



Gateway Relay

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St Louis Sports Car Council

November 2022

Council News & Notes



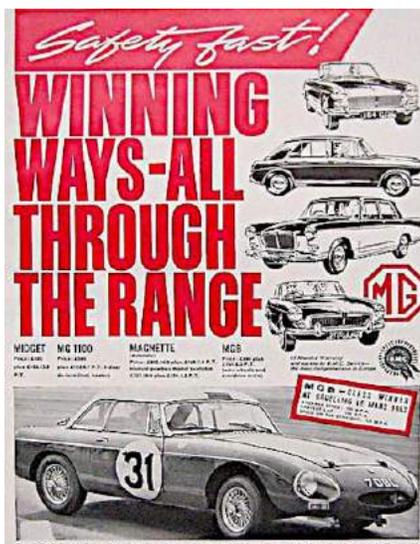
- First up, a **CORRECTION**. Last issue we ran photos from a Cars & Coffee event at San Clemente, California, taken by Ben. Problem is, we credited the shots to the, uh, “wrong” Ben. The photographer was actually Ben Lewin; our thanks for the great photos and apology for getting the contributor’s name mixed up.
- Having said that, a reminder: if you get the *Relay* and attend or participate in a car event outside the local geographic area, by all means send in some photos along with a short description of the event, we will post them.
- Other than that, we’re here: shows and drives have gone into hibernation for the next few months, leaving the holiday parties and club meetings as the main events. Expect the annual “slim issues” through, oh, February, at which point the schedule will start populating again. In the meantime, hope everyone enjoys the holidays.

Up & Coming

- 2-4 Dec 22**—Boone Trail Corvette Club **Rail Trip to Kansas City & Mecum Auction at Crown Center**, details TBA, monitor <https://www.boonetraillcc.com/>.
- 3 Dec 22**—Annual SLTOA **Christmas Party**, at Viviano’s Festa Italiano, 55 Fenton Place, Fenton at 1 PM. \$20 per person, club will pay for the appetizers and desert, meal includes choice from two entrees, two pasta dishes and two vegetables. Jolly old elf Santa Jack and ace Elf Bonnie will be in attendance to collect unwrapped gifts for Toys for Tots. For the gift exchange, please bring a wrapped present, auto-related, \$20 limit. For payment/reservations info, see www.sltoa.org.
- 10 Dec 22**—Boone Trail Corvette Club **Christmas Party**, at Missouri Bluffs Golf Club, 18 Research Park Circle, St Charles. Happy hour at 5:30 PM, 6:30 PM dinner, 7:30 pm entertainment and 8 pm music/dancing. Details including info on sign-ups and cost to follow, monitor <https://www.boonetraillcc.com/>.
- 10 Dec 22**—Gateway Miata Club **Holiday Party**, at the Christy Banquet Center (<https://www.thechristy.com>), 5856 Christy Blvd, St Louis, 6 to 10 PM. \$20 per person, payable to the Gateway Miata Club no later than 10 November. Bring a gift/get a gift, \$25 limit. Menu includes appetizers, two free drinks and dinner buffet. See club web page at <https://www.gatewaymiataclub.com> for treasurer mail-to information.
- 10 Dec 22**— **Cars & Coffee/Fast Lane Classic Cars**, 427 Little Hills Industrial Blvd, St Charles, 8-10 AM.
- 14 Jan 23**—Jaguar Association of Greater St Louis **Annual Awards Dinner**, 6:30 PM at Deer Creek Club, 9861 Deer Creek Hill, St Louis. Monitor <https://www.jagstl.com/>.
- 14 Jan 23**—MG Club of St Louis annual **Holiday Party**, 6 PM at Maggiano’s Little Italy, 2 The Blvd St Louis, Richmond Heights. Monitor
- 19 Feb 23**—Annual SLTOA **Polar Bear Run**, traditional first drive of the New Year, open to all cars/drivers. Details to follow.

St Louis Car Shows and Cruises: www.stlouiscoachmen.com/car-shows-special-events

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

Fairly slim pickings this month, but we’ll start with the November issue of *Car & Driver* with rampant Corvette C8 Z06 on the cover, “America’s \$100,000 Hypercar” (670 bhp, 0-60 in 2.6 seconds, ¼ mile in 10.5 seconds). The issue also includes results of a long-term test of a 2021 C8 Z51 and a brief road test of a Mazda CX-60. At the back, a quick buyer’s guide to the BMW M3.



