

TRIUMPH

PROCEEDINGS

MORE COMMONLY KNOWN AS *EXHAUST NOTES*



HAZE GRAY UNDERWAY: Navy veterans now edit both the Triumph and MG newsletters here in St Louis

Vol 25, Issue 8

April 2024

www.sltoa.org



CALENDAR



13 Apr 24—Evergreen Historic Automobiles Tour, with the Jaguar Association of Greater St Louis and the Horseless Carriage Club of Missouri. See the multi-hundred-car collection of Ste Plaster, Passport Transportation, including a personal tour and lunch in the Dogwood Room. \$40 per person, register at <https://www.jagstl.com/events/general/evergreen-historic-automobiles-tour>; download the form, write a check and get it in the mail **ASAP**, cut-off is this weekend.

16 Apr 24—SLTOA monthly meeting, 4Hands Brewing Co, in The District, Chesterfield.

18-21 Apr 24—22nd Annual Kastner Cup, at Sonoma Raceway/Sears Point, Sonoma, California. SCCA racing legend Hardy Prentice will serve as Grand Marshal. Info at <https://kastnercup.com> and <https://svra.com/events/2024-sonoma-speedtour/>.

21 Apr 24—SLTOA Two Bridges Drive. Details to follow at the April meeting, monitor <https://sltoa.org>.

21 May 24—SLTOA monthly meeting.

25 May-2 Jun 24—28th Annual British Car Week. Info/activities at <https://britishcarweek.org>.

30 May-1 Jun 24—South Central Region VTR/ "A Confluence of Triumphs," hosted by the St Louis Triumph Owners Association. See pgs 3 and 4, additional info/registration at <https://sltoa.org/scvtr-2024/>.

17-21 Jun 24—TRA 2024, at Mohican State Park, Perrysburg, Ohio. Celebrating the 50th anniversary of TRA and host Central Ohio Center of TRA. Info including registration form at <https://www.triumphregister.com/tranational-meet/>.

23 Jun 24—Targa Desoto drive. Date tentative, more shall be revealed...

8-12 Sept 24—VTR National Convention 2024, hosted by Indiana Triumph Cars at the Abe Martin Lodge, Brown County State Park, Nashville, Indiana.. Celebrating 50 years of "The Shape." Registration open now, register at <http://indianatriumphcars.com/2024-triumph-register-national-convention>.

7 Apr 24—St Louis Region SCCA Autocross/Solo II Event 1, at Family Arena. Event fee \$55, plus a \$15 weekend membership for non-SCCA members; online registration is \$45. For more info, call up <https://solo.stlssca.org/>.

8 Apr 24—MG Club of St Louis Eclipse Drive to Ste Genevieve, 10 AM. Monitor <https://stlouismgclub.com/events-calendar/>.

14 Apr 24—Boeing Sports Car Club Autocross No. 1, Family Arena, St Charles. Show around 9-9:30 AM, \$50 for six runs. For more information or to get on the email list, contact Racer Steve at sshab@yahoo.com.

14 Apr 24—MG Club of St Louis annual Pinewood Derby, at Bar K dog park, 4565 McRee Ave, St Louis (Forest Park southeast). Monitor <https://stlouismgclub.com>.

14 Apr 24—Farmington Rallye, hosted by JAGSL. Spring dust-off drive, taking back roads towards the beautiful Hermann wine country. Meeting at 9:30 AM at the QuikTrip, 1617 Gravois Rd in High Ridge, lunch at the Hermann Wurst Hause. After lunch, feel free to stroll through town or visit the Hermannhof Winery, the Hermann Wine Trail or the historic Stone Hill Winery.

20 Apr 24—Cars & Coffee/Amp Up, 13901 Manchester Rd, 8-11 AM.

20 Apr 24—MG Club of St Louis Founders Day Picnic/Cecil Kimber's Birthday. At Babler State Park campground, 18301 Rieger Rd, Wildwood, 11 AM-1 PM. Monitor <https://stlouismgclub.com>.

21 Apr 24—St Louis Region SCCA Autocross/Solo II Event 2, at Family Arena. Event fee \$55, plus a \$15 weekend membership for non-SCCA members; online registration is \$45. For more info, call up <https://solo.stlssca.org/>.

27 Apr 24—St Louis Region SCCA Rally School No. 1. The first of five 2024 Rally School events; each will focus on a specific aspect of road rallying and help you gain a better understanding of the sport. The rally school will begin and end at Sunset Overlook on Bluff Road, Columbia, IL. Expect a mid-afternoon check-in, a Rally School with Q&A and a 4 PM start. The rally should run about two hours, for information or to register call up <http://msreg.com/STLRallySchool-1>.

(Continued on page 5)

VTR South Central Regionals 2024

A Confluence of Triumphs



South Central VTR 2024 Regional

May 30–June 1 2024

Your host: the St Louis Triumph Owners Association



Preparations are underway for the 2024 South Central region VTR convention. Mail-in and online registration forms are available now at www.sltoa.org/vtr24info.htm

Events

A variety of driving and enthusiast events are planned for the convention, such as:

- ◆ Breakfast and dinner runs
- ◆ Self-guided drives such as "The Confluence Tour"
- ◆ "Gearhead Drive" to local collectible/special interest auto dealerships
- ◆ Winery tour
- ◆ Poker Run
- ◆ Daily tech sessions
- ◆ Time/Speed/Distance Rally (Self-guided, using the Richta Rally App)
- ◆ Autocross
- ◆ Le Mans Start

Host Hotel/Triumph Central



The Sheraton Westport Chalet

191 Westport Plaza Drive,
St Louis, MO
(314)878-1500

<https://www.marriott.com/en-us/hotels/stlsi-sheraton-westport-chalet-hotel-st-louis/overview/>

When you call, mention the Vintage Triumph Register for the \$139 rate.



VTR South Central Regionals 2024
 "A Confluence of Triumphs"
 30 May – 1 June 2024 in Saint Louis, MO
 Event Registration Form



Personal Information (for Badges)

Name of Driver #1 (First & Last Name as they will appear on badge)		Name of Driver #2 (First & Last Name as they will appear on badge)	
Address		Home Phone	Cell Phone
City	State	ZIP	Country
E-mail address			
Club Affiliation:			
List additional attendees below (Family members, First & Last Name.)		Number of welcome party attendees: _____	Number attending banquet: _____
1. _____			
2. _____			
3. _____			
4. _____			

Check if you want to be a Concours judge (Training on Thursday) Check if you will require parking for a trailer

Car 1 - Vehicle Information				Car 2 - Vehicle Information			
Year	Model	Color	VIN	Year	Model	Color	VIN

Car Show		Class (select only one)	
<input type="radio"/> Concours <input type="radio"/> Concours Senior <input type="radio"/> Concours Preservation <input type="radio"/> Participants Choice		<input type="radio"/> Showroom Stock <input type="radio"/> Modified Touring <input type="radio"/> Modified Prepared <input type="radio"/> Survivor	

Driving Events (check the event(s) Driver 1 will participate in): <input type="checkbox"/> Autocross <input type="checkbox"/> TSD Rally (Self-Guided) <input type="checkbox"/> Funkhana <input type="checkbox"/> Le Mans Start If running Autocross, select class if known: <input type="checkbox"/> Stock <input type="checkbox"/> Modified <input type="checkbox"/> Prepared	Driving Events (check the event(s) Driver 2 will participate in): <input type="checkbox"/> Autocross <input type="checkbox"/> TSD Rally (Self-Guided) <input type="checkbox"/> Funkhana <input type="checkbox"/> Le Mans Start If running Autocross, select class if known: <input type="checkbox"/> Stock <input type="checkbox"/> Modified <input type="checkbox"/> Prepared
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Other Driving Events
 Check the events you'll participate in: # of Attendees

Breakfast Run Drive – Thursday, 30 May _____

Gearhead Tour – Thursday, 30 May (+\$10 for Lunch) _____

Winery Tour / Poker Run – Thursday, 30 May _____

Breakfast Run Drive – Friday, 31 May _____

Dinner Drive – Friday, 31 May _____

Check if entering Crafts, Models, Photos competition

Registration Fees and Regalia		Subtotal
Item and Quantity		
Registration: Early \$130, fee \$155 after 30 April 2024		\$
Additional Car: \$25		\$
Gearhead Tour (Lunch): \$10		\$
Barquet: \$65 per person		\$
<input type="checkbox"/> Special Dietary Needs (Detail below if applicable)		\$
T-Shirts	Design 1: Triumph Sports Car Lineup	
S/M/L: \$22	S M L XL XXL XXXL	\$
XL/XXL/XXXL: \$27		
www.sltoa.org		Total
		\$

*Refer to <https://vintage-triumph-register.org/competition-rules/> for concours judging criteria and autocross guidelines.

