



Gateway Relay

Vol VIII, No. 9

St Louis Sports Car Council

October 2019

Council News & Notes

- Ah yes, once again, we return to that time of year: the days get shorter (already pretty much dark between 6 PM and 7 AM) and the calendar is also getting shorter. As you'll see at the right, there are still a good number and assortment of events to participate in, but within a month or so we'll drop to a single-page summary of activities.
- In the meantime, we're going to highlight two events in particular. For the first time in the eight-year history of the St Louis Sports Car Council, we're co-sponsoring two events. The first, on 10 November, is the annual Veterans Day Run, now in its sixth iteration. All proceeds from the event will go to a veterans support organization. The second, one week later on 17 November, is a movie night group viewing of "Ford vs Ferrari."
- Both events are open to all member clubs (and cars) and anyone else who hears about them. If you're in the mood for a great drive that benefits our veterans or a fun afternoon at the theater, watching Carroll Shelby and Ford take on Ferrari at Le Mans, come on along. Details on both events are at the bottom of page 2, by all means take a look, mark your calendar and come on out. .
- Otherwise, enjoy the changing colors, falling leaves...and drive 'em, while the roads are still clear!

Up & Coming

SHORT FUSE!



12 Oct 19—MG Club of St Louis Calhoun County Rally & Luncheon. Meet at the DQ on MO 94 just north of Fast Lane Cars, north of the MO 94/MO 370 intersection in St Charles. Plan on a 10:45 departure for a two-hour, 70-mile drive to Pere Marquette State Park. We have lunch reservations for the Lodge for 1:30. Have \$8 cash for the Golden Eagle Ferry if you're planning on returning home via Alton, \$15 for a return to St Charles via the ferry.

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. Attendance prizes, multiple trophy categories, 50/50 drawing. For info, call up <http://corca2stl.org/2019-show-classic-cars-wanted.html>.

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 Doka Foundation, 8 AM-10 AM. Info at <https://calendar.time.ly/xzi1q8ed/posterboard>.

12 Oct 19—Chevrolet C8 Corvette Road Show, at Elco Chevrolet, 15110 Manchester Rd, Ballwin, 10 AM-4 PM. In Elco's new building, to the rear of the current showroom, come out and see the new mid-engine 'Vette.

12-13 Oct 19—Double-National Weekend Rallies, sponsored by the St Louis Region SCCA, incorporating the Saturday Little Dixie Rally and Sunday Great River Road National Touring Rally. Comfort Inn & Suites in O'Fallon, Missouri, will serve as the rally headquarters, for information contact rallymaster Ron Ferris at ronmferris@hotmail.com or (314)503-7411.

13 Oct 19—St Louis Region SCCA autocross #7, Gateway Motorsports Park. Registration 7 to 8:15 AM, \$45 for SCCA members, \$40 plus \$15 weekend membership for non-members. Pre-registration is required for all participants, call up <https://solo.stlscga.org>.

13 Oct 19 – 8th Annual Florissant Police Officers Welfare Association Car Show, on the KofC grounds, 25 W Washington in Florissant (I-270 & Lindbergh, north on Lindbergh approximately three miles to W Washington). Registration 8 AM-noon, dash plaque and t-shirt to the first 150 entries.

(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.

The Sparkling Trio

TRIUMPH HERALD
The new experience in motoring

New experience in motor-motoring. In elegant motoring, in permanent motoring... the sensational Triumph Herald offers a whole range of new experiences. Stylish and sturdy, packed with brilliant new features, the Triumph Herald is the most exciting car in the world.

There are some of the most famous Triumph Herald Owners! (Including the world's longest distance & longest distance of any car) & individual examples of speed & endurance & comfort and reliability. It's a real car, not just a toy. It's a real car, not just a toy. It's a real car, not just a toy.

STANDARD TRIUMPH

You can win your Triumph Herald in the Autocar £2,500 contest—see details inside.

In Print

Plenty of items for just about everyone in the September *Classic & Sports Car*, starting with a cover article comparison between a Jaguar D-Type and Aston Martin DB3S (shoot, the cover photo is worth the price of the magazine alone). Inside another comparison, this time between a BMW Z3M and Mercedes-Benz SLK 32, plus a return to the track (Goodwood, in this case) of the first privately-entered Austin-Healey 100 to race at that legendary venue, back in September 1953. Also, a comparison between three British coupes: a Triumph Herald, Austin A40 De Luxe and Ford

GOODWOOD REVIVAL ESSENTIAL 16-PAGE PREVIEW

CLASSIC & SPORTS CAR
MAGAZINE

JAGUAR D-TYPE VS ASTON DB3S

Two of the greatest endurance racers go head to head... on the public road!