October’s *Octane* incorporates a feature on a 1959 Jaguar Mk1, owned by the same individual for 27 years. Interestingly enough, the vehicle served as the primary vehicle



Continued on pg 2

in the "Endeavour" television series, featuring Inspector Morse (actor Shaun Evans) as a young police constable. The series ran on British TV from 2013-2022; if you want to see the Jaguar on the screen, PBS is running episodes as part of its "Masterpiece" programming. Further along, one of *Octane's* editors provides an update on his 1989 BMW 320i convertible.

Roadwork

Last try at Le Mans

May 2023 will mark the 100th anniversary of the Le Mans 24-hour race. Over the past century - save for the suspension of the endurance event between 1939 and 1949 – the track has drawn an incredible variety of cars and drivers. No surprise, MG was one of the manufacturers which made regular attempts at Le Circuit de Sarthe, both with a factory team and a number of private owners/entrants.

MGs first started hitting the competition circuit in Europe in 1930, including an initial attempt at the 24-hour race. That year, two private teams put M-Type Midgets on the grid: a car driven by Robert Murton-Neale and Jack Hicks and a second MG driven by Sir Francis Samuelson and Fred Kindell. Regrettably, both went out due to failure of their 847cc engines. On the plus side, three years later, MG recorded its first finish at the track with a supercharged C-Type driven by John Ford and Maurice Baumer.



MG C-Type at the 2008 Le Mans Classic (photo via Ultimate Car Page)

Over the following 30 years, MGs of various types made sporadic appearances at Le Mans. In 1934, Roy Eccles and Charlie Martin placed 4th in an MG K3 Magnette. In 1959, Ted Lund and Colin Escott put the first "modern" MG in the race, MGA Twin Cam. Unfortunately, the car didn't finish due to gearbox failure, but the following year the Twin Cam held together and finished in 12th.

BMC put a one-car factory team in the 1964 race consisting of an MGB hardtop. Driven by Paddy Hopkirk and Andrew Ledges, the car finished 19th overall and 6th in the GT2.0 class behind a brace of Porsche 904s. Hopkirk and Ledges ran the race again in 1965 and this time placed 11th/2nd in class; their MGB was the second Brit car to finish, behind the Rover-BRM



The Hopkirk and Ledges MGB at Le Mans, 1965 (John Dawson-Edwards via *Racing Sports Cars*)

gas turbine of Graham Hill and Jackie Stewart. The '65 24 hour marked the end of BMC's racing at Le Mans, although it continued to run other races through 1970, when British Leyland closed down the competition department.

That was it for MG at Le Mans...or was it? During the late 1990s, the Automobile Club de l'Ouest – the organizers of the annual race – decided to liven up competition by creating two new classes of prototype cars, replacing the existing LMP (Le Mans Prototype) class. The "big" LMP cars went into the LMP900 class, which set the minimum weight at 900 kg (about 1950 lbs) and set displacement limits for both turbocharged and non-turbo cars. The new LMP675 class set a minimum weight of 675 kg (1488 lbs), turbocharged engines up to 2 liters and normally aspirated engines up to 3.4 liters.

Rover Group leadership saw an opportunity to do something to revive the MG name and, working with Lola, developed two new race cars: the B2K/10 for the LMMP900 class and the B2K/40 for LMP675. Designed by Lola's Frank Dernie and Julian Sole, the cars featured carbon-fiber and aluminum chassis, with double wishbone suspension at each corner and a low-slung, low-drag fiberglass body. The engines for the B2K/40, developed by Advanced Engine Research, were four cylinder, 2.0L, Garrett turbocharged and capable of 500 bhp, with power going to rear wheels via a six-speed sequential gearbox. The engines received an MG designation of XP20 and the cars themselves became known as MG-Lola EX257s (something of a reverse of the standard procedure, where the manufacturer's name came first, prior to the engine type).



