



# *EXHAUST NOTES*

NEWSLETTER OF THE ST LOUIS TRIUMPH OWNERS ASSOCIATION

[www.SLTOA.org](http://www.SLTOA.org)

VOL 25, ISSUE 12

AUGUST 2024



**SweatFest!** Pg 4

**BSCC Autocross** Pg 12

# CALENDAR



**10 Aug 24—DATE CHANGE Targa De Soto II.** Meet at the Dierbergs parking lot in Wildwood at 10:00 AM, cars roll at 10:30 for an entertaining 40+ mile drive to De Soto and a group photo at the restored Texaco Station on Main Street. Two options for lunch, we'll discuss during the drivers meeting.

**20 Aug 24—SLTOA monthly meeting,** DeReinzo's, 1267 Jungermann Rd, St Peters.

**22 Aug 24—SLTOA dinner drive,** to Johnny's Hideout, 3367 High Ridge Blvd, High Ridge. Details to follow.

**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 <https://indianatriumphcars.regfox.com/2024-triumph-register-national-convention>.

**18-21 Sept 24—6-Pack Trials,** in Corning, New York. Events include participation in the British Car Day, 15 September, in Bronte Creek Park, Oakville, Ontario, hosted by the Toronto Triumph Club. Info/registration at <https://6-pack.org/2024-trials/> and <https://forums.6-pack.org/the-6-pack-forums/6-pack-club/trials/>.

**20 Sept 24—Annual Pre-ABCCS BBQ,** at Creve Coeur Lake Park, open to all who have pre-registered for Saturday's All British Car & Cycle Show. Sponsored by It's Alive Automotive, 5 PM-dark, open to all people who have pre-registered a car or motorcycle for the ABCCS. Burgers/brats/hot dogs with trimmings provided, please bring a chair and a side dish.

**21 Sept 24—42<sup>nd</sup> Annual All British Car & Cycle Show,** Creve Coeur Lake Park. Celebrating the 100th anniversary of MG, show field opens at 9 AM, awards at 3 PM. Monitor <https://allbritishcarshow.com>.

**5-8 Oct 24—Vintage Triumphfest 2025,** in Buellton, California, celebrating the 70th anniversary of the TR3. Hosted by the Triumph Club Southern California, host hotel is the Santa Ynez Valley Marriot, 555 McMurray Rd, Buellton (805)688-1000. Details to follow, monitor <https://www.triumphclubsocal.com/>.

**2 Aug 24—Memories Car Cruise,** aka "The Zoo," Faith Lutheran Church, 13001 Gravois, Sunset Hills, 4 PM-9 PM. Request participants bring canned goods for the church food pantry.

**2 Aug 24—Friday Nights at Sonic,** I-44 and Lindbergh/Kirkwood, every Friday evening into October.

**3 Aug 24—Cars & Coffee/Sunrise Church,** 7116 Twin Chimneys Blvd, O'Fallon, Missouri, 8-10 AM.

**4 Aug 24—MGCStL Pre-Dawn Rally.** Meet at the BP station out by the Chesterfield outlets, 18403 Convenience Way, Chesterfield, at 5 AM. First car out at 5:30 AM, nice drive ending at The Original Pancake House in Chesterfield.

**4 Aug 24—Annual August Fest und Homecoming Car Show,** Scheve Park, Mascoutah. Registration \$20, 8 AM to 12 noon, all cars must be in place from noon until 4 PM. No newer cars than 1993, no coolers, food or drinks brought on park grounds. Make all checks payable to Mascoutah Homecoming; for information or to register, contact Steve Heizer, 917 W Poplar St, Mascoutah, IL 62258, cell (618)570-8639, leave a message.

**10 Aug 24—Jaguar Association of Greater St Louis Drive to Cedar Lake Cellars,** Wright City. Meet time 9:30 AM, other details to follow, monitor <https://www.jagstl.com>.

**10 Aug 24—Cars & Coffee/Fast Lane Classic Cars,** 427 Little Hills Industrial Blvd, St Charles, 8-10 AM.

**17 Aug 24—Cars & Coffee/Amp Up,** 13901 Manchester Rd, 8-11 AM.

**22 Aug 24—MG Club of St Louis Ice Cream British Invasion,** Silky's Frozen Custard, 2810 Olive Blvd, St Louis, 7 PM.

**24 Aug 24—St Louis Region SCCA Rally School No. 4,** will begin and end at Sunset Overlook on Bluff Road in Columbia, Illinois. Check in after 2:30 PM, attend a school with Q&A at 3:15, 4:01 PM start for car number one. The on-the-road session will run approximately two hours. For more information and to register, call up <http://msreg.com/STLRallySchool-4>.

**29 Aug 24—MGCStL RUBCO,** Silver Pancake House, 9983 Manchester Rd, 9-11 AM.

*(Continued on page 3)*

- 1 Sept 24—Boeing Sports Car Club Autocross No 6, Family Arena, St Charles. Show around 9-9:30, \$50 for six runs. For more information or to get on the email list, contact Racer Steve at [sshab@yahoo.com](mailto:sshab@yahoo.com).
- 1 Sept 24—Heartland All British Car & Cycle Meet, hosted by the Kansas City Triumphs Sports Car Club at the Merriam Marketplace, Merriam, Kansas, 8 AM-2 PM. Info/details at <https://www.heartlandallbritish.com/index.html>, SLTOA has several members planning to participate.
- 8 Sept 24—St Louis Region SCCA Autocross/Solo II Event 6, Family Arena. Event fee \$55, plus a \$15 weekend membership for non-SCCA members. For more information or to register, call up <https://www.stlscca.org/autocross/>.



<https://indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention>



## TRIUMPH WEDGE OWNERS ASSOCIATION

50th Anniversary of the TR7  
1974-2024

Visit us on the Web for more

Dues: \$20 per year (digital subscription)  
[www.TriumphWedgeOwners.org](http://www.TriumphWedgeOwners.org)  
[President@TriumphWedgeOwners.org](mailto:President@TriumphWedgeOwners.org)

Join us in Nashville, Indiana this September 8-12 as we celebrate 50 years of “The Shape” with special displays and programs including a Harris Mann retrospective and the SCCA D Production Champion Huffaker TR7.

TWOA member or not, help us reach our goal of 100 TR7s and TR8s on the show field for VTR 2024. Bring ‘em, and show us those Wedges!

100 For 50. Be there!



# SWEATFEST '24-16 JULY



Noted prognosticator and "Sun King" Louis XIV.

Holy cow, in the words of Louis XIV, "Après moi, le deluge." Fortunately, by the time of our annual SweatFest gathering – this year at Schroeder Park in Manchester – the rains had passed, although obviously the Missouri, Mississippi and Meramec were all still quite high and a number of roads in the region remained closed due to high water. Bonnie David said

she and Jack recorded 3.2 inches of rain in 24 hours in St Peters.

We had a good group of 19 show up for the gathering, enjoying food provided by the club. The usual small talk/catch-up discussions took place around the pavilion, including stories of member Rod Francis' experiences with his Porsche Carrera at the 14 July Boeing Sports Car Club autocross ("Welcome to oversteer"). Several autocross spin stories followed, along with discussions of the "I need to bolt on a bigger sway bar" variety.



President Dave Pollard called the meeting to order at 7:04 PM and immediately issued an Executive Order: Puhleeeeee everyone take home soda, sandwiches, chips, pickles, etc. "Grab some food!" He then introduced new member Jim Conley, new owner of a 1960 TR3. Jim said he purchased the car through a recent Hagerty auction and hadn't taken possession yet; the TR was in Stockton, California.

## Events

First up, planned (for a couple of months now) Targa de Soto drive, set up by the editor. After discussion, everyone settled on Saturday, 27 July for the event (**Ed Note**: subsequently moved to Saturday 3 August due to a scheduling conflict. See the calendar for details).

The question followed on an event for August, either a Time-Speed-Distance (TSD) rally or a dinner drive.

- Concerning the TSD and in response to an earlier question, Creig Houghtaling said he checked and confirmed our VTR insurance covers rallies, since "...they're done at normal speed."



Karl then took the floor in favor of a weeknight dinner drive, recommending a Tuesday or Thursday event as those are typically slow nights at most restaurants.

- Option one was Trattoria Giuseppe's in Imperial. Option two was Johnny's, on old High Ridge Boulevard in (surprise!) High Ridge.
- Karl noted he went by Johnny's the other night and there were something like 300 bikes parked outside (Jesse: "Were they new bikes or *real* bikes?" YFE: "I could pull one of the plug wires on my TR8. That way the car would sound like a Harley." Dave: "Is this one of those places where you need a gun? Rsp: "if you don't have a gun, they'll provide one").
- Excellent food, figure on diner at 6 PM and everyone home before full dark.
- After discussion, Creig scheduled the drive for Thursday, 22 August.

