



# Gateway Relay

Vol VIII, No. 1

St Louis Sports Car Council

January 2019

## Council News & Notes

- Two predictables for this time of year; the weather's going to be variable (20 degrees in snow one day, 60 degrees and severe clear the next) and the schedule of events is starting to fill up.
- In and around the "indoor stuff" like tech sessions and other activities, drives are starting to show up on the schedule. The Boeing Sports Car Club has posted its autocross schedule for the year (we should see the SCCA's sked shortly) and we fully expect here's more to come among the eight StLSCC member clubs.
- BTW, the invoices to the individual clubs for the annual web hosting fee are going out with this issue of the *Gateway Relay*. Some post-holiday issues came up here at StLSCC Central, hence the delay.
- As always, we hope all of the clubs find benefit in the web page and the joint calendar. We'll keep monitoring the events—including photo coverage, to the greatest extent possible—and getting the word out about St Louis' wealth of special interest car clubs and their activities.
- And now, back to the garage to work on the StLSCC command car... :-)

## Up & Coming

- **9 Feb 19**—Gateway VCOA **Annual Holiday Party**, at the Schlaflly Bottleworks, 7260 Southwest Ave, St Louis. Show at 6:30 PM, dinner at 7 PM. If you plan on attending, please RSVP no later than 2 February to gateway.vcoa.chapter@gmail.com.
- **10 Feb 19**—Annual SLTOA **Polar Bear Run**. Traditional kick-off event for the driving season, open to all cars/clubs. 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, and lunch at Reid's Harvest House. Illinois-based participants can return home afterwards via the route of their choice, those from Missouri can cross the river to Perryville and return with several LBCs via US 61 through Ste Genevieve or the high-speed route via I-55. Monitor [www.sltoa.org](http://www.sltoa.org) for additional details; if the weather's *really* bad, Sunday 17 February will serve as the alternate. .
- **10 Feb 19**—**International Drive Your Triumph Day**, in honor of Sir John Black's birthday. Get your car out, take some pictures and email them to Rye Livingston with the Triumph Travelers Sports Car Club at [driveyourtriumphday@gmail.com](mailto:driveyourtriumphday@gmail.com), along with your name, year and model and place the photo was taken. The photos will get published in the TTSCC newsletter, in *The Vintage Triumph* and online at <https://driveyourtriumphday.shutterfly.com>
- **10 Feb 19**—**39<sup>th</sup> Annual Belleville Automotive Swap Meet**. General admission \$4, 6 AM-1:30 PM at the Belle-Clair Fairgrounds, 200 South Belt East (IL 159 and IL 15). For info, call (217)491-8822.
- **18 Feb 19**—**MG Club of St Louis Tech Session No. 2**, at Brookland's Restorations, 9532 Lackland Rd, Overland, covering ignition systems.
- **23 Feb 19**—**Final Coffee, Coffee & Cars** of the season, at Just Jags, 7113 N Hanley Rd, Hazelwood, 8 AM to 10 AM.
- **23 Feb 19**—**Caffeine & Chrome**, at Gateway Classic Cars, 1237 Central Park Dr, O'Fallon, IL, 8:30 AM-Noon. Complementary coffee, donuts and self tours of the showroom. For info, call (618)271-3000.
- **24 Feb 19**—Annual **MG Club of St Louis Pinewood Derby**, 2 PM at Llywelyn's Pub, 17 W Moody, Webster Groves. Monitor [www.stlouismgclub.com/events-calendar/](http://www.stlouismgclub.com/events-calendar/).

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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

As always, plenty to choose from among the various car magazines. The first quarter 2019 issue of *Moss Motoring* tends to focus on Minis, with a brief history of the car and its variants, followed by a feature on the South African Mini 1275 GTS and article by one owner's travels in his Mini with his dog Seera. Plus, a tech article on windshield wipers and another owner's story about a cross-country, 30<sup>th</sup> anniversary drive with her husband in their MG Midget. January's *Octane* covers a restored BMW-powered McLaren F1 ("The noise is shockingly loud – a race-car chainsaw rasp"), plus