PLUS CLUB PICK OF THE MONTH: LAMBORGHINI GALERIE

SLK 32 vs Z3M MTD | BARBARA GRACEY FROM THE WINDMILLS OF VANITY | ROBERT CLARK: AUSTIN A40 DE LUXE

Classic Cars

THOROUGHbred

HOT 30 Classics to buy in 2020

27-PAGE SPECIAL

THE NEW CAR TO BUY: A40 De Luxe | 25th Anniversary of the first to be built in the UK | 100 Years of the Ford Model T

Continued on pg 8

- 17 Oct 19**—Jaguar Association of Greater St Louis **Classics & Cocktails**, at the Missouri Athletic Club West, 1777 Des Peres Rd, 4:30-7 PM.
- 19 Oct 19**—Last **Cars & Coffee/Westport** of the season, 8 AM-11 AM.
- 12 Oct 19**—**Chain of Rocks Bridge Crossing**, sponsored by the St Louis Mini Club. Starts at 8 AM on the Illinois side of the bridge, cars will be dispatched across in groups of 20 per hour. A minimum donation of \$20 required to drive across the bridge, 100% of the proceeds will go to **Team Bikes for Kids** (<http://www.teambikesforkids.org>), in recognition of the organization's 60th anniversary of financial assistance and support to the parents of independent children of first responders who have lost their lives or suffered catastrophic injury while in the course of their duties. Photos will be taken of the participants
- 19 Oct 19**—**8th Annual Mascoutah Fall Fest Car Show**, W Main St, enter from Church and First Street. Registration 9 AM -Noon, dash plaques to the first 150 entries, attendance prizes and 50/50 drawing. For info email mascoutahchamber62258@gmail.com.
- 20 Oct 19**—**BSCC Autocross # 3**, rescheduled from 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.
- 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**—St Louis Region SCCA **El Rallye de Octobre**, a beeline (stick map) gimmick rally. Rescheduled twice, third time lucky! Start and finish at the Sunset Overlook, 11604 Bluff Rd, Columbia, Illinois; registration noon to 12:45 PM, first car departs at 1:01 PM. You'll need a car, driver, navigator, clipboard, pencils and paper and an inclination to take an afternoon drive and have some fun. \$20 per car (cash or check day of the rally, please), for information contact Rallymaster Tom "The March Hare" vonHatten, tom.vonhatten@gmail.com or (314)741-0508.
- 25 Oct 19**—MG Club of St Louis **RUBCO**. Meet at 8:15 at Plaza Frontenac, 8:30 AM departure for Moscow Mills and brunch at Chubby's.
- 26 Oct 19**—**6th Annual SLTOA Fall Colours Drive**. Meet at the McDonalds in Alton at 10 AM, just off the end of the Clark Bridge; route will include Principia College and lunch, most likely at Aerie's. More details to follow, monitor www.sltoa.org.
- 27 Oct 19**—**St Louis Region SCCA autocross #8**, 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.
- 27 Oct 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.
- 29 Oct 19**—St Louis Triumph Owners Association **Annual Halloween Party**,
- 2 Nov 19**—Gateway VCOA **Mid-Missouri Meet-Up**, with the Heartland of America (KC) VCOA chapter at Lake Ozark, Missouri, for an afternoon of social activities, including lots of Volvo talk. Meet for lunch at Tucker's Schuckers Oysters & Tap (1339 Bagnell Dam Blvd, Lake Ozark) at 11:30 AM, followed by run to the Willmore Lodge Museum, covering the history of the Lake of the Ozarks and Bagnell Dam. Next up, a drive to Osage Beach for a 3 PM tasting and 45-minute tour of the Ozark Brewery & Distillery. If you wish to take the \$5 optional tour, please see <https://ozarkdistillery.com/ozark-brewery/> to register. Please RSVP by 19 October if you plan to attend; call up <https://gatewayvolvo.club/page> to RSVP and see more details about the meet. .
- 3 Nov 19**—**BSCC autocross #8**, 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.
- 3 Nov 19**—**St Louis Region SCCA autocross #9**, 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.
- 9 Nov 19**—**Jaguar Association of Greater St Louis Annual Meeting** and elections, Plaza Jaguar 11654 Olive Blvd, Creve Coeur, 6 PM-8 PM. Please RSVP to Lisa Hendrix at lhendrix@curtispack.com if you plan on attending.
- 10 Nov 19**—Annual **SLTOA Veterans Run**, veterans fund-raising event co-sponsored by the St Louis Sports Car Council. Open to all cars/clubs, meet at the insurance office parking lot behind the Columbia, IL, McDonalds, at 9:30 AM, cars roll at 10 AM for a flats, levee and hills run to Chester, IL, for the traditional group photo at the Popeye statue and lunch at Reid's Harvest House. 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. See page 8.
- 10 Nov 19**—**Gateway Autocross Association events 5 & 6**, at World Wide Technology Raceway at Gateway (Gateway Motorsports Park), info at www.gatewayautocross.com.
- 17 Nov 19**—**Sports Car Council Movie Night!** Sponsored by StLSCC with the assistance of the St Louis Triumph Owners Association, a group viewing of "Ford v Ferrari." Time/theater location will be published in next month's *Relay*, but plan on a Sunday afternoon matinee, open to all clubs/cars, followed by an early dinner at some local establishment (also TBA). See page 6.