Terms & Conditions
 Proof of car insurance is required to participate in moving events. Under VTR rules, all Triumphs entering Concours and Participants' Choice car shows are required to participate in at least one moving event. Tech and safety inspections are required in order to participate in the autocross. Any vehicle can be disqualified at the technical inspector's discretion for safety reasons. I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, the Saint Louis Triumph Owner's Association and Vintage Triumph Register, collectively and separately from any and all liability from personal injury or property damage by me or my guest while participating in this convention. I understand that the Saint Louis Triumph Owner's Association reserves the right to revoke my registration and retain my registration fee.
 Cancellation policy: A full refund of the registration fee if you cancel on or before April 30, 2024. No Refund will be granted after April 30, 2024. However, special circumstances may be considered.

Hotel/Lodging:
 You are responsible for making your own room reservations. The Saint Louis Triumph Owner's Association has reserved a block of rooms at the Sheraton Westport Plaza. Please call 314 - 878 - 1500 to make a reservation, mention discount code SCVTR.

Signature and date:

Driver A _____

Driver B _____

Send signed form and check to:
Saint Louis Triumph Owner's Association
 4200 Weatherton Place
 St. Charles, Missouri 63304

- 27 Apr 24—Wings and Wheels Fly-In and Cruise-In**, presented by SaltRiver Automotive, at Smartt Field, 6390 Grafton Ferry Rd, Portage des Sioux. 7 AM-2 PM, spectator admission is free.. Vehicles and planes arrive at 7 AM, awards at 1 PM. Pre-registration is free with purchase of a t-shirt, \$10 the day of the event. Proceeds go to Unlimited Play, backup rain date is 4 May. Register at <https://wingsandwheels.givesmart.com>.
- 3-5 May24—St Louis Region SCCA CAM/Extreme Challenge/Solo II Event 3**, Family Arena. Info/registration at <https://solo.stlscca.org/schedule/>.
- 4 May 24—MG Club of St Louis Missouri Endurance Rally**. Details to follow, monitor <https://stlouismgclub.com>.
- 10-11 May 24—WWTR Speedtour** vintage racing, at World Wide Technology Raceway, Madison. Sponsored by the Sportscar Vintage Racing Association (SVRA), info at <https://svra.com/events/2024-wwtr-speedtour/>.
- 17-19 May 24—Heartland Vintage Racing/NASA MidAmerica inaugural vintage weekend** at Hedge Hollow Raceway, Adrian, Missouri (~one hour southeast of Kansas City). First vintage event at this brand new track, info at <https://members.drivenasa.com/events/4519> and <https://www.heartlandvintageracing.com/event-info/>.
- 18 May 24—Cars & Coffee/Amp Up**, 13901 Manchester Rd, 8-11 AM.
- 18 May 24—Car-ing For Veterans Car Show**, at World Wide Technology Raceway, noon to 9 PM. Proceeds benefit Fisher House of St Louis, info and registration at <https://forms.donorsnap.com/form?id=4F625A57-74C4-4905-AC82-67C1D2803551>.
- 19 May 24—Spirit of the Midwest Rides for Guides Car show**, IAM District Lodge 837, 212 Utz Lane, Hazelwood. Registration (\$25 show, \$15 display) 8 AM-12 Noon, show 10 AM with judging at 12 Noon. All proceeds benefit Guide Dogs of America and Tender Loving Canines. Registration available at www.spiritofthemidwest.org.
- 26 May 24—Boeing Sports Car Club Autocross No. 2**, Family Arena, St Charles. Show around 9-9:30 AM, \$50 for six runs. For more information or to get on the email list, contact Racer Steve at sshab@yahoo.com.
- 8 Jun 24—Sixth Annual Kirkwood Route 66 Festival: Cars & Guitars**. Downtown Kirkwood, 4 PM to 11 PM, set-up 1-3:30 PM, once your vehicle's in place it will remain there until the car show exit parade at 9 PM. Entry fee is \$25 in advance, no applications accepted after 5 June. For application form, see the back of this issue of Exhaust Notes or contact Gary Sibbitts at gary@z-know.com.
- 8-9 June 24—Annual Spirit of St Louis Air Show & STEM Expo**. Featuring the US Navy Blue Angels, plus F-22A, F-35B and P-38L flight demonstrations.
- 9 Jun 24—St Louis Region SCCA Autocross/Solo Event 4**, Family Arena. Info/registration at <https://solo.stlscca.org/schedule/>.
- 15 Jun 24—Cars & Coffee/Amp Up**, 13901 Manchester Rd, 8-11 AM.
- 23 Jun 24—Boeing Sports Car Club Autocross No. 3**, Family Arena, St Charles. Show around 9-9:30 AM, \$50 for six runs. For more information or to get on the email list, contact Racer Steve at sshab@yahoo.com.



SLTOA members!

We're looking for volunteers to assist with the various activities and components of

South Central VTR 2024
31 May-1 June

Flexible hours, a wide range of activities to choose from. Sign up now at:

<https://sltoa.org/scvtr-2024/>

Thank you!



Kirkwood
Route 66 Festival:
Cars & Guitars

Saturday, June 8
4:00-11:00PM

Festival Location:
North Kirkwood Road
and Jefferson Avenue

- Vintage Vehicles
- Live Music on Two Stages
- Festival Food & Merchandise
- Margarita Garden & More

NEGATIVE CAMBER



By the editor

Concerning the cover of this moth's issue: for some reason, back in 2019, I decided to do something different for the cover of the April edition of *Exhaust Notes*, an alternative cover as it were. As a result, the April-May cover of your favorite Triumph club newsletter paid tribute to (ripped off?) *Top Gear*. Others followed: April 2020, *Road & Track*; April 2021, *Car & Driver*; April 2022, *The Continuing Adventures of Captain Triumph* (ie, a comic book...and yes, Captain Triumph and his sidekick Spitfire will continue to show up in these pages periodically); and April 2023, *Motor Trend*.



Came the spring of 2024 and I was actually a tad stumped. How do I keep the sequence going? I thought about doing another suitably modified cover based on *Car Life*, *The Autocar*, *Sports Cars Illustrated* (the predecessor to *Car & Driver*) or something similar. Maybe another Captain Triumph cover, seeing as the April issue would come out shortly after the annual

(Continued on page 16)

SLTOA MONTHLY MEETING—19 MARCH



Heading into spring, we had a turnout of 16 at the 19 March meeting of St Louis' Triumph faithful. In and around orders and food deliveries, the Hillsboro Pistolero, Ing Karl Schmitt, regaled everyone with his and Barbara's trip plans for Edisto Island, South Carolina. Others talked about the MG club's successful Terry Fanning Rally (four SLTOA members made the drive) while admitted former Midget owner Lee Fox told a few members he still had plenty of Midget parts available for anyone who wants them.

Meanwhile, another member approached the editor – over in the corner by himself at the “editor's table” – and stated, “You look like Navy flyer at an Air Force dinner.” YFE's rsp? “That's accurate.” Linda Massey then walked over and announced she was still looking for stuffed animals for the convention Funkhana (“I need a lemur....and a penguin...”).

President David Pollard called the meeting to order 1700, thanked everyone in attendance and introduced member Scott Alexander. Scott said he'd been a member for three to four years and, after retiring a second time, figured he should start attending meetings. He owns a '74 TR6 and lives in the New Mehle area.

Membership

In membership chairman Creig Houghtaling's absence, the discussion revolved around making dues payments online.

- Scott mentioned he couldn't pay by other means and had to go to PayPal.
- Webmaster Sam Sheppard said there might be a broken link and he'd look into it.
- An extended discussion followed concerning possible alternative means.

Events

Concerning the MG club's Terry Fanning Rally, Prez Dave described the drive as fantastic. He loaded the route on the club's new GPS app, which worked well.