The club still needs a venue for August's regular meeting, on the 20<sup>th</sup>.



(Continued on page 5)



- Someone asked if Parrott's Bar & Grill was still open in St Charles (**NOTE:** It is). It's Jimmy Buffett-themed, could serve as our regular St Charles County meeting location.
- Stephen Paur previously said he'd check out possible post-Culpepper's locations in St Charles, more to follow. A new restaurant/dive could serve as the location for September's meeting.
- Prez David said he'd check out getting the meeting room at 4 Hands in Chesterfield.

Speaking of SLP, he's continuing preparations for the drive to Kansas City and participation in the Kansas City Triumphs Sports Car Club Heartland show, Labor Day weekend. We may have a group make the drive for the show, more to follow.

Creig mentioned a caravan to VTR National in Nashville, Indiana, 8-12 September. Dave Massey mentioned the Cummins factory tour was early Monday so the group should probably head over Sunday.

- Several from the club are planning on attending VTR

The editor ran down the list of other upcoming events, including the two autocross series, the Faith Church "zoo," Friday nights at the Sonic in Kirkwood, Triumphest and 6Pack.

### **New Business**

Dave mentioned all members who participated in the South Central meet received new club nametags. He's looking at getting nametags made for all members.

In addition, he's looking at using some of the club's available funds for outreach efforts, ie, signs, window stickers, business cards, etc. Input from membership on the topic is welcome.

As the club finished the event with nine leftover awards plaques, John Willerton is working up thank you letters for the sponsors. They'll also get SoCen plaques in thanks for their support.

Karl announced he had a friend looking to sell his '46 or '49 Willys Jeep, needs some mechanical work.

Karl also mentioned new member Jim Conley; turns out they were both in the US Air Force's Strategic Air Command at roughly the same time and got married about the same time. "Our tankers refueled his wing's B-52s, enabling them to do 24-hour missions."



New member Jim Conley showed up in one of his Buick Reatta's, which attracted a fair amount of attention. Something of a wedge shape, two seats, sure, why not?

### **Treasurer**

Michele Ammond announced she had moved \$2000 from the events account to the general account, as part of the transition to a single account. As a result, the events account has \$325.96 while the general now has \$5428.28.

- We currently have a \$2000 check out to "Marvin the Plaque Guy." He said he hasn't received it yet, Michele may cancel the check and hand-deliver a replacement check.
- Once the events account is closed, we'll have about \$5700 in the single account, we can use a portion for outreach efforts.

Prez Dave noted that as a non-profit, we can use the pavilion at Schroeder Park weeknights for free. Weekend gatherings would cost \$60, \$20 below the standard rate.

The meeting concluded at 7:55, following the monthly member update on their works in progress.

Webmaster Sam's been at it again, coming up with this design for the Ammonds, featuring the official mammal of SLTOA (the possum) and, of course, their Mercedes-Benz.



# BACKWARDS GLANCE: THE WEDGE ARRIVES

As all Triumph faithful know, fall brings the annual Vintage Triumph Register national gathering. This year's event will take place in Nashville, Indiana, south of Indianapolis, about 265 miles east of here. The host club, Indiana Triumph Club, chose a theme celebrating the 50<sup>th</sup> anniversary of the TR7 going into production at Triumph's Speke, Liverpool plant.

Hard to believe it's been 50 years since "The Shape" made its public debut, isn't it? Appropriately, The Wedge Owners Association has put out the call for TR7 and TR8 owners everywhere to converge on VTR in Nashville, with the intent of putting 100 wedges on display. Per TWOA, the event will include special displays, a retrospective on the late lead designer, Harris Mann, and a display of the 1979 SCCA D Production champion Huffaker TR7. Should be quite a gathering and quite a celebration of five decades of "The Wedge."

## Development

At the time of the 1968 merger of Leyland Motors and British Motor Corporation, forming BLMC, both Triumph and MG were working up design proposals for the replacement of the TR6 and MGB. Triumph's design, developed under the project title "Bullet," was a conventional front-engine/rear-wheel-drive two-seater (interestingly enough, the front of the proposal strongly resembled that of VW-Porsche's 914, also in development). With the car, Triumph intended to preserve and advance British sportscardom while also offering up strong, modern competition to the 914 and Datsun's upcoming 240Z.



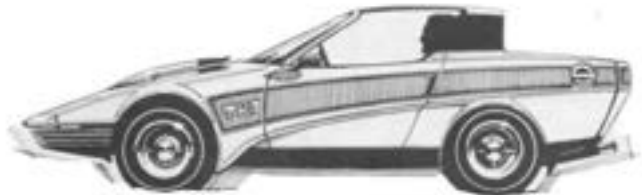
Bullet prototype (photo via AROnline)

Work on the "Bullet" commenced in 1969. In late 1970, Triumph Manager of Central Product Planning Mike Carver and Triumph Chief Engineer Charles Spencer "Spen" King made a trip to the states and talked to Triumph dealers about what they'd like to see in the new car. The response was pretty much universal: stick with the front-engine/rear-drive design for reliability and fun to drive reasons. BLMC management authorized continued development in 1971, with planned introduction of the new car in 1975 (as an aside, BLMC management also considered offering a badge-engineered version of

the new vehicle as a replacement for the MGB, but that proposal never came to fruition).

Perhaps most importantly, Austin's Harris Mann was detailed to come up with new styling for the car – now designated the TR7 – taking it upmarket, at least in appearance. His wedge design proved controversial, to say the least. On one hand, as stated by automotive writer John Webber,

Their new package featured many of the right elements: relative simplicity, a front engine in a sturdy monocoque, a roomy cockpit, rear-wheel drive, a solid rear axle and proven corporate components...Despite these advantages, designers launching a sporty new model for American roads in the early 1970s were shooting at a moving target."



Mann's sketches for the TR7 (photos via AROnline)

AROnline's Keith Adams summarized the visual impact of the TR7:

It is easy to take cheap shots at the styling of the Triumph TR7, but alongside the Leyland Princess, it certainly showed that BLMC were keen on producing interestingly styled – bold – designs. It is just a shame that other factors conspired to play against the success of these cars before they had a chance to establish themselves on the market.

The car offered a two liter, single overhead cam four, backed by a four-speed transmission from the Morris Marina and a live rear axle. The engine, fitted with two Strombergs, produced 90 bhp; TR7s sold in England had SU carbs and generated 105 bhp, while California market cars with a single Stromberg produced only 78 bhp.

*(Continued on page 7)*

*The Wedge* (Continued from page 6)

Above and beyond the instantly controversial wedge styling, the new TR7 incorporated several other design and build features which drew fire. Most were driven by existing or planned (threatened?) new safety laws in the US and included unibody construction with front subframe, vice the traditional body-on-frame design. The car had substantial front and rear black bumpers, designed to meet the US's 5 mph bumper mandate.

The biggest heresy? Probably the hardtop...*real* British sports cars were convertibles/DHCs, right? Dealers in the US particularly focused on the fixed top but again, Triumph was putting a new car in the showrooms in the face of US safety regulations. During this period, all indications were the US Department of Transportation would issue rollover standards for all new cars, which resulted in the killing of convertibles for a few years in favor of sunroofs and T-tops (anyone remember the '76 Cadillac Eldorado? Cadillac sold a bunch of them under the advertising theme of "the last-ever American convertible).

Despite all these issues and the pre-production concerns about the TR7's design, Triumph pressed on. The first TR7s came off the line at the Speke plant in September 1974. The US debut took place at the 1975 Chicago Auto Show, held at McCormick Place overlooking Lake Michigan, 22 February-2 March. Triumph generated additional strong interest in the new car through an excellent ad campaign which encouraged sportscar aficionados to buy into "The Shape of Things to Come."



Triumph's TR7 stand at the 1975 Chicago Auto Show (photo via Ran When Parked)

**Initial Reviews and Sales**

*Car & Driver* magazine presented its road test and initial commentary in the magazine's April 1975 edition. Pat Beddard stated,

It has a pointy nose where others were blunt; its silhouette is a wedge instead of the block shape of past models; it is wide where the others were narrow; an air-tight coupe where its predecessors were drafty convertibles; and most significantly, its ride quality and interior appointments are accommodating – almost luxurious –

where the others were rude. This TR7 is unlike anything you would expect of Triumph – or of any British sports car, for that matter.



Bedard added if the engineering department worked on a couple of issues—particularly the effectiveness of the front disc/rear drum brakes and engine vibrations—the car would "be a hit."