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- 9 Mar 19—2<sup>nd</sup> Annual St Louis Chapter BMWCCA Winter Shootout**, at Pole Position indoor kart track. Arrive at 12:40 PM, first race runs at 1 PM. \$65 for three races, \$35 for current BMW Club members and 2018 Tire Rack Street Survivor School (TRSSS) instructors. Registration closes at 10 PM 5 March, 22 participant limit; register via Eventbrite (<https://www.eventbrite.com/e/2019-st-louis-bmw-club-winter-shootout-tickets-53168238633>), password bmwclub. Prizes to the top five drivers, remaining drivers will participate in raffle for three attendance prizes.
- 16 Mar 19—Jaguar Association of Greater St Louis Driving Tour**, to Elephant Rock State Park and High Valley Angus Ranch. Meet at 8:30 AM at the St Louis BreadCo, MO 21/Tesson and Kennerly Ferry (two blocks west of I-270, behind the Walgreens), first car off at 9 AM. Figure on 45 minutes at the state park, then a short dash over to Ironton for a private buffet lunch at Baylee Jo's BBQ. After lunch, an optional bonus rallye to Arcadia for a visit to the High Valley Angus Ranch, including (weather permitting) a hayride tour of the ranch. There is a \$5 per car entry fee and \$15 per person for lunch, which includes soft drinks and dessert; we'll collect at the Bread Co, *please bring cash*. Please RSVP to either Jim Hendrix at [lhendrix@curtispack.com](mailto:lhendrix@curtispack.com) (314)406-5412 or Phil Taxman at [ssjagman@aol.com](mailto:ssjagman@aol.com) (314)761-5913. Monitor [www.jagstl.com](http://www.jagstl.com) for information on the restaurant and meal choices.
- 30 Mar 19—Caffeine & Chrome**, at Gateway Classic Cars, 1237 Central Park Dr, O'Fallon, IL, 8:30 AM-Noon. Complementary coffee, donuts and self tours of the showroom. For info, call (618)271-3000.
- 31 Mar 19—First BSCC autocross** of the season, Family Arena, St Charles, show about 9:30 AM. To get on the event mailing list or for additional, contact Racer Steve at [sshab@yahoo.com](mailto:sshab@yahoo.com).
- Mar 19—MG Club of St Louis Tech Session No. 3**, at It's Alive Automotive, 11714 St Charles Rock Rd, Bridgeton. Date and other details TBA.
- 12-14 Apr 19—"Luau in the Lou!" SCCA Midwest Division majors club racing with time trials**, hosted by the St Louis Region, SCCA. At Gateway Motorsports Park, details to follow. In the meantime, monitor <https://roadracing.stlscca.org>.
- 20 Apr 19—JAGSL Judge's Training Seminar 2019**, hosted by Chief Judge Jim Hendrix and Co-Chief Judge John Testrake. Concours season is coming around and it's time to update your judging credentials. To do that, you need to attend judge's training; however, you don't have to be a judge to attend this session, all are welcome. Starts at 11 AM, location and other details TBA, monitor [www.jagstl.com](http://www.jagstl.com) and the online *Growl*.
- 27 Apr 19—Caffeine & Chrome**, at Gateway Classic Cars, 1237 Central Park Dr, O'Fallon, IL, 8:30 AM-Noon. Complementary coffee, donuts and self tours of the showroom. For info, call (618)271-3000.
- 28 Apr 19—BSCC autocross #2**, Family Arena, St Charles, show about 9:30 AM. To get on the event mailing list or for additional, contact Racer Steve at [sshab@yahoo.com](mailto:sshab@yahoo.com).
- 3 May 19—8<sup>th</sup> Annual Union Methodist Church Car Cruise**, 5:30 PM-8:30 M, UUMC rear upper parking lot at 721 E Main St, Belleville. 50/50 drawing, food available, no alcohol or burnouts. For info call (618)235-3959.
- 18 May 19—JAGSL Road Rally**. Start time, location and other details TBA, monitor [www.jagstl.com](http://www.jagstl.com) and the online *Growl*.
- 25 May 19—Caffeine & Chrome**, at Gateway Classic Cars, 1237 Central Park Dr, O'Fallon, IL, 8:30 AM-Noon. Complementary coffee, donuts and self tours of the showroom. For info, call (618)271-3000.
- 8 Jun 19—JAGSL R&R Ranch Tour & Lunch**. Come out for a drive to and tour of the R&R Ranch, including the ranch's mini horse rescue barn and muscle car collection. Afterwards, we'll drive to Labadie for lunch at the Hawthorne Inn. Meet at 9 AM, location and other details TBA, in the meantime monitor [www.jagstl.com](http://www.jagstl.com) and the online *Growl*.
- 23 Jun 19—BSCC autocross #3**, Family Arena, St Charles, show about 9:30 AM. To get on the event mailing list or for additional, contact Racer Steve at [sshab@yahoo.com](mailto:sshab@yahoo.com).
- 27-30 Jun 19—Annual Gathering of the (MG) Faithful/GOF**, at the Double Tree in Chesterfield. Details to follow.

