



# Gateway Relay

Vol IX, No. 2

St. Louis Sports Car Council

April-May 2020

## Council News & Notes

In the nine years of this organization's existence, we've never run more than one combined, two-month issues in a year and have never run two combined issues back-to-back...until now.

Obviously, things are different this year. The primary purpose of the StLSCC remains to boost communications between the member clubs, to serve as a proponent for inter-club participation in driving events and shows and to publicize these events and the benefits of club membership. With the nationwide shut-down of gatherings in March, all clubs suspended their activities, including monthly meetings. With no calendar items to publish, that pretty much put paid to the April issue.

As this issue goes to press, Missouri Governor Mike Parson has extended the statewide "Stay at Home" order through Sunday, 3 May. Effective 4 May, all businesses will be allowed to reopen, although social distancing requirements will remain in place. However, on 22 April St. Louis County Executive Sam Page extended the stay at home order until mid-May at the earliest. On the Illinois side of the river, Governor JB Pritzker has extended the order to the end of May, in and around expanding the list of "essential businesses."

Recognizing this, we're going to resume posting events from roughly mid-May onward, pending an actual loosening of the restrictions on gatherings and "non-essential" activities. When the auto events will resume, we don't know; for example, both the Boeing and SCCA autocross series can't start until the management of Family Arena gives the organizers the all clear. In the meantime, we strongly recommend monitoring for club and event organizer web pages for announcements of postponements and cancellations. Realistically, it could be mid-June or later before gatherings such as car shows, cruises and driving excursions become feasible again.

As the situation changes, we will make every effort to get the word out via email alerts and through this newsletter. If your club decides to cancel or postpone an event, or plans a "hey, let's get out a drive" pop-up activity, please pass the information along.

Missouri guidance: <https://governor.mo.gov/stay-home-Missouri-order-guidance-and-frequently-asked-questions>

Illinois guidance: <https://www2.illinois.gov/pages/executive-orders/executiveorder2020-10.aspx>

## Up & Coming

**NOTE: Cars & Coffee is cancelled until further notice.**

**17 May 20**—St. Louis Region SCCA Solo II/autocross No. 1, Family Arena, St. Charles. Event fee \$55, plus a \$15 weekend membership for non-SCCA members; online pre-registration is \$45. For more info, monitor <https://solo.stlscga.org/>.

**17 May 20**—Salute to the Troops Car Show, VFW Post 5077, 8500 Veterans Memorial Parkway, O'Fallon, Missouri. Registration at 9 AM, trophies at 2 PM, dash plaques to the first 100 cars, 50/50 drawings, DJ entertainment. For info contact Lynette Lewis (636)795-8268 or llewis@winningtech.com.

**23 May 20**—Tour of the National Building Arts Center and Cahokia Mounds State Historic Site, sponsored by Wendell Smith of the Horseless Carriage Club of Missouri. The Jaguar Association of Greater St. Louis is participating;

*(Continued on page 2)*

Volvo is a proof of...  
 £997.8.9  
 Be sure...be fast...be safe...  
**VOLVO**

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

You know you're in trouble when the local Barnes & Nobles all close, leaving you without a source for your regular monthly supply of British car magazines....



Having said that, April's *Car & Driver* provided an 8K-mile update on the magazine's long-term test of a 2020 BMW M340i; at the back of the issue, a quick update on this year's changes to the Jaguar F-Type. May's edition of *C&D* offers up the "25 Cars Worth Waiting For," including the 2024 BMW i8 M. A brief test of the 2020 BMW X5 M appears towards the back of the issue.



*Continued on pg 7*

meet at the Ikea in St Louis at 9:30AM for the drive to NBAC and tour, lunch follows at 12:30 at the Sawmill BBQ, then drive to Cahokia Mounds. For information, contact Wendell Smith at [wsmith@umsl.edu](mailto:wsmith@umsl.edu) (314)494-5321.