*Road & Track* followed up in May 1975 with its own extensive road test. The magazine noted the car's \$5100 base price; their test TR7 included the optional air conditioning (\$425) and an AM/FM stereo/8-track (\$200); throw in dealer prep and the total price out the door came in at \$5725. The tester's complimented the car's solid structure and its handling prowess, along with the roomy interior, comfortable seats and well-positioned pedals:



**TRIUMPH TR-7** A new direction for British sports cars  
*Road & Track*, May 1975.

Here is where the TR-7 is miles ahead of any Triumph sports car ever built. Generally it has a taut, all-of-a-piece feel that gives the driver confidence, and this is backed up by a lot of cornering power and good response characteristics. The

*(Continued on page 8)*

## The Wedge (Continued from page 7)

rack-and-pinion steering isn't terribly quick for a sports car, but it is delightfully precise...

In June 1976, *R&T* compared the TR7 against the Triumph Spitfire, MG Midget, MGB, Fiat 124 Spider and Fiat X1/9. The editors summarized:

The TR7 presents a complete break from the past. Though based on an existing sedan series – as sports cars usually are – it is a new car for all practical purposes that draws on contemporary engineering practice to combine its performance and handling with a high degree of comfort. It's the only car in the group without a removable top. But British Leyland will remedy that situation later in the year by offering a large sunroof similar to the Renault 17 Gordini coupe/convertible design.

They added the TR7 served as proof that despite labor and reported quality issues, "British Leyland can design modern sports cars when it wants to." The Wedge placed first in engine, controls, instrumentation, ventilation and, interestingly enough, ease of top removal and installation, based on the pending production of the sunroof. As for styling, "The Triumph's strange and stubby appearance sort of grows on you after a while but one of the staff wags summed it up best when he said the TR7 looks like an X1/9 with a bad case of mumps."



Photo above via Sportscarla. Photo below via AROnline.



Conversely, they described the interior as "spacious and luxurious." The TR7 offered good handling (with a definite tendency toward understeer), precise steering and a "well controlled" ride. In the end, the *R&T* editors and evaluators ranked the X1/9 first with 1371 out of a possible 1600 points; the TR7 placed second, with 1247:

Even though it blazes no new trails in the evolution of the sports car, we think Triumph has done a generally nice job with the TR7. The handling-ride-braking combination is most pleasing, it's reasonably light and economical of fuel, it's an exceptionally comfortable car with a wide, deep and regularly shaped trunk, and it's entertaining to drive. You couldn't ask for much more than that.

Wedges quickly took to the track. According to *Racing Sports Cars*, Canadians Rod Bremner and Don McKnight entered a TR7 in the 18 March 1978 Sebring 12-hour race (officially the "Twelve Hours of Sebring International Grand Prix of Endurance for the Camel GT Challenge")(phew!), but DNF'd due to mechanical failure. At the 2 April 1978 six-hour race at Talladega, the DNF'd due to an accident. Bremner finally finished a race at the 19 August 1978 event at Mosport, placing 18<sup>th</sup>.



Rod Bremner at Mosport in August 1968 (photo by Ron Kielbiski via Racing Sports Cars).

More successful was the Joe Huffaker-prepared TR7 driven by Lee Mueller in SCCA regionals and nationals in 1979. Mueller capped the season by taking D Production championship at the SCCA Runoffs at Road Atlanta. The car along with the Huffaker TR8 subsequently passed to Curt Johnston and regularly run in vintage events, including the annual Kastner Cup championship. As mentioned previously, the DP TR7 is scheduled to appear at next month's VTR national.



Curt Johnston in his Huffaker-built TR7, 1979 SCCA D Production champion (photo via Friends of Triumph).

(Continued on page 9)



### Problems, Problems...

Per Keith Adams, BLMC fully intended to get the TR7 into US showrooms in 1975. He added, "...and, because the US market was so important to British Leyland, the usual process of final testing and honing was dropped in order to get the car on sale as early as possible." This proved to be a near-fatal error on the part of corporate management, as the cars sold in the United States pretty consistently suffered from a number of quality and mechanical issues, including failing timing chains, oil pumps and water pumps, head gasket issues which resulted in overheating and a number of electronic gremlins. Warranty costs to Triumph quickly escalated.

In October 1976 workers at the Speke plant went on strike; according to Adams, the last TR7s that came off the line at the troubled plant suffered "...from indifferent build quality." BLMC management wound up closing the Speke plant in May 1978 and transferred tooling and production to the Canley plant near Coventry. Full production didn't resume until October 1978; in the meantime, Wedge sales took a massive hit.

Adding to the festivities, BLMC CEO Michael Edwards ordered an end to further development of the TR7—save for the upcoming TR8 variant and the production of convertibles in mid-1979—in order to focus the corporation's efforts on other vehicles. However, on the plus side, the Canley cars received the Rover five-speed transmission, along with a number of already planned improvements to the TR7's electrics, instrumentation and cooling system. In addition, in 1979 Triumph started production of convertibles.



Photo via Hemmings.

In August 1980, production at the Canley plant ended and shifted to the Solihull factory, south of Birmingham, where the TR7 was produced alongside the Rover SD1. The following May, BLMC announced plans to close the Solihull plant and, by association, end production of both the TR7 and TR8. The last TR7 rolled off the line at Solihull in October 1981.

Backing up a bit, the writer of the May 1975 *Road & Track* test of the TR7 described the car as

...only the first of several new sports cars we'll see over the next three years...in the future there will be several variations on this basic car as well

as a new Jaguar sports coupe and, we hear, something new carrying the MG nameplate. But for now, the TR-7 is the news from England and it probably shows the direction we can expect all BL's new sports cars to go.

Obviously, it wasn't meant to be. The Triumph TR7 and TR8 constituted the end of the line for the proud British brand and its sports cars. BLMC continued sales of Triumph sedans/saloons in the guise of the Acclaim, a badge-engineered variant of the Honda Ballade/Civic, through 1984, but it just wasn't the same.

Thus ended the troubled and controversial but groundbreaking TR7. Despite all the controversy and ups and downs, Triumph sold more TR7s than any other model, numbering 112,368 hardtops and 28,864 convertibles, for a total of 141,728 cars. Roughly half of them sold in the US.

Nearly fifty years on, TR7s are popular and serve as an economical way of getting into the LBC hobby. They've also proven popular with owners who like to do engine conversions, replacing the original four-banger with a V6 or V8. A prime example is Creig Houghtaling's TR7/V8; make sure you take a close look at the car at the next All British Car & Cycle Show.

**Sources:** Bill Piggott, *Triumph TR2 TR3 TR4 TR5 TR6 TR7* (Minneapolis: Motorbooks, 2009); "Triumph TR-7 – A New Direction For British Sports Cars," *Road & Track*, May 1975; "The Affordables," *Road & Track*, June 1978; *Racing Sports Cars*, [www.racingsportscars.com](http://www.racingsportscars.com); John Webber, "The Last Waltz," *Classic Motorsports*, July 2008; Keith Adams, "The Cars: Triumph TR7: Last throw of the dice," *AROnline*, 8 February 2024; Patrick Bedard, "Road Test: Triumph TR7," *Car & Driver*, April 1975; Tom Stahler, "Mother Mueller: Two generations," *The Classic Cars.com Journal*, 10 July 2020.

### TR7 SPECIALS

Triumph offered a number of "limited edition" TR7s over the years. According to Bill Piggott, "In most cases limited editions amounted to little more than cosmetic fripperies such as adding stripes and badges and throwing in some free items of what was usually extra-cost optional equipment." Four went to the US market while two sold in the UK. They were:

**Southern Skies**—On sale in 1976. The cars featured a sliding glass sunroof, twin side stripes and "Southern Skies" lettering towards the rear of the car, plus a sun/crescent moon decal behind the wheel arch. It was only sold only in the southeastern United States

**Victory**—Also 1976, they offered a black vinyl roof and white "spoker" wheels (normally found on trucks, 4WDs and trailers). Again, Piggott: "These were unique to the car, which was just as well, as before long a number developed cracks and even total spoke failure."

(Continued on page 10)

## OTHER WEDGES...



TVR 280 (photo via AutoData1)



Aston Martin Bulldog (photo via Autoweek)



Shadow Mk1 (photo via AutoSports Ltd)



Monogram TR7. These kits are currently running at about \$120 on eBay.



### TR7 Special Editions (Continued from page 9)

**30<sup>th</sup> Anniversary**—The first convertible special edition, built at Canley in 1979 for the US market. What Triumph was celebrating about the year 1949, no one seems to know (the Roadster went on sale in 1946), but the car featured pinstriping, polished aluminum wheel trim rings, stereo radio/cassette, front fog lamps, luggage rack, cocoa floor mats and a padded black leather steering wheel.

**Spider**—Produced by Canley in 1980. Black with red lettering and trim, including “Spider” labeling in front of the rear wheels, came with a stereo/cassette player and standard air conditioning, along with an upgraded, somewhat more luxurious interior.