- Discussion followed on how other club members can get access to the link. The club's paid the \$250 fee, making the app available.

(Continued on page 14)

FOREST PARK EASTER CONOURS - 31 MARCH

MG: 26
TR: 14



Curses,
foiled again!

Jay Ward Productions

Yeah, but it was a beautiful Easter Sunday and once again, the Triumph and MG clubs dominated in car club participation. The field contained the usual large number of vehicles, including several that were rare or highly eclectic. Congrats to all who participated and thanks to the SLTOA members who turned out.



Photo by Doug Morrell



New member
Frank Sedmak's
1974 TR6



Other Notables...



DM



1953 MG YB



MG Club of St Louis Chairman Paul Summers with the trophy





The Jaguar Association of Greater St Louis contingent. That's Gary Sundin's 1966 E-Type OTS. Goodwood style!



1903 St Louis Standard (left) and a 1904 St Louis Tonneau. The St Louis Motor Car Company built passenger vehicles from 1899 to 1907. The factory was located at 1211-13 N Vandeventer.



The St Louis Community College stand. A team from the school is running a '41 Ford and '72 Mercury Cougar in this year's Great Race, Owensboro, Kentucky to Gardiner, Maine, late June. See pg 15.



All together now: "Wayne's World! Party Time!"

SPANNING THE GENERATIONS



By David Yannayon

Photo by Glenn Owens

I had the pleasure of attending the MG Club of St Louis' Terry Fanning Rally this past Saturday morning. The route provided a spirited drive through the countryside of far West, St Louis County. Being early spring, there was a cold nip to the morning air, but the sun was shining and the sky clear. In true sports car tradition, most tops were down. A few faint hearts, including yours truly, kept some warmth in by not going topless.

I didn't get a complete car count, but there were at least 18–20 cars in attendance including MGs', Triumphs' and one lone Miata. A highlight for me during the drive was coming up to the intersection of Woods Drive and MO109. Being the 3rd from last in the line of LBCs, I gazed on this long line of cars and fellow enthusiasts. It warms the heart.



Photo by Andy Ackerman

The route was well thought out and defined. The roads were surprisingly smooth with few potholes or rough areas. I give a high five to the county for their rural road maintenance and to the Rally Master who found these roads.

The start and end points of the rally were the same, Dierbergs Town Center in Wildwood. Not the usual tra-

dition in weekend club drives. Starting and ending in the same area means that folks who may be in an unfamiliar area don't have to figure out a route home. But after the



drive was complete, about 20 participants joined each other in breaking bread at the Sunny Street Café.

We enjoyed a meal of our own choosing and shared conversation, which brings me to the inspiration for creating this note to you all ("Spanning the Generations:"). I shared a table with three other people that, if not for the shared love of our cars, would never have met each other. In that hour or so, we shared experiences and stories of the cars we own and have owned. But more important than that was the camaraderie felt between us four people, in age from the 20s to the 80s, all participating, all contributing and all engaged. Here were four people spanning at least three generations with one thing in common, a love for Little British Cars.

Now I own two of these LBCs, both Triumph TR6s. I am a member of both the StL Triumph Owners Association and the MG Club of St Louis. We do great things as individual clubs for our marques, but when we get together, we shine a bright light on the great traditions of vintage British motoring.



ALEX HALEY: THE INSIDERS



The TR25 (photo via Inkl)

A new concept car set my mind racing to the possibility of rekindling Triumph with an excitingly modern range and maybe resurrecting BL...

By Alex Haley



Have you seen the new Triumph TR25 concept built by a company called Makkina? It was on the TR Register stand at the NEC Classic Motor Show, parked next to the car that inspired it – the record-breaking TR2 that Ken Richardson drove on the Jabbeke highway in 1953.

Richardson's car had a few non-standard parts, a tiny curved aeroscreen, a metal plan over the passenger seat, a smooth undertray and rear wheel spats. These reduced drag and frontal area so much, it averaged 124.889 mph over the flying kilometre. A totally standard car was all done at 103.

The TR25 takes that aesthetic and adds a D-type-like spar between the front seats, and a cowl behind the driver. It looks sensational and the interior is just as fabulous, beautiful while being refreshingly simple. The overall effect is like a Mille Miglia racer from 2040.

What's impressive is the TR25 is almost exactly the same length as the TR2, has the same wheelbase, the tyres are the same diameter, and the driving position is almost the same height, because the batteries take up as much space as the separate chassis. That said, Richardson sat on the floor to keep his head low.

The car is also based on an entirely credible set of components from the BMW i3S – one of the cleverest and lightest electric cars to date – which gives the TR25 excellent performance, rear wheel drive and a weight of just 1095 kg. That's 800 kg lighter than the MG Cyberstar.

Makkina has been offering design assistance to car makers for 25 years. But because the manufacturers won't admit they don't do everything in-house, Makkina

can't tell anyone. So it built the TR25 to show how its skills could be used to reinvent a defunct car brand.

Michael Ani, the head of Makkina, showed his ideas to BMW design chief Adrian Van Hooydonk who loved it so much, BMW let it use the hallowed Triumph name. which means one of two things. Either BMW is considering a Triumph revival, and this is a risk-free way of testing the water, or it has no plans do wo anything with it whatsoever.

Look, I know it's the second option, but let me dream for a moment. Because if BMW doesn't want to do anything with Triumph – which, given the mess it made of Rover, might be just as well – then maybe Jaguar Land Rover could have a go. After all, Jaguar is reinventing itself is an electric-only luxury brand with prices over £100K, so a more affordable specialist sports car brand would be a perfect fit. It could rename the group Jaguar, (Land) Rover, Triumph, just like in the late Seventies.

Brands are everything these days and Triumph is remembered fondly around the world. It means more to most people than Alpine, but that was revived recently and is now flourishing. Soon there'll be a new Renault 5 Alpine supermini and electric sports cars.

Ani told me Makkina could reinvent any number of Triumphs. So ho about a new lineup of a luxurious compact like the old Dolomite, an electric 2+2 GT like the ill-fated Triumph Lynx and a four-seater convertible called, I don't know, Stag. And a new TR9 could draw inspiration from the TR8 roadsters that raced in America, Richardson style, with no windscreen and aerodynamic bodywork. The could all share the same platform and modular batteries and motors. I'm pretty sure Land Rover has first refusal on the Rover name, so while Makkina is at it, what about a sleek new Rover SD1 to sit between the Dolomite and the new Jaguars? Then we'd just need DAF to licence the name Leland and BL could live again!

Maybe I should go lie down for a bit.

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ST LOUIS TRIUMPH OWNERS ASSOCIATION



Proud member club, St Louis Sports Car Council

www.stlsc.org

BACKWARDS GLANCE: TRIUMPH'S PUMA AND BOBCAT

The late 1960s/early 1970s were a rather tumultuous period in the history of British automobile manufacturing and Triumph was definitely caught up in the proceedings. Many of the problems resulted from the creation of the British Leyland Motor Corporation (BLMC) in January 1968, which brought a large number of competitor brands under the same roof. Through in periodic labor troubles and quality issues with British cars in general, and the situation was definitely "sporting."

Despite the festivities, the crew at Standard-Triumph continued looking towards the future, ginning up design proposals for new sports cars and replacements for the company's saloons/sedans. Per Keith Adams at AROnline – citing former Triumph engineer Nigel Garton – the effort focused on the reduction of several platforms to three. The proposed replacement for the 2000 and 2500 sedans received the designation "Puma;" the "Bobcat" program would replace the front-wheel-drive 1300 and the Dolomite; and the "Lynx" would replace the GT6 and probably the Stag.



The Puma prototype/mock-up (photo via the Triumph 2000 Register)

With the Puma project, the intent was to produce a modern, comfortable yet highly sporting saloon. Following standard practice, Triumph's engineers and designers worked up several ideas, while the company solicited inputs from external designers. Once again, a submission by Michelotti, incorporating design elements by Les Moore and William Townes gained approval, thus continuing the company's preference for Italian styling merged with Triumph engineering.

Chief engineer Harry Webster proposed the use of the Triumph Stag's 3L V8, along with a new overhead cam six, developed from the company's existing 2L and



Puma clay model (photo via AROnline)

2.5L sixes. The Puma would feature fully independent suspension, with MacPherson struts and lower wishbones up front and trailing arms with coil springs at the back end. Power would go to the rear wheels via a five-speed gearbox.