- 30 May 20—Caffeine & Chrome**, 9 AM-12 noon at Gateway Classic Cars, 1237 Central Park Dr, O'Fallon, IL. For info, call (618)271-3000.
- 4-6 Jun 20—24<sup>th</sup> British V8 Meet**, "Gateway to Performance." Host hotel is the Sheraton Westport Chalet, monitor <https://britishv8meet.org> for additional information. See you in The Lou!
- 5 Jun 20—Memories Car Club Cruise**, aka "The Zoo," at Faith Church, Gravois Rd west of I-270. 4-9 PM, attendance prizes, 50/50 drawing. For info call (417)770-0103.
- 5 Jun 20—Friday Nights at the Sonic**, every Friday through 25 September, 5-9 PM. Presented by the 'Stang Gang; DJ choice award, 50/50 raffle, no alcohol or burnouts. Big Bend & Kirkwood, north of I-44.
- 7 Jun 20—St Louis Region SCCA Solo II/autocross No. 2**, Family Arena, St Charles. Event fee \$55, plus a \$15 weekend membership for non-SCCA members; online pre-registration is \$45. For more info, monitor <https://solo.stlscca.org/>.
- 7 Jun 20—33<sup>rd</sup> St Louis European Auto Show**, details including location to follow. Proceeds benefit St Louis Arc.
- 13 Jun 20—Kirkwood annual Route 66 Cars & Guitars Festival**, downtown. Vintage cars, music, vendors, good food and fun, 5 PM-11 PM, cars on display 5-9 PM. Entry fee \$20, application deadline is 29 May. Set-up starts at 1 PM, must be completed by 4 PM; once your vehicle is in place, it must remain until 9 PM. Details and registration available at [www.downtownkirkwood.com/events/route-66-festival/](http://www.downtownkirkwood.com/events/route-66-festival/).
- 14 Jun 20—BSCC Autocross No. 1**, Family Arena, St Charles. Show around 9-9:30, \$40 for six runs. For more information or to get on the emailing list, contact Racer Steve at [sshab@yahoo.com](mailto:sshab@yahoo.com).
- 19-21 Jun 20—SVRA Brickyard Vintage Racing Invitational**, at Indianapolis Motor Speedway, sanctioned by the SportsCar Vintage Racing Association. The weekend's activities include a Hagerty Cars & Caffeine Show, Jaguar Club of North America autocross and Jaguar hospitality tent. JAGSL's Phil Taxman will be running his E-Type FHC vintage racer and the club's mounting an expedition to support Phil and participate in the events. For information, contact Jim Hendrix at (314) 406-2481 or email [jhendrix@curtispack.com](mailto:jhendrix@curtispack.com).
- 20 Jun 20—Cars & Coffee Westport**. At Westport Plaza south lot, I-270 and Page, opposite McDonalds, 8:30-10:30 AM. Monitor [www.facebook.com/carsandcoffeest/](http://www.facebook.com/carsandcoffeest/).
- 20 Jun 20—Hazelwood Baptist Church Annual Car Show & Festival**, 6161 Howdershell Rd, Hazelwood, 10 AM-4 PM. For cars 30 years and older, display your car for free, dash plaques, trophies for class winners. Food, beverages and live music all day, free dinner and program for car owners after the show. Car owners sign in between 8 AM and 1 PM, for registration information and form, call up [www.hazelwoodbaptist.com](http://www.hazelwoodbaptist.com).
- 20-28 Jun 20—2020 Hemmings Motor News Great Race** vintage rally, San Antonio, TX, to Greenville, SC. The route will include US 66 from Joplin to Rolla, then down to Cape Girardeau for an overnight stop; these mark the closest points of approach (CPA) to St Louis. Details to follow; in the meantime, several SLTOA members are planning an overnighter in Cape Girardeau to observe the proceedings.
- 21 Jun 20—St Louis Region SCCA Solo II/autocross No. 3**, Family Arena, St Charles. Event fee \$55, plus a \$15 weekend membership for non-SCCA members; online pre-registration is \$45. For more info, monitor <https://solo.stlscca.org/>.
- 26-28 Jun 20—18<sup>th</sup> Annual Kastner Cup** all-Triumph race, presided over by R.W. "Kas" Kastner. Event takes place in association with the **Vintage Grand Prix of Mid-Ohio**, Mid-Ohio Raceway, Lexington, Ohio. Details to follow.
- 27 Jun 20—Caffeine & Chrome**, 9 AM-12 noon at Gateway Classic Cars, 1237 Central Park Dr, O'Fallon, IL. For info, call (618)271-3000.
- 27 Jun 20—18<sup>th</sup> Annual Pacific Car Show**, \$20 for judging, \$10 for display, 8 AM to noon. Total of 27 show classes plus 4 specialty awards, food and drinks available. For more info call (314)662-6718 or email [pacificcarshow@yahoo.com](mailto:pacificcarshow@yahoo.com).
- 28 Jun 20—St Louis Region SCCA Pro Solo School**. At Worldwide Technology Raceway, details to follow, monitor <https://solo.stlscca.org/>.
- 3 Jul 20—7<sup>th</sup> Annual Twin Oaks Presbyterian Car Show**, 1230 Big Bend Rd at MO 141, Ballwin. Registration 9 AM-noon, entry fee is canned goods or non-perishable food items for the church food pantry. Dash plaques to the first 75 cars, raffle to benefit Twin Oaks' youth mission trips. Top 15 picks and peoples' choice judging, awards at 2 PM. Food and refreshments available for purchase. For info, call Gary (636)225-5625.
- 3 Jul 20—Memories Car Club Cruise**, aka "The Zoo," at Faith Church, Gravois Rd west of I-270. 4-9 PM, attendance prizes, 50/50 drawing. For info call (417)770-0103.
- 3 Jul 20—Friday Nights at the Sonic**, every Friday through 25 September, 5-9 PM. Presented by the 'Stang Gang; DJ choice award, 50/50 raffle, no alcohol or burnouts. Big Bend & Kirkwood, north of I-44.
- 10-12 Jul 20—SCCA Midwest Division Solo II and St Louis Region SCCA Solo II/Autocross Events 4 and 5**, Family Arena. Event fee \$55, plus a \$15 weekend membership for non-SCCA members; online pre-registration is \$45. For more info, monitor <https://solo.stlscca.org/>.

