



Gateway Relay

Vol VIII, No. 8

St Louis Sports Car Council

September 2019

Council News & Notes

- Typically every late-winter/spring, we send a "courtesy copy" of the *Relay* to 15-20 of the other car clubs here in St Louis. Yes, the primary reason is to blow our horn concerning the activities of the eight member clubs. Yes, a secondary reason is to possibly draw additional members, thus adding to the variety of events.
- We've had a couple of nibbles from other clubs over the past few years but generally we've continued forward with our current eight member clubs, plus the "sub-club" Morgan and Sunbeam Tiger owners.
- As has been mentioned before, if you have friends in other clubs and think they might be interested in the StLSCC, feel free to forward a copy of the *Relay*; refer any questions to the editor. Who knows, maybe we will pick up a couple of additions.
- Having said that, still plenty of activities on the calendar, although the time is coming where, once again, this newsletter will thin out a bit as our associated organizations run their last drives and shift to holiday/party mode. Right now, last drive we're aware of is 10 November and next year's first drive will take place mid-February. Any additions and we'll get the word out.

Up & Coming

- 13 Sept 19—Misfit Toyz Car, Truck & Bike Cruise**, 2nd Friday each month, April through October, 6-10 PM. At Hardees, 2580 Lemay Ferry Rd, St Louis.
- 13 Sept 19—Summer Sampler II/Off the Beaten Track Rally**, sponsored by the St Louis Region, SCCA. Organized in conjunction with the SCCA racing weekend World Wide Technology Raceway (formerly Gateway Motorsports Park). Details to follow.
- 13-14 Sept 19—Midwest Division Double Regional Road Race**, hosted by the St Louis Region, SCCA. At Gateway Motorsports Park, details to follow. In the meantime, monitor <https://roadracing.stlscca.org>.
- 13-15 Sept—Elkhart Lake Vintage Festival**, at Road America, Elkhart Lake, Wisconsin. The weekend includes a re-enactment of the original road race Saturday afternoon, the "Gathering on the Green" Concours on the grounds of the Resort, practice and qualifying Friday, featured races Saturday and historic cup races Sunday. The **Jaguar Association of Greater St Louis'** Phil Taxman is running his E-Type and the club's forming a British Expeditionary Force to serve as pit crew and cheerleaders, for more info monitor www.jagstl.com.
- 14 Sept 19—Cars & Coffee/Fast Lane Classic Cars**, 427 Little Hills Industrial Blvd, St Charles. Hosted by Fast Lane, C&C St Louis, the Bridge Coffee House and the Dokaj Foundation, 8 AM-10 AM. Info at <https://calendar.time.ly/xzi1q8ed/posterboard>.
- 19-22 Sept 19—Jensen East Nationals**, 20th anniversary annual gathering of Jensen owners, in St Louis. Host hotel is the Hampton Inn & Suites, Chesterfield, 5 McBride & Son Drive (I-64 at Boones Crossing), call (636)530-0770 and reference the Jensen Car Club for the event rate. Planned activities include a "British Invasion" drive to Fulton and the Winston Churchill Museum on Friday the 20th, open to all British and other special interest vehicles, followed by participation in Saturday's **All-British Car & Cycle Show** at Creve Coeur Lake Park. Monitor www.jenseneast.org/index.html for additional information on activities.
- 20 Sept 19—All British Car Show Welcome BBQ** for registered participants. At the Heldman Shelter, Creve Coeur Lake Park, sponsored by All British Car Repair.
- 21 Sept 19—38th All British Car & Cycle Show**, Creve Coeur Lake Park, 13450 Marine Ave. Sponsored by the MG Club of St Louis; this year's featured marque is Jensen. For more info or to register, call up <https://allbritishcarshow.com>.

(Continued on page 2)

OFFICIAL PROGRAM

FLORIDA NATIONAL

SPORTS CAR RACES

Mac DILL AIR FORCE BASE
TAMPA, FLA.