Regrettably, BLMC management rather quickly put a kibosh on the project, primarily due to perceived competition between the Puma, Rover designs and Austin-Morris projects. Leadership saw the Puma as a direct threat to sales of Rover in the upscale, sporting saloon market and preferred moving forward with Rovers P10 proposal. Adding to the situation, Triumph's North American distributor and the US dealership network disliked the Puma design and didn't think it would sell in the US.

On 11 December 1970, BLMC management directed Triumph leadership to drop the Puma project and shift to cooperative efforts with Rover. The formal decision to kill the program came on 11 February 1971; BLMC sales were down, expenses were up and corporate leadership couldn't justify the concurrent development and production of new saloons by both Triumph and Rover. As Keith Adams put it, "The decision seriously dented an independent Triumph's future, as it left just the small Bobcat saloon project to replace the Triumph 1300 and Toledo." Ultimately, the Puma's front suspension, manual transmission and six-cylinder engine were incorporated in the Rover SD1, which debuted in 1976.

That left the Bobcat as Triumph's sole effort for a modern, rear-wheel-drive replacement for the Toledo. Again, Michelotti submitted the preferred design – with inputs by Harry Webster – with planned incorporation of Triumph's overhead valve 1300 and 1500 cc fours, along with a new 1850 cc engine under development for the Dolomite.



The Bobcat mockup. Nice looking sedan, eh? (photo via AROnline)

The Bobcat never made it past the design stage, although apparently Triumph stylists fabricated a single model depicting the planned production vehicle. Again, from Adams,

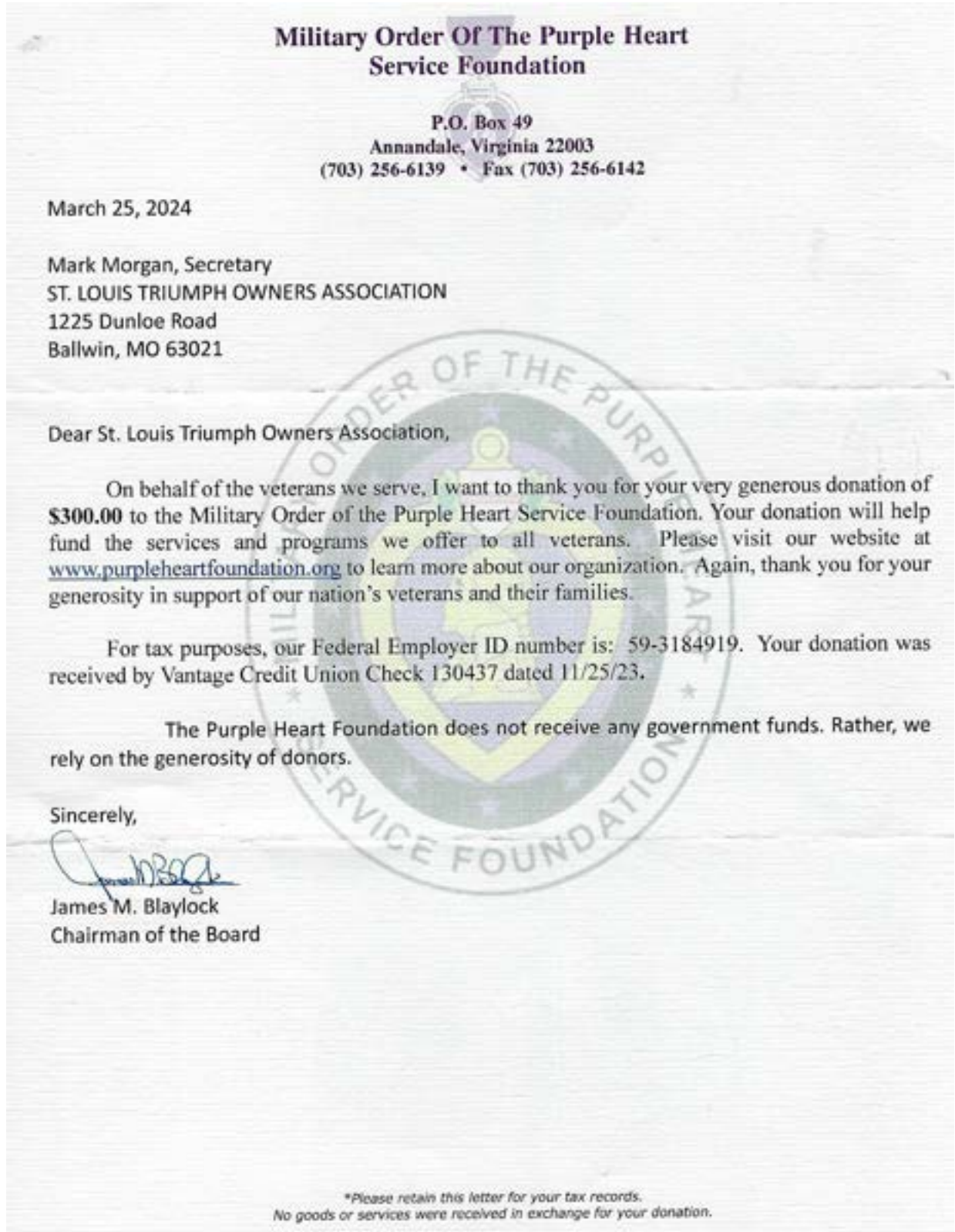
...it would be interesting to contemplate how a production version would compete against European

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VETERANS RUN FOLLOW-UP...

The *Exhaust Notes* editorial office received this letter from The Purple Heart Foundation towards the end of March. The \$300 mentioned in the letter was the sum of the cash donations by participants in last November's Vet's Run; when combined with donations in the form of checks, the participants donated a total of \$700.00

Again, to all who took part and made a donation in support of our veterans, well done.



Minutes (Continued from page 6)

- The link to the app has been sent to a few people for starters, club leadership will push to everyone.
- The editor volunteered to put the link in the newsletter. Prez Dave noted that would make the club-paid app available to non-members. Agreement was quickly reached to not post the app link in the *Notes*.



As to a possible/probable April club drive, David Yannayon's working up one for late in the month, a "two bridge crossing of the Missouri River" including a pass through Washington.

- Debate followed on whether the club should do it on a Saturday or Sunday (comment from the floor: "Let's do it on a Tuesday!")
- After discussion the membership agreed to a 21 April drive date.

What with the pending South Central VTR, there will be no club drive in May.

The April meeting will take place 16 April at 4 Hands At the District, Chesterfield Valley

South Central VTR 2024

Treasurer Michele Ammond said we now had 31 registrations, with one cancellation. The registrations are coming in from a number of states. The editor announced the Red River Triumph Club (Dallas-Fort Worth) was working up a convoy with other Texas clubs, overnight stop in Tulsa (home of Green Country Triumph Club) with planned arrival Wed evening.

Prez Dave and Kevin Blume will monitor the number of rooms reserved. The "magic number" per the agreement with the Sheraton Westport Chalet remains 80 rooms for three nights (Thursday-Saturday)

- Dave Massey asked about people coming in on Wednesday night. Kevin: "That will help."

Concerning volunteers, we still need 'em, including more volunteers from within the club. Michele reminded everyone the online sign-up's up and operating but so far we're still not getting much response.

- The ed said he'd post a large request in the next two issues of *Exhaust Notes*.

- Dave Massey said he'd talked with leadership with the Indiana club, they'll assist with the events. Dave added it was a quid pro quo, ie, they help with our regional event and our members will help with the VTR National in Indiana.
- Prez Dave said the leadership could start making phone calls, get members to sign up.
- Lee Fox: "Strong arm them at the Easter car show!"

On the subject of event t-shirts, Sam said he'd make one more mention at the next meeting. He's working up two designs: one, the "official" event t-shirt for the participant, available in two colors, plus another shirt for the SLTOA event staff.

- We need to move forward on the t-shirt order and make a final decision on the design/text.
- David Yannayon reminded the group we have 72 days until the confab.
- Sam added we can get sizes from small to XXXL (rsp from the floor: "You can also use it as a car cover").

National/Regional Events

For the National VTR, scheduled for 8-12 September in Nashville, Indiana, hosted by Indiana Triumph Cars. The site's about 30 minutes from Indianapolis, figure on a roughly four-hour drive.

