veritas, it was registered in US-controlled Bavaria, possibly by an American serviceman... which might explain how



The Iowa barn find. Autoweek photos by Dan Brouillette.

the car wound up in Iowa. Last registered in 1966, it passed to a farmer in 1971 and into long-term (planned or unplanned) storage. The car's currently under restoration by a couple of local auto specialists, Dereck Freshour and Heath Rodney; it's intact – well, for the most part – and constitutes a major project. It should be interesting to see what the final product looks like.

**Sources:** *ConceptCarz*, [www.conceptcarz.com](http://www.conceptcarz.com); J.P. Vettrano, “Tracking Down the Truth,” *Autoweek*, 22 January 2018; Bimmerpost.com, 2 February 2018; “1947 BMW Veritas 2000 Rnu Style & Auto, n.d.; “Veritas Comet Coupe RS 1949,” *GTPlanet.net*; “Veritas Saturn/Scorpion/Comet,” *Classic & Sports Car*, n.d.; Mike Lawrence, *A to Z of Sports Cars, 1945-1990* (New York: Bay View Books, 1996); Rob de la Rive Box, *Encyclopaedia of Classic Cars: Sports Cars 1945-1975* (Milton Park, Abingdon, UK: Taylor & Francis, 1999); “Veritas 1950,” *Classic Car Catalogue*; *Racing Sports Cars*, [www.racingsportscars.com](http://www.racingsportscars.com); Tatra87, “Automotive History: German Deadly Sins (The Bayern Cycle, Part 1) – BMW’s Brush With Death: the V8 Cars,” *Curbside Classics*, 6 April 2017; Sebastian Schmitz, “Streamlined: Veritas Meteor,” *Collector Car World*, 27 September 2017; “Phoenix from the flames, part 1: Veritas,” 8W, n.d.



tion, “A noteworthy non-SUV, from people known for their wagons.” Over at sister publication *Car & Driver*, October’s edition serves as the annual new car issue. In the BMW section, comments on the i3, i8, M2, M5, X4, X5, X7 and Z4, plus a page on the next generation M3. For Jaguar, a feature on the I-Pace (“...the biggest threat to Tesla yet”), plus a short summary on the F-Pace SVR. Volvophiles can read about the new S60 mid-size, V40 wagon, V60 Cross Country, XC40 and XC60, with expanded coverage of the V60. October’s C&D track tests a bevy of vehicles at Virginia International Raceway to determine which one’s the fastest; the competitors include a BMW M5 (the winner of the annual “Lightning Lap” contest? A Porsche 911 GT2 Weissach). Later in the magazine, a quick eval of the BMW M2 Competition and, if there are any Alfisti reading this column, a road trip comparison in southern Oregon between a new Giulia and a 1995 164 Quadrifoglio.

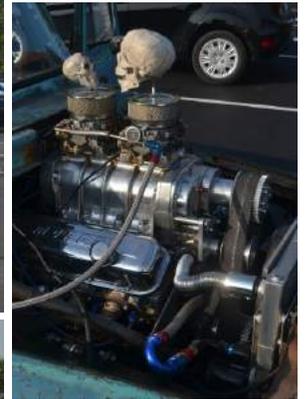
*Octane* for September has a cover article covering “50 years of the world’s greatest saloon,” the Jaguar XJ6, in all of its forms. A review of the XJ6 is just the start; the magazine also provides interviews with designer Ian Callum, engineer Jonathan Heynes and Jaguar specialist Robert Hughes. September’s *Thoroughbred & Classic Cars* includes the tale of the restoration of a 5.3L V12 Jaguar XJC, which turned out to be quite a project. For Triumph fans, the magazine provides the complete owner history of a 1955 Swallow Doretta (based on the TR2). “Quentin Wilson’s Hot Tips” notes a “glut of quality MGBs heralds a downturn in prices” (ie, get ‘em now!). *Classic & Sports Car* for September salutes the 70<sup>th</sup> anniversary of Land Rover with a multi-vehicle comparison and also features a special lightweight Jaguar E-Type built for the road.

Finally, moving into October’s Brit magazines, *T&CC* presents the “Hot 30,” covering the special interest vehicles which are expected to appreciate the fastest in 2019. The list includes the Jaguar XJ-S pre-HE with manual transmission; XK120 roadster; BMW 507. Also in the issue, an article on the only SS Jaguar 100 with a body manufactured in Romania (!) and a buyer’s guide for the Triumph TR4 through TR6.

# Featured Events

# Cars & Coffee-Westport

18 Aug 18





**ABCCS Welcome BBQ**

MG Doctor/Creve Coeur Lake Park—21 Sept 18

Photos by Jim Reiter



Photos by Andy Ackerman (left) and Glenn Owens (right)



This year's featured marque: Austin-Healey



Her Majesty's a pretty nice girl, but she doesn't have a lot to say... (Photo by Glenn Owens)





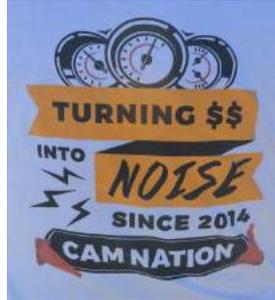
Photos by Jim Reiter and Richard Etz, GHA

MGCStL Tech Session/John Twist Seminar

29 Sept 18



Photos by Paul Summers and Denny Hufford



They Also Serve: FOD patrol





Photos by John Lore

SCCA Autocross No. 8

30 Sept 18



**Featured Events** continued



**Jaguar Association of Greater St Louis Concours**

6 Oct 18



Men with hats...



Judges gotta judge...