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

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

an article on the drive of a Jaguar XJ40 to Paris in salute to the XJ's 50<sup>th</sup> anniversary. If you're interested in the truly esoteric, the staff road tests a 91-year-old steam tractor ("Octane's slowest-ever road test").

Over at *Classic & Sports Car* for January, one feature concerns an individual in England who focuses on former police cars; his collection includes an MG TC from the Warwickshire Constabulary (!) and a Jaguar S-Type, ex-London Metropolitan Police. A comparison between an MG C-Type Monthéry Midget and an Austin Seven Ulster TT ("The Race to One Hundred Miles Per Hour") follows, along with an article for Austin enthusiasts on the A90 Atlantic. January's *Thoroughbred & Classic Cars* includes a buried gem: during a test of the very light, V8-powered 1969 Trident Clipper (Trident Cars, Ltd, 1966-1974, 1976-1978), you learn the GT's chassis came from an Austin-Healey 3000. The later Trident Venturer was built on Triumph TR6 foundations and the Tycoon used a Triumph 2.5L six for power.

February's *Road & Track* incorporates an excellent article by the legendary Peter Egan on a cross-country drive in his Morgan +4. *Vintage Motorsports* for January/February 2019 has a lengthy article/interview with 98-year-old Jaguar test and development engineer/driver Norman Dewis plus a feature on the 1932 MG J2 Midget. Finally there is a good amount of BMW material in *Car & Driver* for February, starting with the cover article on the return of the Toyota Supra...which, as a joint project with BMW, has a fair amount of that company's content, including the 3-liter B58 inline six. Also, the BMW X1 receives the magazine's award for the best subcompact luxury SUV and, at the back, rave reviews for the latest 3-series.

# Roadwork—An American Healey?



The legendary Stutz Bearcat (Photo via Heroes, Heroines & History)



Looking back to the earliest vehicles produced in this country, such as the Stutz Bearcat (Indianapolis), the Apperson Jackrabbit (Kokomo, Indiana) and American Underslung (also manufactured in Indianapolis; in fact, Harry Stutz helped develop the brand), its evident manufacturers have always promoted certain products as “sports cars.” Invariably, the title inferred two seats, manual transmission and cockpit pretty much wide open to the elements with few creature comforts. “Wide open” definitely described the driving accommodations for the operator and passenger in cars like the Bearcat and Jackrabbit... in fact, the description fit pretty much all of the brass-era vehicles...

Post-World War II, when the British, German and Italian sports cars started coming across the Atlantic, US manufacturers didn't have an answer; it was all sedans, coupes and pickup trucks, with the odd limousine or coach-built special thrown in. To be sure, nowadays automotive corporations – aided and abetted by the automotive media – tend to throw the title of “sports car” around pretty loosely, but realistically, over the past 60+ years, only five American cars fit the original definition. In order of production, they were the Crosley Hotshot/Supersport, 1949-1952 (don't laugh; the cars rang up quite a record in competition and Crosley engines found their way into all sorts of sports and racing cars); the Nash-Healey, 1951-1954; Chevrolet Corvette, 1953-present; Kaiser-Darrin, 1954; and AMC's AMX, 1968-1970. All featured two seats, a manual transmission and a convertible top (save for the AMX) and all had some sort of competitive record.