Sponsored by
MacDILL AIRMEN'S LIVING IMPROVEMENT FUND
FOR BENEFIT OF
Airmen's Living Conditions

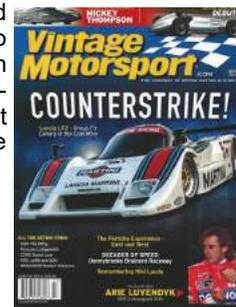
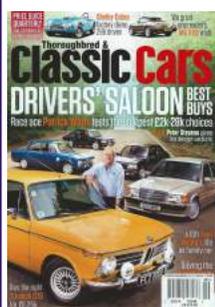
21 FEBRUARY '53 50¢

Photos of CARS and DRIVERS • Recording Claims

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

This month we start with the August issue of *Classic & Sports Cars*, which includes features on the one-off HMW-Jaguar coupe, the European and US Formula 5000 series ("...a recipe for boom and bombast...") and for the rally crowd, two offerings: restoration of the little-known Peugeot 504 pickup truck and photo coverage of "Improbable Rally Cars." The list includes a Morgan Plus 8 and the



- 21 Sept 19—BSCC Autocross #6**, Family Rena, show about 9:30 AM. **Rescheduled** from 8 September; to get on the event mailing list or for additional info, contact Racer Steve at sshab@yahoo.com.
- 21 Sept 19—10th Annual Spirit of the Midwest Rides for Guides Classic Auto Show**, 212 Utz Lane at the District 837 Machinists Hall behind Jack Schmidt Car Wash, Hazelwood. Registration 8 AM-noon, \$20 entry, \$10 for display, photo of your car included, judging at noon. Dash plaques to the first 200 cars, 50/50 and door prizes, food and drinks. Proceeds go to Guide Dogs of America; for more info, call (815)280-6400 or (219)427-8377.
- 21 Sept 19—Tire Rack Street Survival School**, hosted by the St Louis Chapter BMWCCA, St Louis Region SCCA and St Louis Chapter PCA. Great program for teenaged drivers, teaching automotive safety and vehicle control skills. Dates tentative, monitor www.stlbmwcca.org for confirmation and details.
- 21 Sept 19—Cars & Coffee/Westport**, 8 AM-11 AM.
- 21 Sept 19—10th Annual Spirit of the Midwest Rides for Guides Classic Auto Show**, 212 Utz Lane at the District 837 Machinists Hall behind Jack Schmidt Car Wash, Hazelwood. Registration 8 AM-noon, \$20 entry, \$10 for display, photo of your car included, judging at noon. Dash plaques to the first 200 cars, 50/50 and door prizes, food and drinks. Proceeds go to Guide Dogs of America; for more info, call (815)280-6400 or (219)427-8377.
- 22 Sept 19—St Louis Region SCCA autocross #6**, Family Arena, St Charles. Registration 7 to 8:15 AM, \$40 for SCCA members, \$40 plus \$15 weekend membership for non-members. Info at www.stlsolo.org.
- 27 Sept 19—Last Kirkwood Sonic Car Cruise** of the season, at Big Bend and S Kirkwood. Tends toward muscle cars and rods but foreign vehicles are welcome!
- 3-6 Oct 19—TRials/6-Pack National Meeting**, at the Sheraton West Chalet Hotel St Louis, Westport. Annual gathering of Triumph TR250/TR6 owners/enthusiasts, will included drives of scenic 2-lane roads including stops at wineries and other venues, plus a **Route 66 tour**. For more information call up <https://ckeefe4.wixsite.com/6-packtrial2019/> or contact event coordinator Kevin Blume at KBlume1@gmail.com. Updates will get posted on Facebook at www.facebook.com/events/2065684406955406 and the St Louis Triumph Owners Association website at www.sltoa.org.
- 4 Oct 19—Memories Car Club Cruise at Faith Church**, aka "The Zoo," should be the last one of the season. Rahning Rd off MO 30/Gravois, 4 PM-9 PM, all vehicles '79 or older are welcome.
- 4-5 Oct 19—Jaguar Association of St Louis Annual Concours d'Elegance**, at Faust Park. Friday night meet n' Greet at Prolevel RC race track, Chesterfield Mall, 6-8 PM. Concours Saturday at Faust Park, 15185 Olive Blvd, Chesterfield, cars on the field between 7 and 9 AM. Judging begins at noon and will continue until 3:30 PM, if necessary. Awards banquet 6-10PM at TopGolf St Louis, 16851 N Outer 40 Rd, Chesterfield. Monitor www.jagstl.com and the online *Growl* for more details.
- 5 Oct 19—Cars & Coffee West/Sunrise Church**, 7116 Twin Chimneys Blvd, O'Fallon, MO, 8 AM-10 AM. Info at <https://calendar.time.ly/xzi1q8ed/posterboard>.
- 6 Oct 19—BSCC autocross #7**, 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.
- 11 Oct 19—Misfit Toyz Car, Truck & Bike Cruise**, 2nd Friday each month, April through October, 6-10 PM. At Hardees, 2580 Lemay Ferry Rd, St Louis.
- 12 Oct 19—Cars & Coffee/Fast Lane Classic Cars**, 427 Little Hills Industrial Blvd, St Charles. Hosted by Fast Lane, C&C St Louis, the Bridge Coffee House and the Dokaj Foundation, 8-10 AM.
- 12 Oct 19—5th Annual Old Chain of Rocks Bridge Route 66 Car Show**, sponsored by the Chain of Rocks Community Association (CORCA). South of I-270 on Riverside Dr, register online or on the day of the event from 9 AM-Noon. For info, call up <http://corca2stlorg./2019-show-classic-cars-wanted.html>.
- 13 Oct 19—Double-National Weekend Rallies**, road course and tour, sponsored by the St Louis Region, SCCA. Details to follow.
- 13 Oct 19—St Louis Region SCCA Autocross #7**, Gateway Motorsports Park. Registration 7 to 8:15 AM, \$40 for SCCA members, \$40 plus \$15 weekend membership for non-members. Info at www.stlsolo.org.
- 17 Oct 19—Jaguar Association of Greater St Louis Classics & Cocktails**, at the Missouri Athletic Club West, 4:30 PM.
- 19 Oct 19—Gateway VCOA Mid-Missouri Meet-Up**, with the Heartland (KC) VCOA chapter at Lake Ozark, Missouri. Details to be announced, monitor <https://gatewayvolvo.club/>.
- 19 Oct 19—Cars & Coffee/Westport**, 8 AM-11 AM.
- 20 Oct 19—MG Club of St Louis annual Sporting Clay Shoot**, at Blackhawk Valley Hunt Club, Old Monroe, starts at 9 AM. Bring your shells (either #8 or #7.5 bird), Blackhawk fees are \$25 for 50 clay birds or \$40 for 100. No handguns allowed; if you do not have a shotgun, call John Mangles at (314)426-1600 and he'll find one for you to borrow. Please RSVP to John NLT 17 October at mgdoc@sbcglobal.net.
- 20 Oct 19—BSCC Autocross #3**, rescheduled from the rained-out 23 June event. Family Arena, St Charles, show about 9:30 AM. To get on the event mailing list or for additional information, contact Racer Steve at sshab@yahoo.com.
- 26 Oct 19—6th Annual SLTOA Fall Colours Drive**. Meet at the McDonalds in Alton (off the end of the Clark Bridge) at 10 AM; route will include Principia College and lunch, most likely at Aerie's in Grafton. More details to follow, monitor www.sltoa.org.