Mike Bakalor's Southern Skies TR7

# TR TECH

## The Dreaded TR7 Bumper Droop

By Jim Doran, Georgia Triumph Association



Last year when Tom Brand's Duluth International Auto Service was installing a new set of tires on my 1980 TR7 and performing a front-end alignment, Tom mentioned my bumper droop. At the time, I mentally acknowledged something that I had already noticed: my front bumper, like all TR7s, was drooping. It took me a while, but I finally ordered the fix from TWS (formerly The Wedge Shop).



The issue involved the two brackets used at the factory to mount the front bumper to the car. The brackets consist of two steel plates with a rubber compound bonded between the plates.

Bumpers for the coupes (FHC) were mounted directly to the car while the convertibles (DHC) were mounted directly utilizing the aforementioned mounting plates. There was a concern the DHC might exhibit cowl shake so these flexible mounts were used along with weights at the corner of each bumper, typical British over engineering.



Turns w\out that with strengthened sills, the DHC was more solid than expected though not as solid as the FHC. So, that left the bonded rubber to separate from the mounting plates over time and the result was the droop. The fix was a mounting bracket replacement made from black marine grade UHMW polyethylene.



The job took a couple of hours and \$100 in parts, so a nice little improvement, at least cosmetically, and another job off the check list.

## Welcome New Members!

**Adam Dickinson**

1976 TR7 FHC  
Collinsville

**Jim Conley**

1960 TR3  
Ballwin



As mentioned elsewhere this issue, Karl Schmitt introduced new member Jim Conley. Per Karl, "I'm tickled pink tonight! The new gentleman who joined our club is four months older than me, I'm no longer the oldest in the club! We were both in the Air Force, both in Strategic Air Command, flew *Chrome*

*Dome* missions (**NOTE**: 24-hour airborne bomber alert) and we got married about the same time.

For the record, Kim served with the 11<sup>th</sup> Bombardment Wing at Altus AFB, Oklahoma. Karl served at Forbes AFB, Topeka, Kansas, with the 90<sup>th</sup> Air Refueling Squadron/40<sup>th</sup> Bombardment Wing; Bunker Hill AFB, Peru, Indiana, 68<sup>th</sup> AREFS/305<sup>th</sup> BW; and that garden spot of Canada's Northwest Territories, Frobisher Bay.

# BSCC AUTOCROSS SERIES—EVENTS 4 AND 5

## Slow Roller Racing Team

### Results

Event 4—14 July 2024

Event 5—28 Jul 2024

Family Arena

**Summary**—Creig Houghtaling not only sold a TR7 to new member Adam Dickinson, he helped get the car running properly and convinced Adam to take a spin at the 28 July Boeing Sports Car Club autocross at Family :Arena. Pretty cool seeing three Wedges lined up in the event staging area, two of them hardtops.

All in all, good weather prevailed and everyone who competed had a great time. As always, SLTOA members are welcome to come on out and cheer on the home team and go for a ride-along!

### Event 4

Driver	Car	Class	Overall Finish	Indexed Time
Massey	80 TR8	E Stock	35	53.340
Houghtaling	77 TR7	Extreme B	43	57.413
Francis	09 Porsche	CS	49	70.169

### Event 5

Houghtaling	77 TR7	Extreme B	43	64.380
Dickinson	76 TR7	HS	44	76.938
Morgan	80 TR8	ES	DNF	

### SRRT Standings

Total events: 4

Massey	30
Cook	18
Houghtaling	27
Dickinson	9
Morgan	8
Pollard	7

Next event: 1 September



## ADMIT IT, YOU WANT THIS CAR



Sport model Austin, anyone? Here's another rare opportunity from Barn Finds which popped up a couple of months ago: a 1952 Austin A40 Sports.

Chief among its features is an aluminum body; per Barn Finds the car, up for sale in Fresno, California, resulted from Austin Chairman Leonard Lord got a good look at an aluminum-bodied Jensen, like what he saw

and "...approached Jensen about designing a vehicle that would be based on their A40 chassis. The finished product is unique but similar to the larger Jensen that inspired its creation."

With just over 4,000 examples built, these don't come up for sale often. The example being offered here is a field find that has been parked for the past 40 years. The previous owner thankfully removed all the important parts and stashed them inside their barn before parking the car outside.

The seller acquired the car from the estate of mechanic/racer Jack Heinrich, brought it home, disassembled everything and stored the car and its components in his barn, where it sat over the last 40 years.

Based on the A40 Devon, these cars had the same Austin 1.2L four, albeit fitted with twin-SUs, which boosted horsepower to a thundering 46 bhp. The seller noted the interior was in particularly bad shape and there was some rust in the frame and the floors of the car. Yeah, it's unique. How would you like to drive up to ABCCS in September in this snappy little sportster?

# CARS & COFFEE/AMP UP—20 JULY 2024



## THEY'RE ALL WORKS IN PROGRESS

**Dave Massey**—With the TR8, got MegaSquirt figured out, got auto tune working. I'm looking at using an LS1 coil. Concerning the TR6, the radiator sprung a leak, I've installed a new aluminum radiator but the thermostat sucks soooo, am designing a replacement. Dave followed up with a brief presentation on how you can use MegaSquirt and your computer, "thankfully there's a computer program so you can make adjustments on the fly."

**Sam Sheppard**—My current project involves cleaning out the garage. I'll be going to school in the fall.

**David Yannayon**—Successes this week. Have Weber TGVs on the TR6, couldn't get them to work. I called and talked to a guy at a manifold shop, he asked questions and determined the float levels were too high. He gave me info on setting the floats and it worked, I was shocked. The car had never started well, it coughed and spit, no more. It's like new.

**David Pollard**—I took the TR6 to Carriage Motors, Mark Trabacz's business. He had put in a new exhaust system, adjusted it and now the car sounds a lot better. As for the TR3, I'm finally putting it back together, hope to have it ready for the All British Car & Cycle Show.

**Creig Houghtaling**—Craig Ingraham crunched his tail pipe, took it down to Mark's to get it fixed. I sold a TR7 to a guy in Illinois (**NOTE:** new member Adam Dickinson), it wasn't running. I went over there, we found one choke cable had slipped; one choke was fully open, the other was closed. That's why it didn't run well.

**Karl Schmitt**—I have a TR6, it was in the yard for about 40 years. Pulled the engine, the head's salvageable but the rocker arms, other components are trash. The editor published the info with photos last month. I opened the bottom, the crankshaft was filthy but it looked good. Two connecting rod bolts were inaccessible, I had to use a grinder and torch to get them out.

**Jesse Lowe**—Nothing new.

**Jim Conley**—Besides the TR3, I own a 1938 Cadillac, 1941 Cadillac, two Buick Skylarks with the aluminum V8, a Buick Riviera, 1962 Chevrolet C10 pickup and two Buick Reattas. All are running, save for the Riviera.

**Chris Kresser**—I made the mistake of crawling under the green TR3 and found something that made me feel uncomfortable with the transmission mount: it's probably rubbing against the transmission. Typical TR3, I had to clear out the interior to get to it. Otherwise, we were busy with TRA; took the red TR3, opened the bonnet for the judges and the two air cleaners weren't there!

**Rich Etz**—I haven't done anything on the Triumph. Concerning the 1998 Ford Ranger, the Overland Park Police recovered it. I'm now hunting junkyards for a replacement bumper. My 1968 Corvette had been sitting for some time, took it out and the brake pedal went to the floor. I swapped out master cylinders, adjusted the shaft between master and the brake booster. I drove the 'Vette to a car cruise in Fenton last month, after a couple of hours the pedal went to the floor but I managed to get the car home. I did some research, found out I hadn't bought original master cylinders but a generic master. I wound up going to a Corvette supplier for a repro cylinder.

**Joe Ammond**—The Charger was okay, but it's leaking from the oil pan gasket. The pan looks like it was beaten with a hammer, I had to buy a new one.

**YFE**—Am in contact with Ted Schumaker of TS Imported Automotive in Pandora, Ohio, he's looking for a spare rebuilt TR7 vacuum booster that'll suffice until I get the TR8 booster rebuilt and reinstalled. In the meantime, am limiting driving of the car, save for autocrosses and club drives...the car stops, but it's like driving a vehicle with four-wheel drum brakes.

## BEST OF CRAIGSLIST

**62 TR4**—I purchased this from a RMVR (Colorado) back in 2015 and have really enjoyed the opportunity to run here in the PNW with SOVREN. Since its purchase, I've completed a significant amount of upgrades and modifications to make it a better, and 'safer' race car. Currently, it houses a new engine (Jeff Quick build) with 89 mm pistons and liners and Weber 45 DCOE carburetors. I've also installed a Quaife dog box transmission from another RMVR racer. I've done the Southwick rear axle conversion, lots of suspension upgrades, Quaife LSD, VTO wheels, MSD box, aluminum rotors, Datsun finned rear brake drums, Kirkey race seat, and more. I will also include a set of race SU H6 carburetors with a custom header. I have a correct front bonnet for the car.