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

# Roadwork: Volvo's Amazon

Half a million were built by Volvo between 1956-1970 and gained a well-earned reputation for toughness and longevity. Many would argue that the 120 series really made Volvo's name in world markets. When introduced the car caused some surprises for a relatively small-engined car with a performance matching and in some cases exceeding some sports cars.

- John Smith

During the early 1950s Volvo's PV544 was selling well in Scandinavia, with some exports and, of course, the company's truck division turned out a good number of commercial and military vehicles. However, Volvo's management recognized the need for a vehicle somewhat larger, more modern and stylish than the stalwart 544. Designer Jan Wilsgaard—only 26 at the time, later the long-serving head of design for the company—took up the challenge and in September 1956 in Örebo, Sweden, Volvo debuted the new Amazon, named for the legendary female warriors of mythology.



(Photo: Volvo)

The car, a modern, three-box design sedan with 60 bhp inline 4, proved immediately popular although one issue popped up quickly: Kreider, a German motorcycle manufacturer, had already registered the "Amazon" name for one of its products. Volvo agreed to use the name—with the more traditional "z" spelling—only in the Swedish market while marketing the car worldwide as the 120-series.

The car went into production in 1957 for about 12,600 Kroner (about \$2400 US) and resulted in substantially better sales overseas. In 1958, Volvo introduced the Amazon Sport or 122S, which incorporated a B18 engine with twin SU carbs and performance crankshaft for 85 bhp. A year later, Volvo became the first manufacturer to install three-point front seatbelts, which added to the make's reputation for safety. The company took advantage of this perception and reinforced it through advertising, such as presented in this excerpt from a 1965 sales brochure for the 120-series:

Volvos last an average of 11 years in Sweden where the summers are great but the winters are pretty grim. Where the traffic moves right along because there are no speed limits on the highways, where 70,000 miles of the roads are unpaved (it's tough being a



Safety...with style! (photo: Volvo)

car in Sweden)...You will feel safe in your Volvo. It's a sturdy car to begin with, but in addition, the following come as standard equipment: Volvo 3-point seat belts, padded dashboard, padded sun visors, and a steering

column that is designed to break away from you under most severe impacts...

In 1961, Volvo shifted the cars to 12-volt electrics and offered the B18 engine with both a 75hp single Zenith carburetor setup (the B18A) or two SUs (B-18D), the latter producing 90hp. That year also saw the introduction of a two-door coupe body style, followed in February 1962 by the 220-series station wagon or estate.