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

Roadwork—Racing on Runways



Back during the early 1950s, sports car racing under the still new Sports Car Club of America was on the ropes. Following its founding in 1948, the SCCA ran races on public roads in various locations around the country. Following several accidents including a fatality at Watkins Glen, the club started shifting events to built-for-the-purpose sports car tracks around the country. However, it took time to get these new, dedicated facilities built; fortunately for the SCCA and its members, the Commander-in-Chief of Strategic Air Command, Gen Curtis LeMay, offered to hold races on various SAC bases around the country.



General LeMay with an Allard at Offutt AFB, Nebraska (photo via SCCA). Below, the general talks with Col Reide Tilley (photo via *Veloce Today*).



in fact, he even owned a British sports car, an Allard JR. Many of his officers – particularly veterans of the war in Europe – owned and raced sports cars. One example was his Chief of Public Relations, Col Reide Tilley, who also owned a JR. Tilley flew with the Royal Air Force during WWII with No. 121 Squadron, one of the famous Eagle Squadrons, flying Supermarine *Spitfires*; he followed with an assignment to the RCAF's No. 126 Squadron. He bagged seven German aircraft during the war, with six probables or damaged, and is on record as the only pilot ever documented to shoot down an attacking aircraft – in this case, a German Ju-87 *Stuka* making a run on Malta's airfield – with a revolver. Tilley initially drove a Jaguar XK120M in competition and, along with LeMay, Roy Scott and Col Dave Schilling, formed the unofficial "SAC Racing Team."