Roadwork—Hark! The Herald!



Triumph Ten (photo via Adrian Flux)

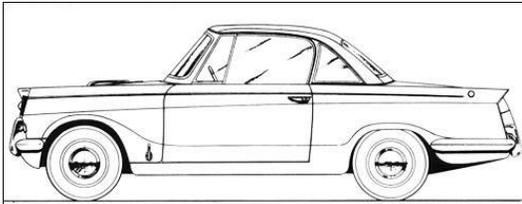
During the late 1950s, Triumph and its parent company, Standard, were in something of a rut. To be sure, the Triumph TR3 series was going great guns, highly popular in the UK, Europe and the States and quite popular on race tracks. How-

ever, when it comes to financial stability and true market growth for any automotive endeavor, it comes down to this: you have to sell a lot of family cars, such as sedans/saloons, coupes, estates/wagons, etc. And truth be known, in those categories, Standard-Triumph's offerings such as the Standard Eight and Standard Ten/Triumph Ten/Vanguard Junior, were decidedly unfashionable with out of date, forgettable styling and barely enough power to get out of their own way.

Alan Dick, chairman of Standard-Triumph, decided it was time for something bold in a new coupe/sedan series that offered buyers style, versatility and sportiness (if not necessarily more speed). He initiated the project under the code name "Zobo" and directed the engineers to come up with something totally new and, to a certain extent, off the wall.

The guidance included plans for unibody construction and independent rear suspension. However, early in the process it became apparent that the car would have to employ the more traditional body-on-frame design, due to supplier issues. Standard-Triumph's traditional body fabricator, Fisher & Ludlow of Birmingham, had merged into competitor British Motor Corporation (BMC); the primary alternate, Pressed Steel of Cowley, England, indicated it didn't have the capacity to bring on an entirely new line of cars. Chief Engineer Harry Webster had his staff redesign the still unnamed car and Standard-Triumph relied on a number of smaller manufacturers for the production of the various body panels and components. Fortunately, the rather convoluted process worked.

As for the exterior styling, after considering several in-house proposals Webster traveled to Turin and met with Giovanni Michelotti.



One of Michelotti's Herald sketches (photo via *Classic Car Catalogue*)

This marked the Italian stylist's work first association with Standard-Triumph and he made the most of it; in fact, in a rare turn, the final design for the car – now named the Herald – closely matched Michelotti's concept.

Production of the Herald saloons and coupes started in 1959. The cars initially received the 948cc, 34.5 bhp overhead valve engine from the Standard/Triumph Ten, good for a 0-60 time of 31 seconds (!) and a top speed somewhere in the vicinity of 70 mph. The power went to the back end via a four-speed transmission with synchromesh in the top three gears. The front end featured rack and pinion steering and double wishbones with coil springs, while the rear suspension consisted of an economical (to produce) swing-axle design with transverse leaf springs (the decision to use swing-axles would come back to haunt the company and regularly terrorize owners...).