Above, the lineup (photo via Hemmings). Below, Volvo 122S (photo: Bring A Trailer)



The 122S model, also introduced in 1961, was tuned for 115 bhp and proved quite sporting. The engine generated a fair amount of torque, resulting in references by auto magazines and enthusiasts to its "built-in torque meter: that long whip of a stick shift which moved sideways in direct proportion to the engine's torque curve."

Former Austin-Healey and AC racing driver Ken Rudd's Ruddspeed Ltd of Arundel, Sussex, England, took Volvo 122s and modified them even more, to three levels of tuning. He added servos to the brake system, lowering springs, modified cylinder heads, improved exhaust systems, suspension modifications, oil coolers and better seats. MotorSport tested a Ruddspeed 122 in mid-1964; the modified cylinder head resulted in 11-1 compression. Other mods included a high-lift camshaft, two Weber 42DCOE's, heavy-duty main bearings, and modified shifter, lowered suspension on Konis.

The work raised the base price of the car from about £1100 (\$3069) to £1414 (\$3945); in a road test article, *MotorSport* reported, in part:

On the road the extra power is immediately apparent, both in the way the speedometer ribbon streaks across the dial (it's a strip type) and the way the unsilenced trumpets on the Webers bellow out their message. The enthusiast will not mind this at first, but some form of carburettor silencing would make long journeys less fatiguing...The ride of the normal 122 is firm and the Ruddspeed mods have made it slightly stiffer, which is still not objectionable, although the standard seats tend to be rather springy, so that occupants bounce around on rough roads; Competition seats would probably get around that....Tuned cars are often fun for a short

(Continued on page 4)

while, but then the pleasure begins to pall with the onset of mechanical troubles. With a basically strong car like the Volvo this problem should not rear its ugly head, and the Ruddspeed car should be good for many miles of 100-m.p.h. cruising.

In 1963, Volvo started offering a Borg-Warner three-speed automatic transmission. Three years later, the heir apparent, the 140, debuted but production of the 120s continue. In fact, in August of that year, the corporation introduced a new performance variant, designated the 123 GT. The car came with the 1.8-liter, 115 bhp B-18B engine from the P1800, along with overdrive, a dash-mounted tachometer, fog lamps with covers, P1800S suspension components and a limited slip differential. In late 1968, the 123 GTs received the 2-liter, 118 bhp B20B engine.

So the solid, safe, well-built family coupe/sedan/wagon had sporting pretensions, eh? Actually, the Volvos did quite well in sedan/saloon racing, not just in Europe but in sprint and endurance races on other continents. They also made strong showings in rallies during the early-to-mid 1960s.



Sylvia Österberg, right, with Inga-Lil Edinring (photo via Speed Queens)

For example, in the 32<sup>nd</sup> Monte Carlo Rally of 20-24 January 1963 – the first of six events in that year's European Rally Championship – Olle Dahl/L. Haag and Gunnar Andersson/W. Karlsson, staging out of Stockholm (appropriate) in suitable modified 122s, finished 8<sup>th</sup> and 9<sup>th</sup>.

Sylvia Österberg, hired by Volvo as a team driver in 1962, managed 20<sup>th</sup> place

finish with navigator/co-driver Inga-Lill Edinring. The legendary Erik Carlsson and Gunnar Palm won the event in a Saab 96.



The Olle Dahl/Lars-Erik Haag 122, 1963 Monte Carlo. They placed 8th, ahead of Gunnar Anersson/Walter Karlsson (photo via Volvo Adventure)

In the 15<sup>th</sup> Tulpenrallye, 7-11 April, Andersson and Lennart Berggren placed third, behind Henri Greder/M Delalande in a Ford Falcon Sprint and Paddy Hopkirk/Henry Liddon in a Morris Mini Cooper. Tom Trana and M. Pavoni finished 6<sup>th</sup>, also in a 122S. Ten other 122s and two PV544s also took part in the competition. In May's Acropolis Rally (Pάλλυ Ακρόπολις), Andersson/Karlsson finished second, followed by the 122 of Carl-Magnus Skogh/Berggren. Tom Trana, another one of the Volvo team drivers, failed to finish after putting his car off the road

during one of the stages. Interestingly, the rally incorporated a 3-minute road race at Tatoi Airfield, north of Athens, and a 10 km hill climb up Mount Parnis.