Of these, only the 'Vette survives. Harley Earl, Chief of Design at General Motors during the 1940s and 1950s (and in fact, GM's first chief of design), reportedly came up with the concept of the Corvette after seeing British sports cars racing at Watkins Glen in September 1951, particularly the Jaguar XK120s driven by Walt Hansgen, Brooks Stevens and others. Earl decided the US needed an answer to the XK and Chevrolet assigned Chief Engineer Ed Cole to the project. The resulting '53 Corvette, liked the XK120, had a straight six, albeit a 235ci “Stovebolt” six with three Carter one-barrel side draft carbs, good for all of 150 horsepower, sending power to a live rear axle via a (horrors!) two-speed PowerGlide automatic.



Harley Earl (photo: General Motors)

The car was not particularly sporting, although obviously within a few years Chevy's engineers – led by Zora Arkus Duntov – turned the Corvette into something desirable that tended to dominate on the tracks; in the process, they saved the car. Following the introduction of a 265ci V8 and three-speed manual in the 1956 “Vettes, they became desirable

sports cars, albeit at a different level than the Jaguars, Healeys, MGs and Triumphs they ran against.

As an aside, the incredible success of the competitor Ford Thunderbird in its first year of production played a role in forcing Chevrolet to up the Corvette's game, although Ford intentionally refrained from referring to the T-Bird – available with a 292ci, 193hp V8 with manual transmission – as a “sports car.” Despite that, a few Thunderbirds also found their way to US race tracks and did pretty well.

So, with the Corvette moving up and away from its original standing as direct competition for British sports cars – and with the Nash-Healey going out of production in 1954 – which manufacturer took a look at challenging the cars from Great Britain? We'll use the Austin-Healey 100 series as the grading or comparison point: low slung, seating for two, convertible top, manual transmission (preferably on the floor) and either a big four-banger (the 100-4's displaced 2.6L) or a, well, smallish six (the 100-6 engine displace...2.6L!). Oh, and reasonably priced, let's say cheaper than a Jaguar XK but somewhat more pricy than a TR3 or MG TD/TF.

As background, Austin already held experience in the production of cars in the United States, albeit briefly. In 1929 Sir Herbert Austin established the US branch of his company, primarily as a means of expanding Austin's market without paying import tariffs. The cars produced by American Austin at its Butler, Pennsylvania, factory were variants of the home country's Seven. Powered by a 46 ci, 14hp, two main-bearing, L-head four, the cars were offered in roadster, runabout, cabriolet and coupe versions, priced between \$275 and \$550.



1931 American Austin (photo via ConceptCarz)



Unfortunately, Sir Herbert's attempt to establish an American beachhead came at a very bad time, what with the Great Depression; and, whatever their financial situation, American buyers didn't gravitate towards really small cars. While American Austin rolled out 8558 vehicles in the first year, sales declined and in the end, only 19,700 were produced over five years. The company reorganized under new ownership as American Bantam and continued production from 1937 through 1941. Interestingly enough, American Bantam's last major efforts included the development of the first Jeeps prior to World War II.



Austin-Healey 100-4 (photo via Bring A Trailer)

While Austin's big post-war attempt to make a splash in the US market with the A90 bombed big time, the Austin-Healey 100, introduced in 1953, proved a huge

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hit. The car measured 151.5 inches long, rolled on a 90-inch wheelbase and weighed about 2200 lbs. It had double wishbone front suspension on coil springs, with lever-arm shock absorbers and an anti-roll bar. At the back end, Healey fitted the A90 axle on semi-elliptical springs, with lateral placement via Panhard rod (in 1954, the more durable Austin Westminster rear axle replaced the A90's).

During the 1950s, several American companies turned out show cars that conceivably could've offered a domestic alternative to the Austin-Healey 100, if they'd gone into production. We're not talking pure show cars, such as the large number of futuristic two-seaters that dominated auto shows during the early "Space Race." Many took their design features from military jet fighters or, after Russia's 1957 launch of Sputnik, employed space-related features...or what Detroit designers thought invoked space travel. Oftentimes the cars featured bubble tops (good luck keeping the passenger compartment cool during summer; you'd need an air conditioner unit capable of refrigerating a town the size of Toledo), large scoops, large circular exhausts or simulated afterburners at the back end and *really* large fins.

No, we're going to take a look at cars that realistically (and economically...well, most of them) could've gone into production. We'll do this by year of introduction, starting with exhibit A: the 1952 Packard Pan American.

**1952 Packard Pan American** – Yes, a Packard, built by a company that had a long history of success in the upscale market, but ran into financial trouble during the 1950s.