The first SCCA National event at a SAC base took place in October 1952 at Turner AFB, Albany, GA, with revenues from the race going to the Air Force Aid Society. The competition featured quite a lineup of entrants, including Briggs Cunningham with three cars driven by him, John Fitch and Phil Walters, as well as plenty of Allard-Cadillacs, Jaguar XK120s, Ferraris, MG TCs and TDs and a wide mix of other competitive vehicles (no Triumphs yet; the US introduction of the TR2 was still several months off). John Fitch won the four-hour

Strategic Air Command Trophy Race in his Cunningham and received the trophy from 40th Air Division commander Col Thayer S. Olds. General LeMay looked on, along with a Naval Reserve Commander named Arthur Godfrey.



What you normally saw on a SAC ramp: KC-97s and B-47s (USAF photo)

In 1953, events at military installations made up fully two-thirds of the SCCA's race calendar. The installations included Bergstrom AFB, Austin, TX; Chanute AFB, Rantoul, IL; Offutt AFB, Bellevue, NE; Paine AFB, Everett, WA; Lockbourne AFB, Columbus, OH; Eagle Mountain National Guard Base, Newark, TX; Stout Field, Indianapolis, IN; NAS Terminal Island, Long Beach, CA; Stead AFB, Reno, NV; Turner AFB and March AFB, Riverside, CA. Bergstrom's first race, held in April 1953, proved particularly colorful, according to the *American Statesman*:

...movie star Jimmy Stewart was on hand as were a bevy of campus beauty queens. As a special attraction, former University of Texas track star Allen Lawler challenged a quarter horse and a Jaguar to a special 100-yard dash. The oldest surviving soldier from the Civil War, a 111-year-old Confederate veteran, reigned as Bergstrom's honorary base commander for the day...In the featured 200-mile race, the favorite was the dapper, 45-year-old (Jim) Kimberly. According to *Time* magazine, Kimberly made an entrance into Austin that was spectacular even by Texas standards. Included in the Kimberly entourage: a trailer loaded down with two Ferraris, a machine-shop truck, a station-wagon car complete with a bar and two expert mechanics. Kimberly's red Ferrari was able to out-muscle the Jaguar C of Californian Phil Hill on the final straightaway for the win. Kimberly's car also recorded the fastest time at a speed trap on the longest straightaway, 150 mph.



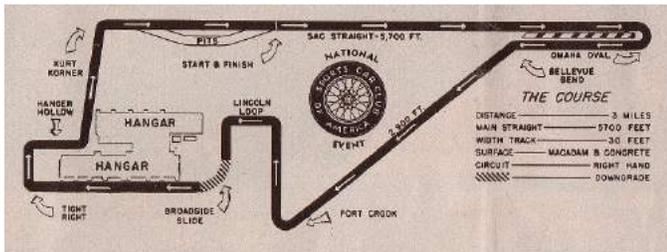
SCCA President Fred Wacker in an Allard owned by Gen LeMay (photo via Dennis Simanaitis)

(Continued on page 4)

Well, with 12,250 feet of runway serving as the circuit's primary straightaway, the clocking of a Ferrari hitting 150 mph was certainly believable. Kimberly, the heir to the Kimberly-Clark fortune, later served as president of the SCCA.

The 1954 SCCA schedule featured races at MacDill AFB; Hunter AFB, Savannah, GA; Bergstrom AFB; Andrews AFB, MD; Bakalar AFB, Columbus, IN; Chanute AFB; Westover AFB, Chicopee Falls, MA; Offutt AFB; Lockbourne AFB, Columbus, OH; March AFB; and NAS Moffett Field, Sunnyvale, CA. Besides Jags, Ferraris and Allards, the competitors drove cars such as MG TC/TD/TFs, Austin Healey 100s, Kieft-Bristols, Kieft-MGs, Aston Martins (one powered by an Offenhauser, if you can believe that), Frazier Nashes, Singers, Arnold-Bristols and a brace of one-off, shop-built specials.