In 1964's Tulip Rally/Tulpenrallye, 20-24 April, Skogh and Berggren managed a third in the Touring Car class, following a Mini Cooper S and Ford Falcon Sprint. Later in the season, at the 14-16 August 1000 Lakes Rally/Jyvaskylän Suurajot, Tom Trana and Gunnar Thermenius finished second to Simo Lampinen/Jyrki Ahava in a Saab 96 Sport. In 1965, Skogh, with Berggren, outright won the Acropolis Rally, beating Erik Carlsson and Åhman Torsten in a Saab 96 Sport and Rene Trautmann and Claudine Bouchet in a Lancia Flavia Coupe.



Tom Trana

Drivers also rallied Volvos in the US; as late as 1977's Press On Regardless Rally, teams showed up in Volvo 122s. Otherwise, the Swedish cars also found popularity on race tracks, with multiple teams entering events.

In 1966, the first year of the SCCA's new Trans Am series for coupes and sedans, Volvos competed in the under 2-liter class in five of the seven races. While the 5-liter V8s (Dodge Dart, Plymouth Barracuda, Ford Mustang) thundered around the tracks, Volvo drivers duked it out with cars such as BMW 1800 Tis, Fiat Abarth 1000 TCs, Mini Coopers, Saab 96s, Honda S 600s, Renault Dauphins and Renault R8 Gordinis.

On 12 June 1966, at Mid-America, out by Wentzville, Bill Goff and H.W. Alexander finished in 14<sup>th</sup> place in their 122S.

Horst Kwech and Gaston Andrey took the U2L class win/second overall in their Alfa Romeo GTA, while Tom Yaeger/Bob Johnson finished first in a Mustang. A month later, at Bryar Motorsports



Chuck Cunningham at VIR, 1966 (photo via Clay Carpenter)

Park, Loudon, New Hampshire, the Volvo of Gerald Carbone/John Cousland finished 13<sup>th</sup>, with fellow 122S driver Chuck Cunningham right behind them. On 31 July, at Virginia International Raceway, Danville, Art Riley and Art Mollin brought their car across the finish line in 8<sup>th</sup> place; Cunningham and Floyd Stone finished two spots back.

Marlboro Park Speedway in Upper Marlboro, Maryland, hosted a 12-hour Trans Am endure on 14 August. Bob Tullius and Tony Adamowicz in the Group 44 Dodge Dart took first place in "The Great Race," followed by the two Plymouth Barracudas of Team Starfish, driven by Scott Harvey/Charlie Rainville and Bruce Jennings/Les Netherton. Cunningham, Gene Housb and Bob Mouat shared the driving duties in a 122S and brought the car home in 12<sup>th</sup> place; a second Volvo, driven by Riley, Mollin and Bob Grossman, DNF'd.

That was it for the Swedish manufacturer's participation in the inaugural Trans Am season; while two additional races took place – at Green Valley Raceway, Smithfield, Texas on 14 August and Riverside International on 18 September – no

122Ss or other Volvos competed. Alfa Romeo won the Under 2-liter championship, with 57 points to Ford of Britain's (Lotus-Cortina) 36. Volvo finished 5<sup>th</sup>, with two points.

However, teams continued to compete in the series through at least 1972. In the '71 season opening Schaefer Two-Five Challenge at Lime Rock, 8 May, Art Mollin finished 10<sup>th</sup> in a Volvo 142, followed by Bob Huber in another 142 (15<sup>th</sup> place) and Don McKnight in a 122S, 17<sup>th</sup> place. Datsun 510s, Alfa Romeo 1750 GTVs and BMW 1602/2002s dominated the under 2.5-liter class; Horst Kwech won in his Alfa, while Mark Donahue in the Penske Javelin took the over-2.5L honors.