The car initially sold for £700, about \$850; options included a wood veneer dash and the addition of a temperature gage alongside the standard speedometer and fuel gage. The convertible, introduced in 1960, received a twin-carb engine which produced 42.5 bhp; the twin carb mod was subsequently applied to the other models.



1959 Herald coupe (photo via Adrian Flux)

For its US debut, Standard-Triumph had a team build a Herald for reporters, bolting together the various components and body parts. The late Mike Cook was part of the effort; as he related in his book, *Triumph Cars in America* (Motorbooks, 2001),

We attached body sections, installed seats and battery, and hooked up hydraulics and wires, while Alan [Bethell] discussed the independent suspension, the unique forward-opening hood, which revealed not only the engine but the front suspension, and safety items, like the crushable dash made of compressed fiber, and the collapsible steering column. Members of the audience craned their necks and even stood on chairs to see the process. When we closed the bonnet and stood back, Alan marched over from the podium, entered the car, sat down, and twisted the key. The engine roared to life and he demonstrated the Herald's famous lock (turning circle) of 24 feet, by driving it in a circle in front of the press, who applauded boisterously. We were a hit!

Motorsport magazine tested the Herald and stressed its "extremely praiseworthy" driving position, excellent road-holding, cornering and "fantastic" maneuverability. Not holding back, the editors stated the Herald was "...brilliant...Britain's first truly-advanced small car to be introduced since the war."



Operative terminology: "In extremis." (photo via Canley Classics)

What about the handling with those swing axles back aft, which led to the famous "Hark! The Herald axles swing!" commentary? In its road test, *Motorsport* did not find any major problems with axle tuck-under and associated massive camber changes: "The car can be cornered fast without a trace of lurch or roll and with none of the oversteer characteristics associated with swing-axle i.r.s. For this the stiff front anti-roll bar no doubt deserves much of the praise."

However, the magazine noted Standard-Triumph specified differential tire pressures to help mitigate the swing-axle geom-

(Continued on page 4)

etry, with 19 lbs front and 24 lbs rear. During the same period, Chevrolet issue a similar requirement for the swing- axle-equipped first generation Corvair, at 11 lbs between front and rear.

Still, despite the periodically wonky handling, the Herald proved popular right out of the box. In order to boost overseas sales, Triumph sent knocked-down, unassembled cars to Australia, New Zealand, South Africa, Ireland, Malta, Peru and India.

In 1961, Triumph introduced the Herald 1200, fitted with a 40 bhp, 1147cc engine. According to Keith Adams of AROnline, "The top speed was now a motorway friendly 75 mph and the 0 -60 time was now measurable without the need to resort to a sundial." The lineup expanded to include estate and convertible versions and front disk brakes became an option.

The year also brought Standard-Triumph's merger into Leyland Motors. Despite the success of its sports cars and the new Herald, S-T was in serious financial trouble, losing £18.68/\$52.30 for every car sold...and it only sold 78,735 vehicles over 1960-1961. Leyland Chairman and Managing Director Sir Henry Spurrier vowed to make Standard-Triumph a financially strong part of Leyland, stating to shareholders, " I do want to assure you that as soon as we can get this Standard organisation on a paying basis it will in the end make a great contribution to the Leyland Group."



The short-lived Herald Courier (photo via AROnline)

Step one involved expanding the product line. In 1962, in response to the success of the Austin-Healey Sprite and MG Midget, Triumph introduced the new Spitfire (followed in 1966 by the GT6) which utilized the Herald's chassis and running

gear. Also in 1962, the company debuted a trade van variant of the Herald, the "Courier." However, the small panel truck didn't last long, due to low sales. The Vitesse 1600 variant, with the small inline six from the Standard Vanguard, proved much more popular.

Improvements to the basic Herald design continued. In March 1963, Triumph introduced the 12/50 saloon. A higher compression ratio increased the horsepower from 40 to 5, the car gained a restyled front end suggestive of the Vitesse/Sport Six and front disks, windshield washers and a heater became standard (ah, technology!). Concurrently, Triumph began development of the Herald's planned replacement, designated "Ajax." Also designed by Michelotti, it went into production in 1965 as the 1300 and marked Leyland's first foray into front-wheel-drive vehicles.

In 1964, Triumph dropped the Herald coupe. In 1967, the company installed the 1300's 61 bhp, single Stromberg carburetor 1296cc four in the Herald. Marketed as the 13/60 in saloon, estate and convertible body styles, the car managed to top out at over 80 mph.