- Several are attending from SLTOA; Dave Massey said he and Linda had registered.
- Lee Fox announced there was a place about 20 miles away in Edinburg that had great pork tenderloin steaks. Well worth the trip!

Finally, someone in the crowd announced he'd seen a photo (video?) of a semi pulling at The Roadster Factory. Apparently the rebuilding/restocking has begun.

The meeting concluded at 7:52, following the traditional "works in progress" updates. Our thanks to Schlafly Bankside and our server Allison for the excellent accommodations, food and service.



Welcome New Member!

Frank Sedmak
1974 TR6
House Springs, MO

THEY'RE ALL WORKS IN PROGRESS

Joe Ammond—Got the Charger out, did fluid changes at both ends.

Stephen Paur—Bought a rebuilt water pump from the Flying Dutchman in Oregon. The work included new bearings, a five blade impeller, cost about \$147 and came with a three-year warranty. Should have the car running next week.

David Pollard—The suspension's still out on the TR3, my son's girlfriend said "It looks so sad without wheels"). The car will probably not be ready in time for the Easter show. Dave Massey came over Sunday and helped replace the oil pan on the TR6, one of the bolts is stripped. **DM**: "If you need a helicoil, let me know." **Ed Kaizer**: "They strip, but there are steel replacements available."

Dave Massey—Still tuning the MegaSquirt on the TR8, it runs pretty good but I'm having to use the tools for fine tuning.

Ed Kaizer—Not working on anything besides the lawn mower.

Scott Alexander—Got the carbs rebuilt, have some other ideas on work to be done but would rather spend the summer driving it. Am looking at re-

placing the carpet inside the trunk, attempting to find a place that can match the design/material/color. Am working with a company in England. **Lee Fox**: I bought indoor/outdoor carpet at Menards, glued it to Masonite, worked great.

Sam Sheppard—On spring break, didn't get as much done as I'd planned. Creig Houghtaling bought a parts Spitfire a couple of weeks ago, has the Mk2 motor. Used liberal amounts of Marvel Mystery Oil and got the engine running last week. The compression tested good, between 114 and 170 psi, this is the motor that'll go in my Spitfire.

Karl Schmitt—Busy doing property maintenance, anyone need some fire wood? I know about the Flying Dutchman, installed an enhanced pump in my Spitfire, the running temperature dropped about 20 degrees, had to change the thermostat. Don't know if they make rebuilt pumps for TR7s and 8s, but if you have a TR6 or Spitfire, buy one of these pumps

Mark Morgan—Still planning on repairing the hole in the body forward of the left trailing arm, have three suggestions/recommendations. Also noted the breaks felt "funny" during a recent evening drive, am now looking at getting the brakes redone at all four corners. Hopefully will have the car ready by Easter.

Puma and Bobcat (Continued from page 12)

rivals such as the Audi 80, Lancia Beta and Saab 99 had it made it into production, sometime around 1973. Alas, though, it wasn't to

be. The Bobcat project was an early casualty of Triumph and Rover's merger and subsequent absorption into the lumbering British Leyland empire.

In the end, Triumph pressed on with the 2000 and 2500 saloons in various guises (2000 Mk2, 2.5 PI Mk2, 2500TC, 2500S) into 1977. The front-wheel-drive Tri-

umph 1300 gave way to the Toledo in 1970, with the latter going out of production at Canley in 1976. The Dolomite hit the streets in late 1972 and remained in production through 1980.

Sources: Keith Adams, "Concepts and prototypes: Triumph Puma (1967-1970)," *AROnline*, 3 February 2024; Adams, "Concepts and prototypes: Triumph Bobcat (1967-1969)," *AROnline*, 14 October 2022; "The Triumph 2000 Story – The Final Years: 'TC' and 'S' Models, 1974-1977," *The Triumph 2000 2500-2.5 Register*, n.d.

Eleven STLCC Auto Tech students will be driving a 1941 Ford and a 1972 Mercury Cougar cross country from Kentucky to Maine.

To donate, simply scan the QR code, or visit the college foundation at <https://commerce.cashnet.com/fnd>.

For more information, contact Josh Walker at jwalker@stlcc.edu.

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2024 STLCC GREAT RACE
TEAM! DONATE NOW

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Your Support!

SCAN ME

HCCMO Forest Park Easter Concours. Naaah, I just featured the Captain two years ago...Rats...

Then it hit me: effective with the January 2024 issue of the MG club's *Metro Gazette*, my old bud and shipmate Glenn Owens assumed the duty (again) as newsletter editor. Then it hit me again: the two largest LBC club newsletters in St Louis were now under the OP-CON (operational control) of Navy vets. Well there you go, we had a cover, mimicking the monthly magazine of the US Naval Institute in Annapolis, *Proceedings*. I've been a member of the USNI since I entered Navy ROTC at *la Universidad de Neuvo Mexico* back in August 1972 and it's an outstanding professional publication.

You've probably noticed, that's not a recent photo on the cover. In order to do the *Proceedings*/USN connection, I had to find a photo of SLTOA Triumph owners and their cars underway. A shot from November 2021's Veterans Run filled the bill (okay, okay, so we were only underway for about five minutes, crossing the Mississippi by ferry down by Ste Genevieve).

Anyway, I had fun putting this year's April cover together...and if you want to know what "haze gray underway" means, ask me, or Glenn, or our club's Larry Brown, Dick Olds, President Dave Pollard or Jim

Preuss. And if you're in the Kansas City Triumph Sports Car Club, check in with Bob Aguilar. Just don't ask us for a "sea story;" you'll never get away...

Moving right along, things are picking up as we finally proceed into spring. We had an outstanding Polar Bear run two months ago (good grief, two months already?) and several members participated in the MG club's equally outstanding Terry Fanning Rally. You can read about the latter in this issue of the *Notes*, courtesy of David Yannayon. As this issue goes to press, autocross season kicks off next weekend with the SCCA, followed by the first Boeing Sports Car Club autocross on 14 April. The calendar should continue to fill up and once again we should have a wide variety of drives, shows, competition and other activities between now and late fall.

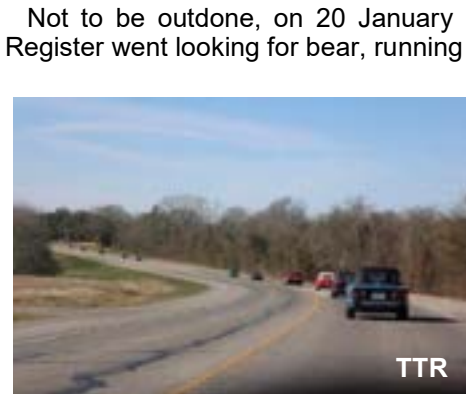
One last thing: as noted at the bottom of page 5, we still need a good number of SLTOA members to step up and volunteer to assist with the events at the upcoming South Central VTR confab at the end of May. You can access information on the event, including the volunteer sign-up, at <https://sltoa.org/scvtr-2024/>. There are a lot of activities you can sign up for and a lot of flexibility so please, take a look and pitch in. Anyone who worked the TR6/TR250 TRIals event a few years back will tell you you'll be busy, but it's a lot of fun.

Underway, shift colors...

MENTIONED IN DESPATCHES

Polar Bear Elsewhere

Several other Triumph clubs held their annual Polar Bear drives over the past couple of months. They included the Georgia Triumph Register, which did their 24th annual Polar Bear Run from Stone Mountain to Athens. The drive included stops at a number of covered bridges and raised funds for ALS United Georgia.



Not to be outdone, on 20 January members of the Texas Triumph Register went looking for bear, running about 140 miles northwest out of Houston to Navasota and Washington On the Brazos State Park. Finally, on 24 February the Texas Triumph Register (Dallas-Fort Worth region) turned out 7 cars and 12 participants for a drive. They followed up with a meeting in Grapevine. (Photos courtesy of The Red River Triumph Club, Texas Triumph Register)



PACKAGE DEAL: 1957/1959 TRIUMPH TR3s

By Jeff Bennett, *Barn Finds*, 15 March 2024

There are some cars that just never should be left outside. I think you could put all convertibles in that category. However, it seems that some cars are just made of steel that rusts with but a harsh word. Triumphs, specifically Triumph TR3s and their various variants, rust like it is their side hustle. Is there a point of no return regarding rust for certain cars? Take for example this pair of TR3As for sale on Craigslist in Hunlock Creek, Pennsylvania. One is a 1957 model, and one is a 1959 model, and both have been bitten hard by the tin worm. Can they be restored? Can one car be made of two? Or are these outdoors stored Triumphs destined to be donor cars for other restorations? Is the \$2,900 asking price out of line for both cars? Thanks to Mitchell G. for the two Triumph tip!