Steve Sharkey at speed in his 122S (photo via Hemmings)

At Mid-Ohio on 6 June 1971, Steven Sharkey showed up with a '64 122S, converted to four-wheel discs with components from P1800s. He put up a good fight during the race and finished 11<sup>th</sup> in U2.5L; John Morton, driving the BRE Datsun 510, took first in class over Horst Kwech, Gaston Andrey and Harry Theodoracopulos in Alfa Romeo 1750 GTVs. George Folmer won the main event in a Bud Moore Mustang Boss 302, followed by Mark Donahue in the Penske team AMC Javelin. At the Watkins Glen Two Five Challenge, 15 August – the ninth event on the calendar – Sharkey placed 13<sup>th</sup> behind a pair of BMW 2002s. Kwech won the U2.5 competition and Mark Donahue took the overall race in the Javelin, besting Folmer and Peter Gregg in the Bud Moore Mustangs.



(Photo via Autosport.com)

Notably, in February 2008 Clay Carpenter of West Bloomfield, Michigan, acquired Sharkey's 122S. He was specifically looking for a former race car for restoration and stumbled on the Volvo in Canton, Ohio, where it had occupied space in a shop building for over 30 years. During the restoration process, Carpenter managed to track down Sharkey, who was in his 80s; they determined the car was the sole surviving Volvo 122 from the original Trans Am series.

In 1967, Volvo discontinued production of the 122 Sedan. With the 1969 model year, the company ended the production of the station wagon and installed the new 1998cc B20 engine in the coupe, in two forms: the single-carb, 90 bhp B20A and twin-carb, 118 bhp B20B. The car also received seatbelts in the back and front seat headrests.

These last, minor safety additions marked the last modifications to the product line. In 1970, Volvo ended production of the 122 series cars, with a total of 667,791 built, in favor of the 140 series.

Interested in buying a 122-series Volvo? A check of Hemmings turned up two: a 1966 122S for sale in Durham, North Carolina, only 28K miles...for \$55,000. Or, you could travel up to Gill, Massachusetts, for a 1967 122S: in storage for 25 years, most definitely a project, \$2000. At Bring a Trailer, several examples have passed through the online auction process over the past couple of years. Most recently, a 32-years-old 1967 123GT in Seattle sold for \$6223.

Three years ago, *Sports Car Market* offered a 1969 Group 2 factory rally car, driven in a number of rallies in Sweden in 1971 by Sven Simonsson, including a fourth place with Ellbring Lars in the *Östgötarallyt*. The car featured a 160hp B20 engine, limited-slip differential, beefed-up suspension, four-wheel discs, full roll cage, rally trip meter, Bilstein shocks up front and Spicas at the rear. If that's not enough power or upgrades for you, there's a guy in California who grafted a 122 body and most of the interior to a Chevrolet Corvette. The somewhat modified engine generates over 700 horsepower.



(Photo via YouTube)

These days, when reflecting on the 122-series, auto enthusiasts and the car-buying public most likely embrace the standard attitude towards Volvo sedans and coupes: solid, stolid and safe with little or no excitement factor. However, anyone who's owned or driven a 122 would probably argue the point; as summarized by Paul Niedermeyer in *The Truth About Cars*,

They were straight-forward, hard-riding, sporty, noisy, and made of the finest Swedish steel forged with Thor's own hammer.



**Sources:** Mát Petrány, "There Are Still More Than 24,000 Volv Amazon on Sweden's Streets," *Road & Track*, 2 September 2016; John Smith, "Profile on the Volvo 120 Amazon," The Volvo Owner's Club, n.d.; Racing Sports Cars, [www.racingsportscars.com](http://www.racingsportscars.com); Michale Tee, "The Ruddspeed Volvo 122," *MotorSport*, October 1964; Mark J. McCourt, "50 Years of Amazons, plus a special one: 1965 Volvo 122 S brochure," *Hemmings*, 17 November 2015; "1963 Volvo 122S," *ConceptCarz*, n.d.; Paul Niedermeyer, "Curbside Classic: 1965 Volvo 122S Amazon," *The Truth About Cars*, 3 November 2009; Mark J. McCourt, "Genuine Volvo Trans-Am car to be reunited with its original driver," *Hemmings*, 11 July 2012; "700hp Volvo Amazon-bodied Corvette," *Hoonigan AutoFocus*, <https://www.youtube.com/watch?v=1V-qj-XBXfU>; Cameron Lowe, "1970 Volvo Amazon Group 2 Rally," *Keith Martin's Sports Car Market*, August 2017; "Works Amazons," Volvo Adventures, n.d., <https://volvoadventures.com/120works.html>; Isaac Bober, "Volvo Amazon Turns 60 – Throwback Thursday," *Practical Motoring*, 8 September 2016.