As for a competition record, very little evidence exists of individuals racing Triumph Heralds. According to *Racing Sports Cars* (www.racingsportscars.com), on 4 September 1960 Brit R.W.Vizard and his German co-driver Wolfgang Daewel finished 19th in the *Internationales ADAC 500km Rennen Nürburgring*. They ran in the Touring 1000 class, won by Rutger Sievert and Evon Evertz driving an Auto Union 1000, who finished sixth overall. Giancarlo Castellina and Jean Vinatier finished first in a Fiat-Abarth 850 Monza Zagato, fol-



Left, Nurburgring poster (via *Racing Sports Cars*). Right, Jerry Barker in his '63 Herald vintage racer (photo by Dennis Gray/*Sports Car Digest*)

lowed by Sepp Lieble and Remo Cattini in a Fiat-Abarth 700 Zagato.

That was about it; in the States, Brent Stockwell registered his Herald for the 16 April 1961 SCCA Regional at Stockton, California, but didn't race. References indicated other drivers signed up to run their Heralds in four or five different locales but either failed to show or didn't finish. However, Heralds do periodically run in vintage racing, with a number of cars competing in the US and on the European continent.

The proverbial end road finally came for the Herald in 1970 when saloon production ended; the last drop head coupes and estates left the assembly line in 1971. Over its 12-year life span, a total of 510,614 Heralds came out of the factory. Again, per Keith Adams with AROnline,



'69 Herald drophead (photo via Bring A Trailer)

In a sense the cars were obsolete when they were introduced in 1959, but somehow Triumph had turned project Zobo into a success, finding buyers when there were more technically advanced cars on the market. In a sense the 1960s was the high point of the Triumph marque and the onset of the 1970s would spell doom for the brand as the marque was dragged through one industrial dispute after another.

Brian Sewell, writing in *The Independent* in 2006, had a somewhat blunt opinion of the Herald; he stated the car "... heralded the death of Britain's motor industry."

It is a name intended to suggest some quality – courtly ceremony and chivalry, the favour and the joust – but in the metal, the car was no noble breastplate, cuisse or greave, just a horrid, tinny rattletrap that was a common urban fashion accessory of the early Sixties (and I use common in the snobbish sense)...the swing-axle rear suspension could make fast concerning disconcertingly adventurous even on dry roads – the swing-axes could jack up and the rear wheels lean outwards, making the car skip to face the radial point of the bend.

Still, there are plenty of Herald aficionados out there. The cars come up for sale via Hemmings and Bring A Trailer fairly regularly; for example, this last March, a 1966 Triumph Sports Herald advertised via BAT went for \$7300. The car, in Everett, Washington, had only 70,000 miles and the highly desirable four-speed with overdrive. In November 2016, a 1969 Herald 13/60 drophead with a Spitfire 1500 installed up front and only

63,000 miles on the odometer sold for \$5900 in Lexington, Kentucky.

Last year, *Classic Cars.com* featured a '70 Estate, also with an engine transplant: a 2L six from a GT6 sat up front. The seller stated the new engine "...completely changes the driving experience from one that is mundane and slow to much faster and exhilarating," and asked for \$25,000.



1970 Herald Estate (photo via *Classic Cars Journal*)

The swaps raised a point; any performance part for a Spitfire or GT6 usually fit in a Herald just fine. According to writer Dale Turley, in *AROnline*,

The styling is the main thing, but here's a car (a whole range of cars, if you count the Vitesse, Spitfire, GT6 and Bond Equipe) that's built as strong as on ox in the chassis department. Here's a car that anyone can maintain for peanuts. Here's a car with a turning circle as tight as a tight thing. Here's a car with unrivalled access to all the mechanical components (at the front end, at least). Here's a car that's so clever that

with the same basic design they managed to churn out so many different versions and body styles. And there's that long lived and generally reliable four cylinder Triumph engine.

We'll close with these final comments from the *Motor-sport* road test of 1959:

Summing-up, the Triumph Herald is a refreshingly new approach to the problem of providing an up-to-date small car at a competitive price. Clearly the Coventry engineers concerned started with a clean sheet of paper, and the result is the most fascinating British car that has appeared for a long, long time. The enthusiast is going to like the Herald on account of its excellent controls and very high standard of road-holding and general control.