According to Leon Dixon of the Henney Motor Company, which fabricated the car for Packard, it was "the first truly American sports car," apparently in retort to the Anglo-American Nash-Healey. Richard Arbib designed the car for Henney. He started with a 1951 Series 250 convertible, chopped the windshield and section and channeled the body; a 327 ci/5.4L straight eight engine, which produced 150 hp, powered the 4220 lb car. The 221-inch-long car rode on a 127in wheelbase.



The Pan-American (Packard photo)

The car was a big hit and appeared in car magazines and at multiple shows; Packard built six for the show circuit, but it never went into production, partly due to an anticipated cost well to the north of \$10,000. It did pave the way for the successful 1953 Packard Caribbean but as an alternative to the Healey (or the XK120, for that matter)), it wasn't even close. It had the drop top and two seats, but the Pan American was a full five feet longer than the 100-4 (!), weighed twice as much and most likely would've been more suitable for stately, Packard-style cruising. .

Next candidate, please:

**1953 Dodge Firearrow** – Starting in 1953, the Chrysler Corporation released four show cars designed by Virgil Exner (occasionally referred to as "Virgil Excess" in response to some of his wilder designs), in association with Ghia of Turin, Italy. Named "Firearrows," these vehicles included two roadsters (Firearrow I and II), a coupe (Firearrow III) and a convertible (Firearrow IV). All four rode on stock Dodge chassis.

Each car was fitted with the "Red Ram" Hemi V8 and a Torque-Flite automatic. During the opening of Chrysler's Chelsea Proving Ground in June 1954, US female aerobatics champion Betty Skelton ran the Firearrow III up to 143.44 mph; she set the woman's closed-course record while wearing a dress and high heels (!).



Above, the Firearrow II and IV. Right, the interior of the IV...very, uh, sporty (photos by Barrett-Jackson)



All four cars are now in private hands or museums. The Firearrow IV sold at a Barrett-Jackson auction in 2007 for \$1.1 million. Would they have served as competition for the Austin-Healey if put in production? Probably not; like the Pan American, all four were rather large cars (the Firearrow III had a 119-in wheelbase and was 190.6 inches long overall) and between the 150hp Hemi engine and slushbox transmission, were, like the Packard, probably more suitable for stylish cruising. However, as demonstrated by Skelton, all four cars undoubtedly went very fast in a straight line.

Okay, now it's time for GM to weigh in, starting with three 1954 show cars, which made their public appearances as part of GM's Motorama traveling car show: the **Buick Wildcat II**, **Pontiac Bonneville Special** and **Oldsmobile Rocket F-88**. All three had Corvette foundations or components in one form or another and all three most definitely pushed GM styling standards, particularly at the front end.



Buick Wildcat II (Buick photo)

The Buick, designed by company Chief Designer Ned Nichols, used the Corvette's cowl and windshield but otherwise had its own highly distinctive fiberglass body. Nichols referred to it as an "American adventure in tomorrow's design;" the car

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featured a 322 ci, 220hp V8, 4-speed Hydra-Matic transmission.



Pontiac Bonneville Special (Pontiac photo)

The Bonneville served as a Pontiac's first-ever two-seat design and also went on the circuit with an eight-cylinder engine, in this case a flathead 268 ci straight-eight with two four-barrel side-draft carbs, good for 230hp. Of the three, the Bonneville came the closest to the "man into space" category, with full bubble top and a continental kit out back styled like a jet engine exhaust.

Finally, the **Oldsmobile Rocket F-88**, designed by Bill Lange and developed under the guidance of Harley Earl, with inputs by Bill Mitchel and Duntov. This offering featured the legendary 324ci "Rocket V8," with the ubiquitous Hydra-Matic, as well as power windows and doors. Apparently, due to Earl's interest, the F-88 came the closest to production and it probably would've given the Corvette a run for its money. Chevrolet recognized the threat and successfully lobbied GM corporate to kill development and production.