Should I still have it this winter, I will do the body work in which a new price will reflect. Car is located in Bellingham, WA (100 mile north of Seattle). \$17,500. The car is ready to race but will need new tires after one more event. Please note that this is a race car. Yes, it has a WA State Collector license plate, but it is not a street car. More photos upon request, email 99afd61305c2384d9fb466e7898834fd@sale.craigslist.org, \$17,500 (*Craigslist*) (Aug 24)



Kansas City's

# HEARTLAND ALL BRITISH

## Heartland All British Car and Cycle Meet

[Home](#) [Event Info](#) [Event Site](#) [Previous Heartland All British](#) [Previous MG Heartland](#) [Previous KC All British](#) [Registration](#)



**Hold the date!**

**We are returning to the Merriam Marketplace  
Labor Day Weekend  
Sunday September 1, 2024  
8:00 a.m. - 2:00 p.m.**

**Location: Merriam Marketplace  
5740 Merriam Dr  
Merriam, KS 66203**

**<https://heartlandallbritish.com>**

# HEARTLAND ALL BRITISH CAR & CYCLE MEET 2024 SCHEDULE OF EVENTS

Saturday, August 31<sup>st</sup>

5:00 p.m. – 7:00 p.m.	Pre-Event Cookout & Boot Sale
-----------------------	-------------------------------

Sunday, September 1<sup>st</sup>

8 – 10:30 a.m.	Registration
10:30 a.m. – Noon	People's Choice Voting
2:00 p.m. (As soon as ballots counted)	Awards Presentation

**Merriam Marketplace**  
5740 Merriam Drive  
Merriam, KS 66203

Register online at <https://heartlandallbritish.com/2024show/2024registration.html>

**PRE-EVENT COOKOUT & BOOT SALE** - 5:00 p.m. – 7:00 p.m. Saturday, August 31<sup>st</sup> at the Merriam Marketplace, located at 5740 Merriam Drive, Merriam, KS 66203. Bratwursts and hot dogs with sides and soft drinks. Each initial car or cycle registration receives up to two meal tickets free, additional tickets \$5.00 each. Bring your chairs and any British parts or accessories you would like to sell.

**REGISTRATION** - Advance registration received by August 7<sup>th</sup> is \$35 for a car and \$30 for a motorcycle. Additional vehicles are \$20 per car and \$15 per motorcycle. For registrations received after August 7<sup>th</sup> the initial car registration will be \$45 and initial motorcycle registration will be \$40 and you may not be parked with your judging class.

**FOOD TRUCK** - We will have a food truck for lunch the day of the show.

**AWARDS** - Awards will be presented for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in class after voting by registered car owners has been tabulated.

**SHIRTS** - This year we have several options for shirts. With your advance registration (received by August 7<sup>th</sup>) you can buy shirts with your registration. All shirts will be red with the design embroidered in the design below.

**TRAILER PARKING** - There will be adequate trailer parking on the day of the show.

See our website [www.heartlandallbritish.com](http://www.heartlandallbritish.com) for additional information

**PROFITS  
FROM THIS  
EVENT  
BENEFIT**



HopeKids is a 501(c)(3) charity that provides ongoing events, activities, and a support community for metro Kansas City families who have a child with a life-threatening medical condition.



**2024 Shirt Design - ORDER NOW**  
**NO SHIRTS WILL BE AVAILABLE FOR PURCHASE AT THE EVENT, SO ORDER NOW.**  
 Order must be received by August 7, 2024.







# HEARTLAND ALL BRITISH CAR & CYCLE MEET

Labor Day Weekend – Sunday, September 1, 2024

## PARTICIPATION CLASSES

A	Austin-Healey 100,100-6, 3000	H	MG Midget & AH Box Sprite	P1	Mini Classic
B	Austin-Healey Frogeye Sprite	J	TR2 & TR3	P2	Mini BMW
C	MGA	K	TR4, TR4A, TR250	R	Lotus / All 7s
D1	MGB/MGB GT 62-71	L1	TR6 through 1974	S	British Saloon / Other
D2	MGC/ MGC GT	L2	TR6 1975 on	T	British Sport
E	MGB/GT 72-74 ½ Chrome Bumper	M	Spitfire & GT6	W	British Cycles
F	MGB/GT 74 ½ -80 Black Bumper	O1	Jaguar through 1974	Z	Friends of Brits (European)
G	MG T Series / PreWar	O2	Jaguar 1975 on		

NAME (please print): \_\_\_\_\_ PHONE: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY, STATE, ZIP: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

Vehicle #1	Class:	Year:	Type/Model:	Color:
Vehicle #2	Class:	Year:	Type/Model:	Color:
Vehicle #3	Class:	Year:	Type/Model:	Color:

### FEES

	NO.		NO.	TOTAL
Advance Registration Initial Car - \$35	_____	Additional Cars -\$20 each	_____	_____
After August 7 – First Car - \$45	_____	Additional Cars -\$20 each	_____	_____
Advance Registration – Initial Cycle - \$30	_____	Additional Cycles - \$15 each	_____	_____
After August 7 – First Cycle - \$40	_____	Additional Cycles - \$15 each	_____	_____

Total Number Attending Cookout First Two Free Then \$5 per person \_\_\_\_\_

### SHIRTS – RED Order by August 7, 2024

	NO.	NO.	NO.	NO.	NO.	NO.	TOTAL
Men's T-Shirt - \$20	SM _____	MED _____	LG _____	XL _____	XXL _____	XXXL _____	_____
Women's T-Shirt - \$20	SM _____	MED _____	LG _____	XL _____	XXL _____	XXXL _____	_____
Men's Polo - \$25	SM _____	MED _____	LG _____	XL _____	XXL _____	XXXL _____	_____
Women's Polo - \$25	SM _____	MED _____	LG _____	XL _____	XXL _____	XXXL _____	_____
Men's Heavy Weight Long Sleeve - \$30	SM _____	MED _____	LG _____	XL _____	XXL _____	XXXL _____	_____

**TOTAL DUE** \_\_\_\_\_

Make checks payable to Heartland All British Car Show and mail with this signed registration form to:

**Kris Gamble  
13621 S Walnut View  
Olathe, KS 66061**

#### Hold Harmless Agreement

Owner voluntarily enters his/her vehicle in the 2024 Heartland All British Car & Cycle Meet, it is agreed as follows: (1) that owners will insure their vehicle against loss, damage and liability. Proof of such insurance, being in full force and effect, shall be provided to the Heartland All British Car & Cycle Assn. (2) that owners do, hereby, agree to indemnify and hold harmless The Association and their agents or assigns, for any act or omissions which may result in the act, damage, destruction, or injury occurring during, or as a consequence of this event; (3) the owners, in attending this event, do so voluntarily and agree and assume the risk of any and all damage to their vehicle or personal injury.

Owner's Signature \_\_\_\_\_ Date \_\_\_\_\_

Insured with \_\_\_\_\_



[Home](#)  
 [Upcoming Events](#)  
 [2024 Car Show](#)  
 [Newsletters](#)  
 [Membership](#)



## BRITS *in the* OZARKS

### Twenty-Second (mostly) Annual All-British Car and Cycle Show

Hosted by the British Iron Touring Club of Northwest Arkansas in Fayetteville, AR, Agri Park

South of Exit 67-A off I-49 September 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup>, Rain or Shine

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION

#### Brits in the Ozarks

##### Sept. 5th:

Driving tour through Arkansas Ozarks. – The Jasper Run. 9:00 a.m. departure from the hotel

##### Sept. 6th:

Driving tour through the Ozarks featuring The Wine Tour. 9:00 departure from the hotel.

Alternate drives at a more leisurely pace will be available both days.

Show Registration (4:00 – 6:00 P.M.) walks-ups welcome. Also available on site the day of the show starting at 8:30 a.m.

Cook out and parking lot party 6:00 PM at the Holiday Inn Convention Center of Northwest Arkansas, until we get tired or the beer runs out!

##### Sept. 7th:

Car and cycle display and popular choice judging at Agri Park, North Garland Street, Fayetteville, Arkansas, 10 AM - 2 PM.

Lunch and concessions available on site. Silent Auction (donations welcomed).

Awards Dinner at the hotel 6 PM.