Sources: "Keith Adams, "The cars: Triumph Herald/Vitesse development story," *ARAOnline*, 4 July 2011; Ian Nichols, "The Story of Rover and Triumph: Leyland gets tougher," *AROnline*, 7 July 2019; Dale Turley, "Heraldry, what it means to me," *AROnline*, 17 August 2004; "Triumph Herald," *ConceptCarz*; Dave LaChance, "Hemmings Find of the Day – 1966 Triumph Herald 1200," *Hemmings Daily*, 23 June 2016; Larry Edsall, "Resto-Mod '70 Triumph Herald," *ClassicCars.com Journal*, 14 June 2018; *Racing Sports Cars*; "The Triumph Herald – Britain's Outstanding New Car," *Motorsport*, July 1959; Brian Sewell, "Triumph Herald," *The (London) Independent*, 19 September 2006; "Triumph Herald," *Classic Motoring*, 22 June 2011; Russell Purcell, "Spunky Triumph Herald not without its charm – or flaws," *Driving.CA*, 1 September 2015; Jamie Palmer, "1962 Triumph Herald: Hark, the Herald Axles Swing!", *Barn Finds*, 12 December 2014.

Featured Events

Heartland All British Show KC Triumph Club—1 Sept 19



Photos by Stephen Paur
St Louis Triumph Owners
Association
(He's the one on the left)

Featured Events continued...

VSCDA Elkhart Lake Vintage Festival XXXIV

11-15 Sept 19



Photos via Phil Taxman
Jaguar Association of Greater St Louis



Formula Ford Reunion

ROAD *Road Racing*
AMERICA *at its Best*™

ABCCS BBQ

Creve Coeur Lake Park, All British Auto Repair—20 Sept 19



Photo by Andy Ackerman



THEY TOOK THE AMERICAN DREAM FOR A RIDE
MATT DAMON CHRISTIAN BALE
FORD v FERRARI
 NOVEMBER 15

St Louis Sports Car Council
In association with the
St Louis Triumph Owners Association
presents

MOVIE NIGHT!

Sunday, 17 November
 Matinee time/theater TBA

Open to all clubs/enthusiasts
 Meal to follow at some local watering hole





In Print (Continued from page 1)

Anglia 105E Deluxe as well as an article on the Broadspeed Mini "S" 2+2 with fastback roof and Kamm rear end. And, for those into really esoteric, two-tons-of-road-hugging-weight Detroit iron, a salute to the 1971-1973 "boat tail" Buick Riviera.

September's *Thoroughbred & Classic Cars* lists the "Hot 30" classics to buy in 2020, plus five cars to avoid. The positive list includes the Triumph TR 2/3/3A, BMW 850i, BMW E46 M3CSL, Jaguar XK150S, BMW 328 Roadster and Jaguar C-Type. Also, the magazine's "life story" article for the month features the history and owners of a BMW Alpina 2002ti

Moving into October, *Hemmings Classic Car* has an excellent article on the 1947 MG YA saloon/sedan. The November issue includes a feature on the BMW 2002tii and, for the Land/Range Rover aficionados, an article on a restored 1949 Rover 75 (yeah, it's a saloon, but it's still pretty slick). *Car & Driver* presents its annual October new car issue, with info on this year's BMWs with emphasis on the 3-Series, the Jaguar XE and the Volvo V60. The issue also includes a comparison test done in Sequoia National Park pitting the BMW M2 Competition against a new Toyota Supra Launch Edition, Porsche 718 Cayman and Ford Mustang Shelby GT350H, as well as a one-page look at the 2020 Z4 M40i. Finally, November's *Classic Motorsports* presents a "Q-Ship Comparo," ie, a road test between a Jaguar XJ12 and Mercedes-Benz 300 SEL 6.3 and a buyer guide for the MGB GT ("A unique experience from an old favorite").

The St Louis Triumph Owners Association
in association with the St Louis Sports Car Council presents
6TH ANNUAL VETERANS RUN

Sunday 10 November 2019

Open to all cars/clubs/drivers.

Meet at the insurance office parking lot behind the McDonalds in Columbia (IL Hwy 3 at Veterans Parkway) at 9:30 AM, cars roll at 10 AM for a flats, levees and hills run to Chester. Following the traditional group photo at the Popeye statue overlooking the Mississippi, we'll proceed to Reid's Harvest House for lunch.

Donations are welcome and strictly voluntary. All proceeds 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.

BMW Car Club of America St. Louis Chapter



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