Once again, I call upon a metallurgist to explain how some years of automobiles end up being absolute rust buckets while others seem to age quite well when exposed to the elements. Some notable rust buckets include 1957-1959 Chrysler products, first-generation Mustangs, 1976 General Motors products, and the cab corners of most pickups of the sixties and seventies. Maybe add to that the birdcage of C2 and C3 Corvettes. As for imports, all of the British imports and most of the earlier Datsuns struggled to make cars that would last for a long time under the onslaught of American seasons and road salting. Is it a case of the steel having too much iron? Or was the steel stamped too thin? A lack of undercoating? Maybe all of the above?

Of all of the cars notorious for rust, Triumph TR3s are among the worst. That is a crying shame, as the styling on these cars is spectacular. Specifically, the dip in the doors combined with the flow of the fender lines made for a car that just looked right. The two cars you see here are stripped-down proof of just how pure of form this model is. You can also see in the picture above that rust has eaten away both panels where the rear fender meets the trunk. In the advertisement, the seller states that these cars would be a great father-and-son restoration project. They also mention that both are major projects, but restoration parts are available. One has to wonder how many parts would be needed for both the black 1959 TR3A and the yellow 1957 TR3A.



We are told that the black car's frame is solid, and that the engine will turn over by hand almost all of the way. The seller suspects that there is a stuck valve. On the yellow car, the chassis will require what is described as "remedial work." Its engine is currently sitting with oil in the cylinders, and it may turn after this soaking is allowed to take place. We are told that what you see in the pictures is what comes with the cars. Both cars come with clear Pennsylvania titles.

To the seller's credit, the ad encourages prospective buyers to inspect both cars or perhaps have someone knowledgeable do the inspection for them. That is great advice, as it is easy to get starry-eyed over these two cars. Full restorations would likely be difficult, financially excessive, and time-consuming. There are a lot of



parts and pieces that will need replacement or refurbishment. Most importantly, prospective buyers need to be realistic about their skills in dealing with rust

Perhaps the glimpse of a TR3 with a full roll cage in the background of one of the pictures above is a hint as to what needs to happen to these cars. They may both make great foundations for race cars or maybe even a TR3 version of a street rod. Great things can happen when you are not encumbered with making a car factory correct. You could also argue that these cars have deteriorated to a point where saving them and making them roadworthy wouldn't be considered a sin if you strayed off the stock path

ADMIT IT, YOU WANT THESE CARS

Okay, time for the daily (uh, quarterly?) double: two, count 'em, two three-wheelers just awaiting your interest and attention.

First up, this 1983 Reliant Rialto 2 GLS Estate, which came up on Barn Finds (<https://barndfinds.com>) last November, courtesy of Motoexotica in Fenton.



The Reliant Motor Company built three-wheel cars from 1935 until the end of vehicle production in February 1991, along with a smallish number of four-wheel vehicles such as the Kitten and the Scimitar sports car. Despite the rather unique styling and rather questionable handling, they proved popular; as explained by BF's Michelle Rand,

...In many countries, owners could escape various motoring taxes if their vehicles had motorcycle engines, only three wheels, or were diminutively horsepower. In Britain, a guy could drive a three-wheeler on a motorcycle license.



The Rialto replaced the Reliant Robin in 1982 and remained in production under various guises until 1998. It came with an 850 cc water-cooled four

perched behind the front wheel (which resulted in narrow footwells for the driver and passenger) and a four-speed transmission. The engine in the Rialto Mk2 had a higher compression ratio yielding 39 hp, good enough for nearly 70 mph...if one was daring enough. The GLS model featured seats upholstered in corduroy vice vinyl, a dashboard clock, black wrap-around bumpers and decals. And yes, they had a reputation for rolling over, although Rand stated, "Yes, you can tip a Rialto, but you have to try pretty hard, unlike Top Gear which engaged in after-market engineering to roll a Robin over at every corner!"

At the time of the Rialto's appearance in Barn Finds, bidding stood at \$4750, short of the reserve. A check of the current inventory at Motoexotica reveals no Reli-

ants, so apparently the car sold at some point during the last year.

Soooo, let's say you aren't really into the miniature bread van look, but might be enticed into a three-wheeler that isn't a Morgan, for commutes and such. Well, here's opportunity No 2, a 1986 Urba Sport Trimuter (kinda rolls off the tongue, eh?), which showed up in Bring A Trailer (<https://bringatrailer.com>) this last January.



Described as a "project car," the Trimuter featured an Onan 48 ci, opposed-twin, L-head, air-cooled engine, good for about 20 hp. Power went to the rear wheels via a CV transmission



(ack!) and everything was wrapped in a fiberglass body. Entry and exit was via a forward-hinged canopy with pop-out side windows, perfect for zooming around and getting some fresh air. Instrumentation? Speedometer, fuel gage and volt meter, plus an owner-added oil pressure gage at the ending.

According to BAT, the car was registered in Illinois as both a motorcycle and "reconstructed trike." The car sold on 10 January for \$4000. Interesting enough, if you like the looks of this vehicle and promise of great gas mileage around town, you can still purchase and build one, courtesy of Robert Q. Riley Enterprises. Riley offers plans for the "Trimuter Urbasport" with two engine options: a 16 hp Briggs & Stratton motor or as an EV, stuffed with 10 six-volt lead acid batteries.

The line forms at the right...

SLTOA BLOG: News, commentary, events, opinion and seasoned immaturity. www.sltoa.org/blog/

22nd Annual National Triumph Race



2024 KASTNER CUP



APRIL 18-21, 2024
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SONOMA, CA



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SCHEDULE

- 7AM - Vehicles/Planes Can Begin Arriving For Setup
- 8AM - DYNO \$20 (First Come, First Served)
- 8AM - 1PM - Free Bounce House
- 1PM - Awards
- 2PM - Show Ends
- Food and Drinks Available for Purchase



PRE REGISTRATION IS FREE WITH THE PURCHASE OF A T-SHIRT OR REGISTRATION IS \$10.00 THE DAY OF THE EVENT
PRE REGISTER AT [HTTPS://WINGSANDWHEELS.GIVESMART.COM](https://wingsandwheels.givesmart.com)
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at
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MARK YOUR CALENDAR FOR THE SIXTH ANNUAL
KIRKWOOD ROUTE 66 FESTIVAL: CARS AND GUITARS
June 8, 2024

APPLICATION FOR CAR EXHIBIT SPACE

FESTIVAL INFORMATION AND RULES

1. FESTIVAL DATES AND HOURS: The Route 66 Cars and Guitars Festival will be held in Downtown Kirkwood during the hours shown below. Set-up is permitted Saturday, June 8 beginning at 1:00 p.m., and must be completed by 3:30 p.m. *For public safety, once your vehicle is placed, you may not move it until the Car Show Exit Parade at 9:00 p.m. If you do not depart at 9:00 p.m. your vehicle must remain in place until 11:00 p.m. Please follow the Kirkwood Police Officers' exit instructions.*

EVENT HOURS: SATURDAY, JUNE 8 – 4:00 p.m. - 11:00 p.m.
CAR DISPLAY HOURS: SATURDAY, JUNE 8—4:00p.m. – 9:00 p.m. (Streets closed)

2. EXHIBITOR RESPONSIBILITY: The exhibitor is expected to remain in the show area and is responsible for his vehicle. The Festival Committee and the City of Kirkwood are not liable for theft, damage, rain, loss of property or personal injury. All exhibitors must participate throughout the designated show schedule. Leaving early will result in exhibitor being banned from future festivals. Exhibitors are expected to maintain their vehicle exhibit for the length of the festival. Late arrival and early break down will not be permitted. **Coordinators will communicate with you how and when vehicles are allowed on site and when it is safe to remove your vehicle from the car display area.**

3. NO SMOKING: Due to the large crowds and limited amount of space, **smoking will not be permitted in the car show area.**

4. ADVANCE ENTRY FEE AND ACCEPTANCE: Entry Fee is **\$25 for individual entries.** Entry Fees are non-refundable. If you submit your application by May 14, you will receive a voucher for \$5.00 OFF an event t-shirt purchase.