Oldsmobile Rocket F-88 at Pebble Beach (photo via ConceptCarz)

Earl followed up with two Cadillacs for the 1955, named the **LaSalle II**. One was a sedan; the second car, however, was



Cadillac LaSalle II (Cadillac photo)

a two-seat convertible, once again based on the Corvette. The body was in fiberglass and featured a scallop along the

side (adopted with the 'Vette in 1956), fully exposed rear wheels, side exhausts...and a truly unique (ahem) front end. What stood out was the engine: a dual overhead cam aluminum V6, under development by General Motors.

Finally, another Mopar offering: the **1954 Plymouth Belmont**. While the car sat on a standard Plymouth chassis, with a 241ci V8, three-speed Hy-Drive automatic, solid axle out back and drum brakes all around, the body was in fiberglass. In keeping with "British standards," the Belmont lacked external door handles; you had to reach inside to open the car. Otherwise, the interior was quite elegant, including a dashboard with seven gauges. While Chrysler reportedly seriously looked at putting the two-seater in production, Plymouth only built the one example for show purposes. The car – restored and running – went up for auction with Barrett-Jackson in late 2012 but failed to meet the reserve.



Plymouth Belmont (photo via SiloDrome)

There you have it...US manufacturers never turned out an actual alternative to an Austin-Healey, i.e., mid-size (for a sports car), affordable open-top sporting conveyance. From the list of cars above, possibly – possibly – the Olds F-88 and LaSalle II might have come closest to the 100-4/100-6, although the Oldsmobile was more Corvette than pseudo-British. At least the Cadillac would've gone into production with a six-cylinder engine; one would hope GM would've offered either car with a manual transmission. However, Motown manufacturers never really understood the market for smallish sports cars, particularly of the British persuasion and in any event, their attempts at something new—such as the compacts which debuted towards the end of the '50s/early '60s—more often than not had all of the design features of a scaled-down full size car.

Production of the 3000 ended in 1967, the victim of pending smog and safety regulations, while the smaller Sprite survived until 1969. Sports cars in this country pretty much remained the province of Corvette, the Brits, Italians and Germans until the 1989 introduction of the Mazda Miata (which is still built in Japan) and the 2005 debut of the Pontiac Solstice and Saturn Sky, both based on an Opel design. With their four-cylinder engines (turbocharging available as an option), the Solstice and Sky could be considered as modern equivalents to the MGB and TR4, albeit with more modern electronic features, more comfortable interiors and – zounds! – more weather-tight tops

In the end, the Corvette continues its now 66-year reign as America's only true sports car...and the big Healeys remain British automotive icons.

**Sources:** Mark J. McCourt, "Valiant 'Vette," *Hemmings Classic Car*, July 2016, 44-47; Paul Zazarine, "Corvette Legends – Harley Earl," *Super Chevy*, 30 March 2007; "1930-1934 American Austin," *Consumer Guide*, n.d.; Steve Siler, "The Greatest Concept Cars of the 1950s," *Car & Driver*, 15 November 2016; "American Concept Cars Showcase, Part 2," *Dark Roasted Blend*, n.d.; *Racing Sports Cars*, [www.racingsportscars.com](http://www.racingsportscars.com); Aaron Severson, "Building a Cheaper Healey," *Ate Up With Motor*, 1 April 2012; Leon Dixon, "Packard American, the mysterious Packard concept sports car. Which way did they go?," *Hemmings Daily*, 8 July 2018; "1952-1954 Packard Panther and Pan American," *Consumer Guide*, n.d.; *ConceptCarz.com*; Nick D, "1954 Buick Wildcat II," *Supercars.net*, 6 April 2016; Nick D, "1954 Pontiac Bonneville Special," *Supercars.net*, 24 April 2016; "Cadillac LaSalle II Concept," *Motor1*, 5 May 2011; "1954 Plymouth Belmont Concept Car," *Silodrome*, n.d.

# Featured Events

## MG Club of St Louis Holiday Lights Drive

18 Dec 18

Photos by  
Glenn Owens

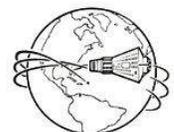


## Boeing Sports Car Club Kart Session

5 Jan 19



MCDONNELL COMPANY



**MG Club of St Louis Holiday Party**

12 Jan 19

**Featured Events**



Photos by Glenn Owens

**Jaguar Association of Greater St Louis Deer Creek Club Gala**

Photos by Ben Hendrix and Kelly Waite

19 Jan 19





Photos by Glenn Owens



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