Apparently, national-level sports car races never took place at Scott AFB. The local tracks were Chanute AFB up by Rantoul, Offutt AFB on the south side of Omaha (which also housed the headquarters of Strategic Air Command) and Malden Air Base down near the Missouri Bootheel on US 62.



The Offutt AFB course layout (diagram via xxx)

Chanute was assigned to Air Training Command as one of the Air Force's primary technical training bases. At the races held in June 1954, the highest placed Triumph driver was Bob Salzgaber in a TR2, who came in 15th. Despite this low finish, Salzgaber saw plenty of success at the other tracks and would take the E Production National Championship at the end of the year, leading a TR2 sweep of the class. Jaguars dominated C Production while Austin-Healeys ruled D Production; F Production proved a battle between Porsche and the MG Ts, with Porsche coming out on top. Notably, the FP class turned out several drivers who went on to fame, including Dr Dick Thompson (Porsche), Pete Lovely (Porsche) and Bob Holbert (MG).

Concerning Malden AB, it too operated under Air Training Command. As an army air field during World War II, it housed flight training for aviation cadets, utilizing Vultee BT-13s and BT-15s. After June 1944, it served as a transport and glider training facility under I Troop Carrier Command. The Air Force declared Malden surplus in 1948.

However, on 11 July 1951, the USAF reactivated the field as Malden Air Base, for the purpose of contract flight training. As the title implies, a civilian flight school trained future Air Force pilots under contract. The Air Force operated several of these contract flight installations during the 1950s, most operating T-6 Texans, T-34s, T-28s and later Cessna T-37s. Anderson Air Activities of Milwaukee provided the training, with the Air Force's 3305th Pilot Training Group operating the base. During the course of flight training operations, the company published a monthly magazine (officially termed an —internal information bulletin) for the field's personnel.

Interestingly enough, the June 1958 edition featured a photo of a dashing young pilot — complete with aviator sunglasses — sitting on the front fender of his TR3. Here's the story that went with the photo:

Ed was bent over a soggy grade slip as I walked into the Ready Room and looked up with his irrepressible, boyish smile. He has always struck me as one of the few pilots who look exactly the way a pilot should look and so I self-consciously removed my bifocals, eased myself onto the table and plunged, —Well, how was the sports car race at Indianapolis?!

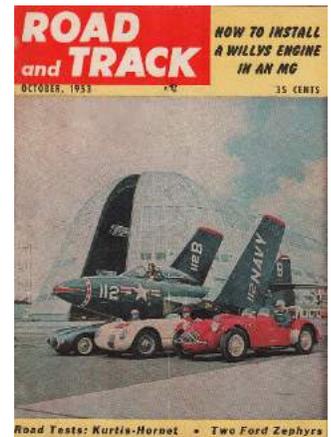
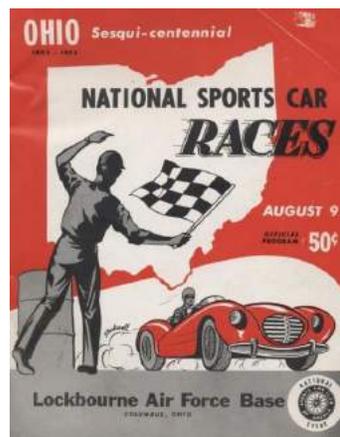
An incredible shock wave of enthusiasm hit me head-on and before I could recover my balance, I was verbally transported to Indianapolis and watchin' Ed tune his chocolate colored Triumph sport car to perfection, as he waited his turn in the technical inspection line.

The line-up was a riot of color and filled with almost a hundred cars of all types, designs and horsepower. The drivers were busy securing masking tape on the headlights, removing the windshields on the roadsters and taking off hub caps and front and rear bumpers. All work would stop each time a group of long-legged girls would pause to admire a tiny \$35,000 Ferrari which weighed 1200 pounds and produced 310 horses at the rear wheels. The girls decided it was definitely cute.