**SPECIAL GUEST: DICK LUNNEY, EXECUTIVE EDITOR, CLASSIC MG MAGAZINE**

**ONLY 210 TICKETS WILL BE SOLD FOR THIS EVENT, FIRST COME, FIRST SERVED, TICKETS ARE REQUIRED – ORDER NOW!!!**



# BRIT'S *in the* OZARKS

## TWENTYSECOND (MOSTLY ANNUAL) ALL BRITISH CAR & CYCLE SHOW

Hosted by British Iron Touring Club of NW Arkansas In Fayetteville, Arkansas, Agri Park

South of Exit 67-A off I-49 September 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup>, Rain or Shine

ALL PROCEEDS BENEFITTING THE ALS ASSOCIATION

### SCHEDULE OF ACTIVITIES

Sept. 5<sup>th</sup> - Driving tour through Arkansas Ozarks. - The Jasper Run  
9:00 a.m. departure from the hotel.

Sept. 6<sup>th</sup> - Driving tour through the Ozarks featuring The Wine Tour  
9:00 departure from the hotel

Alternate drives at a more leisurely pace will be available both days

Show Registration (4:00 - 6:00 P.M.) walks-ups welcome. Also available on site the day of the show starting at 8:30 a.m.)

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**ONLY 210 TICKETS WILL BE SOLD FOR THIS EVENT, FIRST COME, FIRST SERVED, TICKETS ARE REQUIRED - ORDER NOW!!!**

No vendors per U of A Agri park regulations.



# BRITS in the OZARKS

TWENTYSECOND (MOSTLY ANNUAL) ALL BRITISH CAR & CYCLE SHOW

## REGISTRATION

**GOODY BAGS FOR FIRST 175 ENTRANTS (1 BAG PER ENTRANT regardless of number of cars)  
FREE T-SHIRT FOR EARLY REGISTRATION IF RECEIVED ON OR BEFORE AUGUST 9, 2024**

Additional t-shirts may be purchased below or, if available, at the Friday cook-out or at the show)  
PLEASE COMPLETE THE FOLLOWING.

Name(s): \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

State/Zip: \_\_\_\_\_ E-mail: \_\_\_\_\_

Registration **RECEIVED ON OR BEFORE AUGUST 9, 2024** (free t-shirt included): \$25.00 for 1st car or bike, \$10.00 for each additional car or bike

Registration **RECEIVED AFTER AUGUST 9, 2024** (no free t-shirt ): \$30.00 for 1st car or bike, \$10.00 for each additional car or bike.

**PLEASE COPY THIS FORM AND USE A SEPARATE SHEET FOR EACH CAR OR BIKE!!!**

Car / Motorcycle: **PLEASE SEE LIST ON BACK FOR CLASSES.**

Marque: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_ \$ \_\_\_\_\_

Additional Cars / Motorcycles

**carried over from additional registration forms @ \$10.00 each:** \$ \_\_\_\_\_

Awards dinner, \$40.00 per person: Number: \_\_\_\_\_ x \$40 ea = Dinner total \$ \_\_\_\_\_

T-shirt size (free if received on or before 08/09/24- **MUST** Circle one: **S M L XL XXL**  
(If you don't circle a size the default is a large!)

Additional T-shirts - **MUST** Circle when ordering: **S M L XL XXL** (\$20.00 each) x \_\_\_\_\_ = \$ \_\_\_\_\_

**TOTAL (Make checks payable to British Iron)** \$ \_\_\_\_\_

**MAIL TO: Dr. Hessel Kooistra, 10975 Rocky Creek Rd., Fayetteville, AR 72701**

\_\_\_\_\_ Please check for **Thursday driving tour** (no charge, head count only) or \_\_\_\_\_ dinner gathering (Dutch)

\_\_\_\_\_ Please check for **Friday driving tour** to on a different route through the Ozarks (again, no charge)

**HOST HOTEL:** Holiday Inn Convention Center of Northwest Arkansas, I-49 and Highway 412, Springdale, AR Specify British Iron Car Show, rate includes ALS donation by the hotel, **479-751-8300** Ask for British Car Show rate before **08/05/24** Information or questions: Email Hess Kooistra

[britsintheozarks@gmail.com](mailto:britsintheozarks@gmail.com) Or Bill Watkins at [bwatkins@watkinslawoffice.com](mailto:bwatkins@watkinslawoffice.com)

See also [www.britshironnwa.org](http://www.britshironnwa.org)

# VTR National Convention 2024



**September 8 - 12, 2024**

**Nashville, Indiana**

*Hosted by Indiana Triumph Cars*

**Celebrating 50 Years of "The Shape"**



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](http://indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention)





**Saturday, September 21, 2024: 9am to 3pm**

REGISTER SECURELY ONLINE : <https://allbritishcarshow.com>

Featured Mark:



**Show Site: Creve Coeur Lake  
Memorial Park at the  
Heldman Picnic Shelter  
13750 Marine Ave, St. Louis, MO 63146**

- From I-270: Take Dorsett Rd. west to Marine (T-intersection). Turn right and follow the road. The show site will be on the right.
- From MO-141 Maryland Heights Parkway: Turn onto Marine Ave. (T-intersection) and follow the road. The show site will be on the Left.

## 2024 All British Car & Cycle Show 42nd Annual Event on Saturday September 21, 2024

The St. Louis All British Car and Cycle show is an annual event that has been taking place for over 30 years. The show brings out a wonderful selection of the finest classic and more modern examples of the British Automobile (car) and Motorcycle industry. Come and visit to see over 150-200 beautiful cars and perhaps re-live a few memories. The show takes place in Creve Coeur Lake park and offers a wonderful scenic setting by the lake with shade from some large trees.

We have a date – **Saturday September 21, 2024** and the location will again be [Creve Coeur Lake Park – Heldman Shelter](#) (Google Maps directions to the show site) so please mark your calendars accordingly. Be sure to “like” us on [Facebook](#) and get notifications as we add information on there as well.

Event sponsorship helps makes this event possible. For details of our [2024 sponsors](#), please [click this link](#). Please support these businesses who support us.

***St. Louis All British Car and Cycle Show – Best in the Midwest***

# Registration

Registration is now live and can only be done [online](#) or at the show site, on the day of the show. Early registration, with discounts, will close August 31, 2024. Online registration will be shut down on September 18, 2024. Please [click this link](#) to go to the [Registration page](#) for additional information and details.

For this year's event the commemorative event T-Shirts have been sponsored by Autos of Europe Inc. See details of how to get your free, with paid registration, T-Shirt on the [registration page](#). Please note size selection for T-Shirts is only available for early registrations made on or before August 31, 2024.

Online registration at  
<https://allbritishcarshow.com/registration/>

## Pre-Registered Attendees Pre-event BBQ on Friday, September 20, 2024

5:00pm-dark: Pre-Show BBQ in Creve Coeur Lake Memorial Park at Car Show location – scroll down for the location details and a map of how to get to the pre-show BBQ. This event is open to all people that have pre-registered a car or motorcycle for the event. **This is not open to the public.**

Event Sponsor: It's Alive Automotive

Grilled burgers, bratwursts, hot dogs, all the trimmings and soft drinks. Join us for an evening of food, fun, friends, and cars.

Please bring your lawn/folding chairs with you and if you are not from "out of town" please also bring a side dish/dessert to share.



## 2024 Schedule of Events – Saturday September 21, 2024

9:00am: [Show Field](#)  Opens

9:00am–Noon: On-site registration

9:00am – 2:00pm: Swap Meet

11:00am – 1:00pm: Popular Voting

2:00pm: Awards (Please be at the pavilion at 1:45)

Food and drinks will be available for purchase during the show.

This event wouldn't be possible without support. Please [contact us](#) for details of how to support the 2024 show/event.

**ANNUAL AUGUST FEST UND HOMECOMING  
MASCOUTAH, ILLINOIS  
CAR SHOW**



**SUNDAY, AUGUST 4, 2024**

**- SCHEVE PARK, MASCOUTAH, IL -**

**REGISTRATION - \$20.00 • 8:00 A.M. TO 12:00 Noon**

**ALL CARS MUST BE IN PLACE FROM 12:00 Noon TO 4:00 P.M.**

- ★ Registration until 12:00 Noon
- ★ Judging in 36 classes
- ★ 3 Large Trophies in each class
- ★ Best of Shows - Pre-war Original  
Post-war Original  
Modified
- ★ Dash Plaques to First 150 Entries
- ★ Registration \$20.00 - Display \$20.00  
Day-of-show Phone: (618) 570-8639  
or Gary McGee (618) 420-0004
- ★ Plenty of shade
- ★ Breakfast 8:00 - 10:30 a.m. Sunday

**HOMECOMING ACTIVITIES**

- ★ Beer, Soda, Sandwiches and Dinners
- ★ Kiddie Ride Matinee Sat. & Sun. 1-4 p.m.
- ★ Homecoming Parade 5:00 p.m. Sat. & Sun.
- ★ Antique Plow & Weight Pull - Fri. 7 p.m.
- ★ Diesel Smoker Tractor Pull - Sat. 7 p.m.
- ★ Truck Pull - Sun. 7 p.m.
- ★ Bands & Entertainment
- ★ Invitational Championship Double
- ★ Horseshoe Tournament Sat. Nite 5-11 p.m.