## Submitted For Your Consideration...



Since this issue marks Volvo's turn as the featured marque, here are a couple of more items for your consideration. For starters, Gateway VCOA's Doug Morrell recently bought a 1973 Volvo P1800ES and trailered it to St Louis. It is most likely the only P1800ES in the vicinity, should be pretty cool once he gets it back on the road (photo by Doug Morrell)

Second, as long as we're talking about P1800s—and in addition to the Volvo 121/Corvette mash-up on pg 5—here are some photos from *Road & Track*, 23 April, showing what happens when you combine a 1967 P1800 with a 1992 Corvette C4. Dubbed the "Volvette 1800," the car was featured in the Volvo Club of America magazine back in 2008 (photos: *Road & Track*)

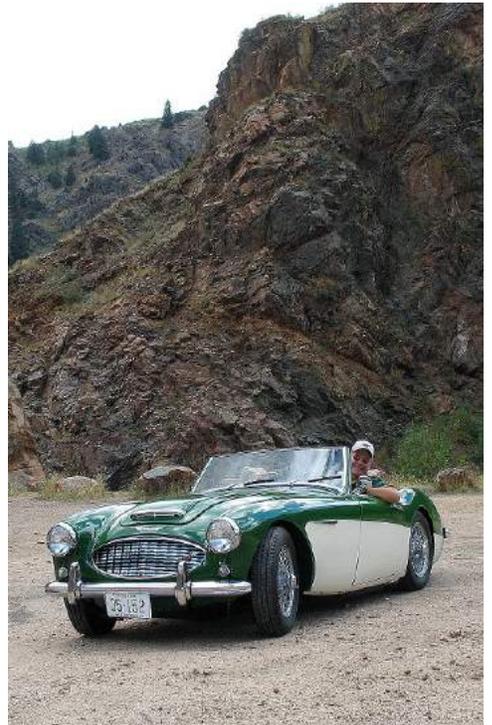




Since 1984, British car and motorcycle clubs in Colorado have gathered in Arvada in September for their big annual show. Typically, the gathering features over 500 British vehicles; the organizers and participants lay claim to the title of "The premier all-British meet west of the Mississippi." St Louis Austin-Healey owner John Lore has participated a number of times; he graciously provided us with several photos from the 2007 meet.



Have photos of automotive event you attended or participated/competed in, either individually or as part of a club? Feel free to send the photos to the editor, along with a brief



Our thanks to John for his contribution to this issue of the *Relay*.

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

The editors of *Road & Track* do their own appraisal of the M340i in the May issue ("Return of the Sport Sedan"). Plus, rave reviews for Volvo's new V60 T8 Polestar wagon (yes, a station wagon...). Continuing with Volvos, the May *Hemmings Classic Car* takes an extensive look at one reader's 1973 144E, with an additional two pages summarizing the 140-series and its variants. June's *Hemmings* has an article on one owner's 1974 MGB GT, used as his daily driver up in New Hampshire...even during the winter. Finally, *Thoroughbred & Classic Cars* for April provides a buyer's guide for the MGA.

# Featured Events

## I Drove My Jaguar to the Levee... Jaguar Association of Greater St Louis—14 Mar 20



Photos by Jim Hendrix

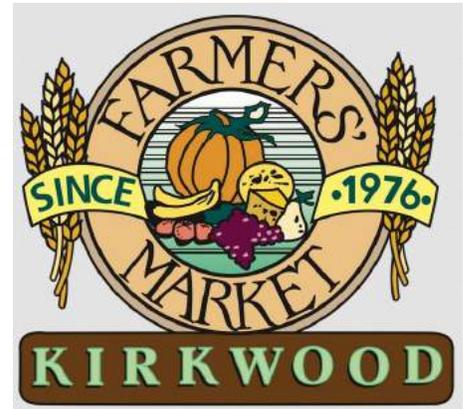




1993 Volvo 245 w/  
blown 5.3L Chevrolet  
LH8/LS3 and 6-  
speed manual



Photos by  
Doug Morrell





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