Race time the next afternoon found Ed at the starting line for a checker board start and as each driver held up his first to signify ready, the starting flag was raised, engines revved to a screaming pitch, and as the flag dropped, forty left feet popped off of forty clutches and the blinding, chaotic rush to the first corner had begun. Full throttle pressed him back in the seat and he desperately searched for a hole to squeeze through or around the eight cars in front of him; and it was obvious that this idea had just occurred to the pack behind.

He snapped the gear shift back to second and passed two cars on the right as he wound up the engine to 6500 rpm and found himself tightly sandwiched

(Continued on page 5)



Event programs courtesy of Etceterini and Racing Sports Cars. The R&T cover from October 1953, right, shows an Osca, Jaguar C-Type and Allard with an F9F-6 Cougar of VF-191, in front of the legendary dirigible hangar at NAS Moffett Field, California.

be-tween a Healey and a Porsche with a single car-width left-handed bend just ahead. The Porsche shifted into third, just before he did, and increased the gap with its four overhead cams bellowing noisily and the Healey dropped back for the bend, and with his foot practically in the carburetor Ed was relieved to see the other man fall back. He was less than four feet behind the white Porsche at 125 mph when an ear splitting whine, painted Italian racing red, passed so quickly that he just recognized it to be one of the small engined Ferraris with the magnesium body and a top speed of 170.

Suddenly, the 90 degree corner came into view and he maintained full speed until the last moment and then stabbed the brakes with his toe and hit the gas with his heel; double-clutched into gear, and watched the tach nudge the red line. Still too fast for the corner, he down-shifted into second and swung slightly wide and then back to the right breaking all four wheels free of positive adhesion and with the application of power and steering to the outside of the turn placed the car in a beautiful four wheel drift. When almost through the corner he revved up to 700 rpm and heard the valves bounce as he was able to pass two Triumphs who had taken the turn wide.

Then, slamming into third, he heard his tires shriek in protest and the engine threatened to come unglued and present him with a lapful of pistons. The boy in the white Porsche had missed his shift into third and Ed was able to take him before he could recoup his loss of vital rpm. Then back into high, and maximum speed, with a gentle S bend just ahead that must be taken lightly and with the fingertips to avoid over-control.

And so it goes for over thirty-five laps; up to 125 mph in the straights, down to 90 for the bends, and down to 70 for the sharp corners, where the sensation of speed and motion was actually the greatest.

Ed kept reminding himself. To save his brakes, make his clutch work instant, watch the oil temp, rear view mirror, red line on the tachometer and above all, keep a cool head.

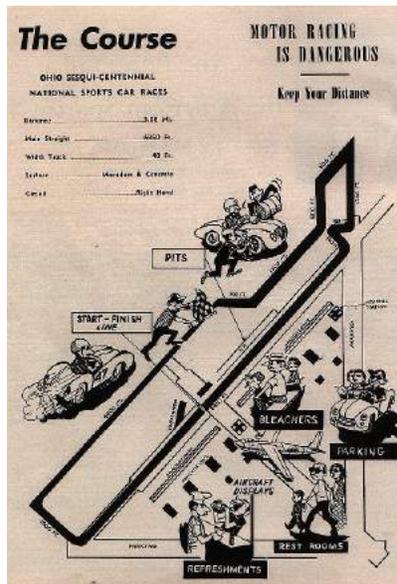
I returned to the reality of the briefing building and wiped my clammy palms on the knees of my suit, as Ed carried me into the last lap of the race. His chest size increased several inches as he told me that he had taken first in his class and third overall in the entire race. I was amazed. Things like first in class and especially third overall just don't happen to a guy in his first race unless his father and grandfather were professional race champions, or everyone else in the race drops dead, or he has so much drive, enthusiasm, and natural ability that he is able to shatter the statistics in such a no sweat manner.



Cunningham's team (photo by Howard Wolery)

and Bender. Duke Knowlton won the race in an AC-Bristol,

Racer Ed from Missouri's own Malden Air Base apparently competed in the 1957 SCCA Nationals at Stout Field, an Indiana National Guard installation on the west side of Indianapolis which hosted SCCA races from 1953 through 1957. In the 16 June 1957 event, Triumph TR3s placed sixth and seventh in E Production; the drivers were only identified by their last names, Shultz and Bender. Duke Knowlton won the race in an AC-Bristol,



Above, former Lockbourne AFB, now Rickensacker International Airport. Left: the Lockbourne course (photo via The Chicane Blog)

followed by Harry Gaunt in a Morgan. In October 1957, the Indianapolis Region of the SCCA returned to Stout Field, advertising the event as "1.7 miles of speed and deception."