**NO COOLERS, FOOD OR DRINKS  
BROUGHT ON PARK GROUNDS**

Only vehicles in following classes will be judged  
- NO EXCEPTIONS - (3:30: Trophy winners are announced)

A. Antique - Stock.....	1903-1927	S. Stock Production.....	1957-1969
B. Model A Ford - Stock.....	1928-1931-Open	T. Stock Production.....	1970-1974
C. Model A Ford - Stock.....	1928-1931-Closed	U. Stock Production.....	1975-1993
D. Thunderbirds - Stock.....	1955-1993	V. Commercial Stock.....	1903-1948
E. Corvettes - Stock.....	1953-1968	W. Commercial Stock.....	1949-1993
F. Corvettes - Stock.....	1969-1993	X. Street Rods.....	1903-1930
G. Mustangs - Stock.....	1964 1/2-1966	Y. Street Rods.....	1931-1940
H. Mustangs - Stock.....	1967-1993	Z. Street Rods.....	1941-1948
I. Plymouth - Stock.....	1928-1993	AA. Commercial Street Rods.....	1903-1948
J. Foreign - Stock.....	1903-1993	BB. Street Machines.....	1949-1960
K. Stock Production.....	1928-1935	CC. Street Machines.....	1961-1968
L. Stock Production.....	1936-1942	DD. Street Machines.....	1969-1993
M. Stock Production.....	1946-1955	EE. Commercial Custom.....	1949-1966
N. Chevrolet - Stock.....	1955-1957	FF. Commercial Custom.....	1967-1993
O. Stock Production.....	1956-1958	GG. Custom Low Riders.....	Thru 1993
P. Stock Production.....	1959-1961	HH. Special Interest.....	Thru 1993
Q. Stock Production.....	1962-1964	II. AMC Production Original.....	All Years
R. Stock Production.....	1965-1966	JJ. Inter Club Members.....	Up to 1993

**No Newer Cars Than 1993 on Premises**

MAKE ALL CHECKS PAYABLE TO: MASCOUTAH HOMECOMING  
FOR INFORMATION CALL OR REMIT TO: STEVE HEIZER

917 W. Poplar St., Mascoutah, IL 62258 • Cell: 618-570-8639 - Leave a Message  
Gary McGee Judging Metro East Show Cars



32ND ANNUAL  
EDWARDSVILLE PD



EDWARDSVILLE, IL

**AUGUST 18TH, 2024**  
**11 A.M. - 4 P.M.**

**VEHICLE REGISTRATION**  
**8:30 A.M. - 1 P.M.**

---

**REGISTRATION FEE -**  
**\$15 (JUDGED)**  
**\$10 (DISPLAY)**

---

**AWARDS SHOW:**  
**4 P.M.**

---

**DASH PLAQUES TO**  
**1ST 350 ENTRIES**

**EDWARDSVILLE HIGH SCHOOL**  
**6161 CENTER GROVE RD.**  
**EDWARDSVILLE, IL 62025**

**FOOD TRUCKS**

**FREE ADMISSION TO**  
**SPECTATORS**

**50/50**  
**&**  
**SILENT**  
**AUCTION**

**CONTACT US:**  
**dare@cityofedwardsville.com**  
**WWW.EDWARDSVILLE.DARE.COM**

YOUR NAME:

**PRIZE RAFFLE**  
BY THE  
**GATEWAY GTO**  
ASSOCIATION

**!!! WE HAVE MOVED !!!**  
**27<sup>TH</sup> ANNUAL**

Walter F. Phillips Memorial  
Old Cars Against Cancer

**Sno-Cones**  
by the St. Louis Gateway  
Buick Club of America

**BARBEQUE &  
DRINKS**

# Wheels in Motion Day



**All Proceeds Benefit Children in their**

**Fight with Cancer**

**The Elks Lodge**

**Sunday, September 8, 2024**

9 a.m. - 4 p.m.

**GREAT ENTERTAINMENT**



**ST. LOUIS ELKS**

12481 LADUE ROAD  
CREVE COEUR



The  
National  
Children's  
Cancer  
Society

2900 Frank Scott Parkway, Ste 928  
Belleville, IL 62223  
(314) 241-1600  
www.thencs.org

**CAR REGISTRATION: \$25.00 PER CAR AT EVENT**

**FIRST 150 CARS RECEIVE A COMMEMORATIVE DASH PLAQUE**

**SPONSORS ↓ SPONSORS ↓ SPONSORS ↓ SPONSORS ↓ SPONSORS ↓ SPONSORS**

**Steve Davis**



*Memories of Elks*

*Brandon Gray*

COMPASS REALTY GROUP Dillon Gray LeFan  
m: 314.323.4387 | o: 314-347-1658

**HANDY AUTOMOTIVE, INC.**  
Independent CARQUEST Store

We have real Parts People

Chad  
Dave  
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[www.firstcapitolclassics.wixsite.com/autoclub](http://www.firstcapitolclassics.wixsite.com/autoclub)

Please, No Alcoholic Beverages Allowed!!

**A cooperative event of St. Louis area car clubs.**

# 11TH ANNUAL APOA BACK THE BLUE CAR SHOW



FREE ADMISSION  
TO THE PUBLIC



OPEN  
TO ALL



FOOD  
MUSIC  
RAFFLES  
CARNIVAL



## ARNOLD DAYS FESTIVAL

ARNOLD CITY PARK - 2400 BRADLEY BEACH RD

**SATURDAY SEPTEMBER 21ST, 2024**

In-Person Registration starts @ 7:00 am • Judging @ 10:00 am



**\$15**

Donation  
in advance online

OR

**\$20**

Donation  
walk-up day of event



Register/ Info: [www.APOAMO.org](http://www.APOAMO.org)

First **100** registrations will receive t-shirt & dash plaque



Proceeds benefit the APOA Charitable Foundation  
and Kiwanis Club of Arnold



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# 37th Annual OKTOBERFEST ANTIQUÉ CAR SHOW



HOSTED BY - FIRST CAPITOL CLASSICS AUTO CLUB  
<https://firstcapitolclassics.wixsite.com/autoclub>

**STOCK VEHICLES ONLY—25 YEARS OR OLDER**

**SUNDAY - SEPTEMBER 29, 2024 9:00 a.m. - 4:30 p.m.**

SHOW is RAIN OR SHINE Be safe-have a charged fire extinguisher in your vehicle

## Car Show on Main Street in St. Charles

**Directions:** From I-70-- north on 5<sup>th</sup> Street; east on Boone's Lick Rd to Main Street; follow signs to registration area

**\$25.00 ENTRY FEE**  
**REGISTRATION 9 AM to 12 PM**

**\*\*\*NO MODIFIEDS, STREET RODS OR CUSTOMS\*\*\***  
**ONLY STOCK VEHICLES ARE ELIGIBLE**  
**1999 & OLDER WILL BE JUDGED AND DISPLAYED**

Cars must be in place by 12:00 PM on the show field.

--- DASH PLAQUES for the FIRST 150 CARS ---

**3 Trophies Awarded In Classes 1-22 & BEST OF SHOW Trophies for Pre-WWII and Post-WWII**

### Judging Classes

1. ANTIQUE 1900 – 29 + T FORDS
2. MODEL A 1928 – 31 OPEN & CLOSED
3. ANTIQUE 1930 – 35
4. ANTIQUE 1936 – 42
5. ANTIQUE 1943 – 50
6. ANTIQUE 1951 – 56
7. ANTIQUE 1957 – 60
8. ANTIQUE 1961 – 65
9. ANTIQUE 1966 – 71
10. ANTIQUE 1972 – 76
11. ANTIQUE 1977 – 81
12. ANTIQUE 1982 – 99

Cars eligible for  
classes 13-19 are  
excluded from  
classes 1-12.