The MG-Lola EX257 (photo via Ultimate Car Page). Below, the XP20 engine, with MG logo visible on the valve cover (photo via Collier Automedia),



The first MG-Lola EX257, painted gray and green with multiple MG logos (natch) and entered by Chamberlain Engineering, debuted at the 2001 Le Mans test session. Two MG-Lolas entered by MG Sport & Racing Ltd ran the 2001 event, held 16-17 June: car No. 33 driven by Julian Bailey, Mark Blundell

and Kevin McGarrity, and No. 34, with Anthony Reid, Warren Hughes and Jonny Kane taking turns behind the wheel. They proved fast, but the No. 34 car departed the race on lap 30 due to an engine failure; the second car went out with an oil leak a few hours later.

That was it for 2001's effort; the team immediately started preparing for the 2002 24 hour race. Concurrently, Intersport Racing and Knight Hawk Racing purchased two additional chassis for the American Le Mans Series.

In 2002, three EX257s ran at Le Mans, consisting of two entered by MG Sport & Racing and one by Knight Hawk. Sad to say, once again the MGs DNF'd, with the Reid/Hughes/Kane car sustaining a gearbox failure on lap 129 and the Blundell/Bailey/McGarrity car dropping out on lap 219 due to engine failure. The Knight Hawk car, driven by Steve Knight, Mel Hawkins and Duncan Dayton, caught fire on lap 102.



The Roy Mallock Ltd (RML) MG-Lola (Photo via *Speed Sport Magazine*)

Following the conclusion of the 2002 24-hour race, MG Sport & Racing effectively closed down, a component of The Rover Group's ongoing financial troubles. A number of EX257s continued to race with several teams; Intersport Racing entered one with drivers Jon Field, Duncan Dayton and Rick Sutherland in the 2003 Le Mans event but it too failed to finish.

However, over the following years the cars ran in several events, often with different engines (which effectively removed the primary MG connection) and saw a fair amount

of success. At the 2005 Le Mans 24 Hours, an EX264 variant entered by Roy Mallock Ltd with Judd XV675 3.4L V8, driven by Thomas Erdos, Mike Newton and Warren Hughes, placed 20th overall and first in class. At the 2007 event, the EX264 with



The RML EX264 (photo via *Speed Sport Magazine*)

AER 2L Turbo 4, driven by Mike Newton, Andy Wallace and Erdos, failed to finish.

It was all moot point. In 2005 The Rover Group finally rang down the curtain and joined the choir invisible and the rights to the MG name passed to China's Nanjing Automobile Group. Nanjing subsequently merged into SAIC Motor Corporation Limited, which continues to produce sedans and SUVs under the MG name. On the plus side, MGs continue to race at the annual Le Mans Classic race and remain quite popular with the spectators.

Sources: Wouter Melissen, "When David and Goliath met on the track," *Collier Automedia*, n.d.; Michael J. Fuller, "2001-2004 Lola B01/60 (MG EX 257)," *Mulsanne Corner*, n.d.; "The MG Lola EX265," *MG-Lola.com*, n.d.; *Racing Sports Cars*; Graham Robson, "The Le Mans MGB In Traffic," *Moss Motoring*, 2 June 2022; "MG to Le Mans," *Autoweek*, 6 September 2000.

Featured Events



Ice Cream Drive
MGCSIL—8 Oct 22

Photos
courtesy of
the MG Club
of St Louis





Photos by Andy Ackerman

Corvette Bunny Hop Toy Delivery
BTCC—9 Oct 22



Photos courtesy of Boone Trail Corvette Club



Boeing car show, held at The Cherry Garage, 2936 Locust St. Indications are this will resume its status as an annual event.

Photos by Glenn Owens,
MG Club of St Louis



Photos
courtesy of
Gateway
Miata

LF

Mid-Missouri Meet-Up/VSCDA Ozarks Vintage Festival

Ozarks International Raceway
Gateway VCOA—16 Oct 22



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Photos by Doug Morrell and Lee Fox, Gateway VCOA. Other participants/attendees included Phil Taxman, Jaguar Association of Greater St Louis (above center) and members of the MG Club of St Louis.

Featured Events continued



Who's up for a little track time?



Fall Color Tour

MGCStL—22 Oct 22



Photos by Andy Ackerman and Paul Summers

Featured Events continued

Fall Colours Drive
SLTOA—22 Oct 22



Photos by Stephen L. Paur

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