While Chanute closed in 1994 as a result of recommendations by the Base Realignment and Closure Commission, Offutt AFB is still operational and quite busy,

albeit without sports cars roting around the runways. Stout Field closed to aircraft operations late in the 1950s and now houses a mix of National Guard and commercial activities.

Anderson Air continued to handle Air Force pilot training at Malden AB through 26 July 1960, when the 3305th PTG inactivated. The base itself closed on 1 September 1960. As indicated earlier, it's now a small municipal airport with several surviving Air Force structures as well as the Malden Airfield Preservation Society, which operates a small museum (www.maaps.net/activities.html). Whether the museum has any displays about the times when Air Force student pilots and contract flight instructors raced around the region in Triumphs or the like, well, you'll just have to visit to find out.

However, the military-sports car tradition continues. Around the country military personnel still race cars and at many installations you can still find the periodic autocross or road rally. After nearly 70 years, probably few of the participants are aware of the major role the military played in ensuring the survival of sports car racing in the United States.

Sources: VeloceToday.com; Etceterini.com; Terry O'Neil, *Runways & Racers: Sports Car Races Held on Military Airfields in America 1952-1954* (Dorchester, UK: Veloce Publishing Ltd, 2011); Dennis Simanaitis, "Simanaitis Says: Sports Car Racing -Thanks to Uncle Sam," 2018; Sports Car Club of America; John Maher, "In 1953 and '54 races, fast cars whizzed around Bergstrom Air Force Base," (Austin) *American-Statesman*, 14 May 2011; "Howard Wolery's Racing Photo Albums," www.jimhayes.com.

Featured Events

MGCStL Pre-Dawn Rally

11 Aug 19



Photos by Andrew Ackerman



Photo by Rob Guinness

Heartland Vintage Race

11 Aug 19—JAGSL, Heartland Motorsports Park, Topeka

Photos courtesy of Phil Taxman





In Print (Continued from page 1)

“Lightspeed Magenta,” something of an MG 1100 on steroids. At the back of the issue, the month’s “Future Classic” is the BMW M2 Competition.

August’s *Octane* includes a buyer’s guide for the MBW E12 M535i. Pick up September’s issue and you can do a little reading in advance of September’s All British Car & Cycle Show, where Jensen will serve as the featured marque. The magazine does a comparison on three European cars powered by American V8s: a 1967 Jensen Interceptor, 1973 Ford Pantera and a 1968 Iso Grifo GL300. Towards the back, a buyer’s guide for the BMW E12 M535i.

If you’re into vintage racing or are vintage but still enjoy racing, the July-August *Vintage Motorsport* provides a lengthy feature on Brainerd International Raceway, Minnesota. Opened in 1968 as Donnybrooke Raceway, the north woods track has quite a history and still features a variety of racing, including SCCA events.

Car & Driver for September includes a comparison (“Urban Strollers”) between the BMW X2 M35i and the Range Rover Evoque along with a short buyer’s guide for the 1987-1993 BMW E30 325i. Finally, this month’s *Thoroughbred & Classic Cars* has a road test of several saloon (sedan) best buys. The group includes a 1974 BMW 2002tii, 1967 Alfa Romeo Giulia 1600Ti, 1988 Peugeot 309GTI, 1978 Saab 99 Turbo and a 1992 Mercedes-Benz 190E 2.5-16. Also, an interview with former Jaguar and MG (among other makes) designer Peter Stevens and the life story of a Peel Viking, one of those funky sport coupes built on a Mini engine and running gear. The month’s buyers guide covers what to look for when purchasing a Triumph GT6.



The Cheering Section!



Featured Events continued

MGCStL British Invasion

22 Aug 19



Photos by Lee Fox

SLTOA Annual Picnic

25 Aug 19



*Après moi, le delugé
- Louis XV*





Photos by Glenn Owens

Caffeine & Chrome

Gateway Classics—31 Aug 19

Photos by Matthew Johnson



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