Applications accepted for the show received by May 14, 2024 will be notified of their acceptance by May 28, 2024. **Advance applications will not be accepted after June 5, 2024.**

Preference will be shown to applications with pre-1973 vehicles and applications received by the deadline.

5. EVENT DAY ENTRIES: Will be accepted on a space-available basis for **\$30 per vehicle** from 2:00-3:30 p.m. on June 8. There are a limited number of display spaces for the festival. *Please reserve your space in advance if you want to be confident that there will be a space for your vehicle.*

Questions: Please contact Gary Sibbitts (gary@z-know.com)

Please retain this sheet for your information and return the enclosed application.



PLEASE COMPLETE AND RETURN

Exhibit Space # _____
(Do not write in above space)

***May 14, 2024 - DEADLINE TO HAVE YOUR APPLICATION RECEIVED BY DOWNTOWN KIRKWOOD OFFICE AND TO RECEIVE A DISCOUNT VOUCHER FOR A T-SHIRT**

Name _____ E-mail _____

Address _____ City/State/Zip _____

Phone _____

Detailed Description of vehicle to be exhibited _____

Model year _____ Make _____ Model _____

I would like ____ (number of spaces) on June 8, 2024 Is vehicle returning to the festival? ____

ADDITIONAL INFO FROM CAR CLUBS:

Name of Club: _____ Estimated number of cars: _____

Primary Club point of contact (POC)? Yes ___ No ___ If No, POC name: _____

Applicant's Signature _____

PLEASE ENCLOSE:

- Signed and completed Application
- Check for payment made out to KBDC (Kirkwood Business Development Corp.)**
- Photo, brochure or link to website (not required for returning vehicles)

MAIL TO: DOWNTOWN KIRKWOOD
130 EAST JEFFERSON AVE
KIRKWOOD, MO 63122
Attention: John/ Route 66 Festival

Thank you. We are looking forward to another great festival!

For office use only: Fee Paid _____ Check # _____ Date Received _____

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\$15 DISPLAY**

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Registration | 8 a.m. – 12 noon
Show | 10 a.m.

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KSHE95 11:00-1PM
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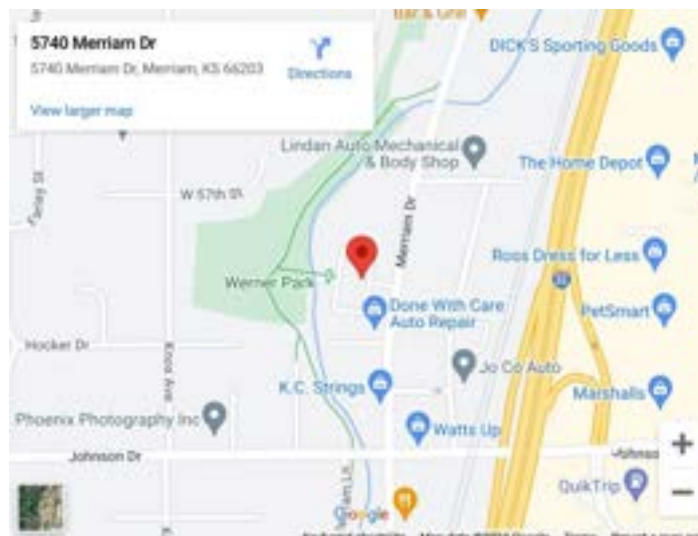
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8:00 a.m. - 2:00 p.m.**

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Merriam, KS 66203

<https://heartlandallbritish.com>

VTR National Convention 2024



September 8 - 12, 2024

Nashville, Indiana

Hosted by Indiana Triumph Cars

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Join us in Nashville, Indiana for the 2024 VTR National Convention. The event will be based at the Abe Martin Lodge in Brown County State Park, just outside Nashville. Brown County, the "Little Smokies" of Indiana, has amazing topography and great driving roads for you to explore. Between Columbus and Bloomington, Nashville's downtown is home to many artists, tasting rooms, distilleries, and restaurants.



Registration is OPEN now!

Seats for Banquet are limited. Register Early!

indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention



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WE WANT YOU!

As a reminder, if you haven't already renewed your membership for 2023 in the St Louis Triumph Owners Association, the time is now. You may pay your dues (\$20) through PayPal, from the SLTOA web site at www.sltoa.org, or you may mail a check to:

SLTOA c/o Michelle Ammond
4200 Weatherton Pl
St Charles,
Missouri 63309
ATTN: Membership

ST LOUIS TRIUMPH OWNERS ASSOCIATION

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Exhaust Notes is the official monthly newsletter of the St Louis Triumph Owners Association, copyright 2023, SLTOA, all rights reserved. Submissions for possible publication may be sent to the editor at the following snail mail address. Send electronic submissions to rangermk@sbcglobal.net. *Exhaust Notes* is grateful for all submissions.

Membership in SLTOA is \$20 and provides an online subscription to *Exhaust Notes*. Membership in the club will also provide you with plentiful chances to meet other Triumph nuts who will help you with your affliction. Non-renewal will result in severe chastising, removal from the roster and probable exile to the Thule Triumph Club; late renewal will bring immediate reinstatement.

Please mail your dues to the SLTOA Treasurer, Michelle Ammond, 4200 Weatherton Pl, St Charles, MO 63309.

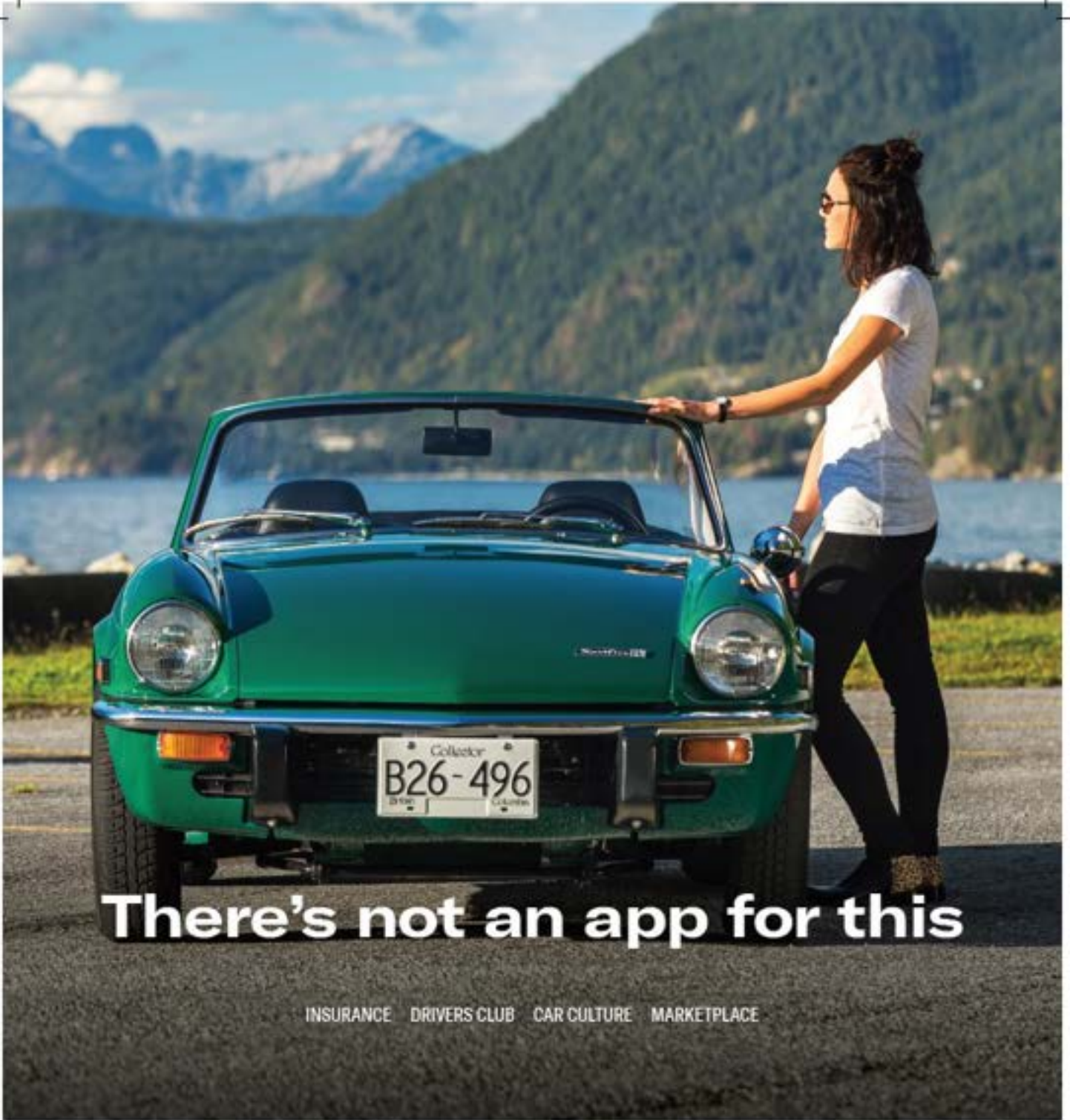
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MEMBERSHIP INFORMATION

We certainly hope that you will want to join the ranks of other proud Triumph owners or, for members, use this page to renew your membership in the St Louis Triumph Owners Association. An annual membership fee of \$20.00, due each January, covers your membership through the calendar year.

As a member, you will receive the SLTOA monthly newsletter *Exhaust Notes*, which includes:

- Articles about SLTOA drives and events, both planned and past
- Schedules for regional and national Triumph and British car events
- Technical tips and tech sessions.
- Feature articles on Triumph vehicles, personalities and competition history
- For sale/want ads, free to members of SLTOA

You and yours will be able to participate with other SLTOA members in:

- SLTOA touring drives
- Monthly SLTOA club meetings, held every third Tuesday at selected area restaurants
- Local, regional and national British car shows and conventions
- The SLTOA Annual Picnic meeting
- The annual SLTOA Holiday Party at a club-subsidized rate
- The club-sponsored web site, with event and activity details and access to the club's private email list for quick communications with other SLTOA members

You will receive the SLTOA Membership Directory, updated annually and made available following the close of the annual membership drive.

Members using Facebook also have access to the SLTOA Facebook site.

← **Join or renew your SLTOA membership today!** →

Payment for dues may be made by mail, at meetings or by using the PayPal option on the club web page. Dues including email delivery of Exhaust Notes every month are \$20 annually. Payment by Pay-Pal will include a processing fee.

Be advised, we can no longer offer to mail newsletters to new members via the US Postal Service. Current members who have been receiving the newsletter via U.S. mail will be grandfathered and will continue to receive the newsletter via mail, however, the membership rate will increase to \$35.00 annually

Send payment to: SLTOA Treasurer
4200 Weatheron Pl
St Charles,
Missouri 63304
Attn: Membership

For the directory, upon joining/renewing, please provide your address, contact information including mail and number and year/model of your Triumph or Triumphs (feel free to list any other special interest/collectable vehicles you may have in your possession).

If you have any questions about membership, please contact SLTOA treasurer Michele Ammond:

chele@ammond.org

See you at the next event!

SLTOA CLASSIFIEDS



59 TR3A—Donor car with clear title and ID tags, four fenders, two bonnets, two trunk lids, frame,, front apron assembly, complete drivetrain with extra transmission and differential, plus all of the components from the disassembly of a complete car. The steering wheel and instrument panel are very nice. Asking \$3000, contact Bill Anton at (618)462-1483 or wda888@yahoo.com, in Alton (Jan 24)



68 Spitfire MkIII—Owned 20 years, multiple upgrades and improvements, have extras including a hardtop, tonneau cover and much more. Can provide a full list of improvements if requested.

In the Eureka vicinity, asking \$11,000 OBO. Contact Jerry Ochonicky at (636)938-9570 or jsochonicky@gmail.com for photos and more information (Nov 23)

69 GT6+69 Spitfire MkIII—Both cars disassembled, unable to complete the rebuilt project, would love for these cars to go to someone who would treat them with kindness. GT6 has body issues, pinholes in the floor pans; Spit has a pretty good body, engine is apart for rebuild. All parts provided for finishing the GT6 including carbs rebuilt by an SU expert, only thing missing is new carpet. Spit needs a pair of HS2s to be stock. GT6 has American Racing mags, spit has steel wheels. Cars are in Mountain View, Arkansas; asking for \$5000 for both plus all of the parts, call/contact me for more details. Larry Snyder (636)234-5954 larry.e.snyder@gmail.com (Dec 23)



71 TR6—Unrestored/original with very few modifications. Very well sorted car that you will not spend hours working on. Runs,

drives and stops great. New wheels and tires. Needs a top if you want to drive with the top up ("fogged" rear window). A few spares included. Will send pictures and video if you're interested. I just don't have the time to drive it, \$17,500, contact Darold Johnson, dlcejohnson@gmail.com or call (314)835-8522 (May 23)



73 TR6—Started a frame-off restoration, have decided to sell. The frame has been reinforced, sand blasted, sealed inside and out and finally painted. It's a rolling chassis with the

rear end and axles fully replaced with Richard Good custom parts. Same with the brake system and suspension front and rear. I have a brand new rebuilt transmission, a Toyota retrofit from upstate New York (I can get the name for you). Multiple sets of carbs. Probably \$15k worth of stuff that I will let go for a significant discount. It was a running car (barely) but running when I got it. I drove it into my garage. I won't cut corners to put it together and simply don't have the time anymore. It is a project that needs someone that will dedicate time to it. To the educated Triumph enthusiast they will see I went above and

beyond. I have quite a bit invested and for someone who has the time to pick up where I left off, this would make a great project and provide you a great head start. Contact Dan Schmidt (314)323-1266 (Jan 24)



76 TR6—Acquired by current owner in Southern Illinois in 1995, am unable to keep up with the maintenance requirements and am looking to sell, comes with spare and hard top Creig Houghtaling

checked out the car, contact him at creig55@live.com for his comments/appraisal + photos, contact seller Frank at (618) 593-0790 or fibandre@charter.net for more information concerning the sale of this car, asking \$6000 (Apr 23)



76 Spitfire 1500—Totally restored, body off frame, rebuilt from the ground up. Everything replaced or rebuilt. Overdrive transmission, full stainless exhaust, engine rebuilt

in UK spec with high compression flat top pistons, UK intake with dual HS-4 SU Carbs. New Robbins top, all new interior and carpet and much more. BRG with tan interior. Asking \$14,500, contact :Steve Street at (314)846-2554 or smstreet@prodigy.net. (Oct 23).



80 TR7—Orange convertible with Webers, aluminum radiator, Shelby wheels. \$7000 OBO, contact Jesse Lowe at (636) 256-7790 (Mar 23)

For Sale—Four ZX175 carbs from TR6s; one stock/modified TR6 air filter; one TR6 accelerator linkage; one fuel feed tube from a TR6; and after market free-breathing air filters for ZS or SU carbs. All for \$600, contact Dave Yannayon at dryannayon@gmail.com



or call (314)607-5874 and please leave a message (Aug 23)



SLTOA's on Facebook!

www.facebook.com/home.php
Group_134416339926824@ap =1

1971 Triumph TR6 For Sale



CC57460L, Mfg Oct 1970, 80300+ miles

Many parts and work performed. Bored +.030. Performance Cam installed, Head ground, Block decked, 9.5:1 CR.

New; Exhaust, Frt/Rr Suspension, Brake system, fuel system.

Upgrades; DGV32/36 Carbs, Accuspark Dist., Electric cooling fan, High Torque starter, Drilled/Slotted Discs, New stayfast canvas Top, Cabin air deflector, Wood Door Caps, LED dash lights.



Contact, David Yannayon, dryannayon@gmail.com, Text 314-607-5874

BEST OF CRAIGSLIST

SLTOA MONTHLY MEETING

4Hands Brewing
Company



Tuesday, 16 April
In the District
17081 N Outer 40
Chesterfield

Show after 5 PM, try some
new brews in new
surroundings...



And Finally....

Friendly reminder:
It's pothole season,
be alert...