13. AMERICAN MUSCLE CARS to 1999 (excluding those eligible for classes 14, 15, 16 and 17)
14. 'T-BIRD 1955 – 99
15. MUSTANG/COUGAR 1965 – 99
16. CAMARO/FIREBIRD 1967 – 99
17. CORVETTE 1953 – 99
18. FOREIGN CAR 1900 – 99
19. FOREIGN SPORTS CAR 1900 – 99
20. TRUCK 1900 - 50 \*\*
21. TRUCK 1951 - 99 \*\*
22. MILITARY VEHICLES 1900 – 99 \*\*  
\*\* Less than 12,000 lb GVW
23. UNRESTORED VEHICLES to 1999 (No Judging; will receive special certificate)

*Show officials reserve the right to combine classes or move a vehicle to a proper class.*

**THIS SHOW FEATURES— Drive-through judging and Free Registration to cars or trucks 1920 or earlier.**

**PLEASE - NO FOR SALE SIGNS IN CAR WINDOWS**

Oktoberfest Entertainment, Crafts, Food, Drink Available Nearby Along the Missouri River

Information: Call AL MERCER 636-928-8672 or ELLIOT CYTRON 314-878-0534  
Day of show Cell # 314-650-7639



# KNIGHTS OF COLUMBUS Auto Show

GEORGE R. KUTTERER COUNCIL #6165

**Saturday, October 5<sup>th</sup>, 2024**

**Immaculate Conception Church**

**411 Palmer Road, Columbia, IL 62236**

Rain or Shine Show

**Registration 8:00am-11:00am, Show 11:00am-3pm**

**Dash plaque & Attendance Prizes for all Registrants**

**\$15 Entry – Display**

**\$20 Entry – Judged – Judging by the "Give Back Pack"**



**50/50  
Raffle**

Raffle Lic. #5131

**&**

**A Raffle for a**

**Certificate for 4 New Tires**

**Of Choice from**



#### Stock Classes

- 3 or less modifications

Pre 1950

1950-1959

1960-1969

1970-1989

1990-Present

Trucks/Jeeps All

Import All Years

1964-1978 Mustang

1979-2004 Mustang

2005-Present Mustang

1953-70 Corvette

1971-2019 Corvette

1967-82 Camaro

1983-Present Camaro

Pre 1979 Mopar

1979-Present Mopar

#### Other Classes

Special interest

All Tractors

All SUV

All Corvettes 2020-Present

Top 3 Club Participation

Awards

**Music by Best Sounds Entertainment**

**Photographers on hand.**

**Pics will be posted on website.**

[www.kofc6165.org/kc-car-show](http://www.kofc6165.org/kc-car-show)



**Columbia Knights of Columbus Council #6165**

**annually benefit:**

**Immaculate Conception School, St. Vincent De Paul,**

**Monroe Council for the Handicapped,**

**Camp Ondessonk,**

**Life Network of Southern Illinois**

**and many other programs benefiting**

**church, community & youth.**

#### Modified Classes

Street Rods Pre 1950

1950-1959

1960-1969

1970-1989

1990-Present

Trucks/Jeeps All

Import All Years

1964-1978 Mustang

1979-2004 Mustang

2005-Present Mustang

1953-70 Corvette

1971-2019 Corvette

1967-82 Camaro

1983-Present Camaro

Pre 1979 Mopar

1979-Present Mopar

#### Best of Show Awards

Best Engine bay

Best Paint

Best Interior

Best Display

Best of Show 1986-Present

Best of Show Pre-1985

Kids Choice Award

Keith Renner Memorial-

Best Modified Award

Bob Stadler Memorial Award-

for 1<sup>st</sup> Responder/Military

Portion of judged entry fees to be donated to the Give Back Pack's charity of choice

**Concessions available to purchase - No alcohol**

**Paved show area - No pop-up canopies in the Show Field.**

Knights of Columbus, Immaculate Conception Church & affiliates are not responsible for accident, injury, damage or loss.

For more information, please contact Steve at [KC6165Show@yahoo.com](mailto:KC6165Show@yahoo.com)

Previous year's pics & **Pre-Registration & Pay at Show available** at [www.kofc6165.org/kc-car-show](http://www.kofc6165.org/kc-car-show)

Dash card and registration forms will be preprinted for all pre-registrants

11<sup>th</sup> Annual **LAKE GARNETT**  
GRAND PRIX  
REVIVAL

PRESENTED BY:  
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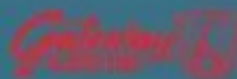
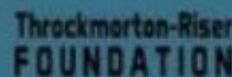
**OCTOBER**  
**12-13, 2024**



Register at: [LGGPR.ORG](http://LGGPR.ORG)

- *Racing Exhibition • Track Event • Autocross*
- *Car Show • Spectator Rides for charity.*

*Thanks to Our Sponsors:*



# Exciting Changes for 2024 Lake Garnett Grand Prix Revival

Registration for the [2024 Lake Garnett Grand Prix Revival](#) is open and we've got some exciting news! We've made some changes to the event segments for this year that will provide more options for track time.

First and foremost, all event segments are à la carte and all track groups will have sessions on BOTH Saturday and Sunday. You can participate in as many or as few as you like, on one or both days (full-competition Groups E & V are the exception as they are still two-day groups). Let's go through the changes:

## REGISTRATION – OPENING EARLIER

Registration will now open at 6:30am on Saturday and Sunday, hopefully allowing a little more time for participants to get their registration packages, get their cars in place, and get themselves to the driver meetings.

## GROUP R – Rookie – 60 MPH

This group is still for 16-17 year old drivers and 1st timers only, and is limited to 60 MPH. As in previous years, drivers in this group must be accompanied by an instructor / guardian / parent (over age 30) who will help ensure that track rules are followed. However, in 2024 Group R will run concurrently with Group A, so be aware of this if you are planning on sharing a car with another driver. We will be separating the two groups on the grid and rolling Group A out first. The biggest benefit to all this is that Group R drivers now can run on Sunday as well!

## GROUP A – 60 MPH

We've added Group A sessions on Saturday this year. Group A will run concurrently with Group R, so be aware of this if you are planning on sharing a car with another driver. We will be separating the two groups on the grid and rolling Group A out first.

## GROUP B – 80 MPH

We've added Group B sessions on Saturday this year.

## GROUP X – 100 MPH: REDESIGNATED AS GROUP C

The Saturday 100 MPH previously known as Group X has been redesignated as Group C, the same as it is on Sunday.

## GROUP H – HISTORIC

Group H still has one session on each day, but participants can now select to run on one or both days, and the entry fee has been adjusted accordingly.

## AUTOCROSS

No changes to the Saturday morning autocross format for 2024, but be aware that if you are running any Saturday track sessions, you cannot also run the autocross. You'll need to choose one or the other.

## FRIDAY TOUR & CRUISE – CANCELLED

Due to waning participation in recent years, we've elected to cancel the organized road tour.

One thing to note is that while we are adding the additional track groups to the Saturday portion, they have only 50% of the



capacity compared to Sunday (when we have B1/B2, C1/C2, etc.), **SO IT'S IMPERATIVE THAT YOU REGISTER EARLY IF YOU WANT TO RUN SATURDAY** as those groups will sell out fast!

And don't forget that any entry into either the autocross or a track session gets you **FREE ENTRY** to the Saturday car show on the square!

Event Dates: October 10 to 13th

Registration is open - visit [LGGPR.org/Registration](https://LGGPR.org/Registration) and sign up!

**HUGE NEWS!** Garnett was awarded a grant yesterday for *more than \$94,000* by the Kansas Department of Commerce and Kansas Tourism for the North Lake Road improvement project!!! A lot of people from Garnett as well as the LGGPR organization worked really hard on the application process for this and we want them to know how much we truly appreciate their efforts.

***MG Club will again host all attending members of MG and Triumph clubs at a track-side cookout and viewing area during Sunday 10/13 race events at LGGPR! Watch for Evite.***

## Become a VTR Member

The Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member. Affiliate club membership is not automatic membership with VTR.

**Some of the benefits:** *The Vintage Triumph* magazine, our award-winning, bi-monthly color publication.

VTR National convention

Access to a large number of local clubs

Website with reference material and members-only sections

Record Trace Certificates TR2/TR3/TR3A/TR3B

Factory trace documents on other Triumph models no longer available

Clothing, regalia, exclusive items

Specific vehicle consultants and experts

Sign up at <https://vintagetriumphregister.org>



# WE WANT YOU!

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

SLTOA c/o Michele Ammond  
4200 Weatheron Place  
St Charles,  
Missouri 63304  
ATTN: Membership

### ST LOUIS TRIUMPH OWNERS ASSOCIATION

President: David Pollard	<a href="mailto:dpollard@connectria.com">dpollard@connectria.com</a>
Vice President: Dave Massey	<a href="mailto:dave1massey@cs.com">dave1massey@cs.com</a>
Treasurer: Michele Ammond	<a href="mailto:chele@ammond.org">chele@ammond.org</a>
Webmaster: Sam Sheppard	<a href="mailto:samueledsheppard@gmail.com">samueledsheppard@gmail.com</a>
Events Director: Creig Houghtaling	<a href="mailto:creig55@live.com">creig55@live.com</a>



*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](mailto: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, Michele Ammond, 4200 Weatheron Pl, St Charles, MO 63309.

Editor:	Mark Morgan 1225 Dunloe Rd Manchester, MO 63021 <a href="mailto:Rangermk@sbcglobal.net">Rangermk@sbcglobal.net</a>
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Contributing Editor:	Kathy Kresser
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Foreign Correspondents:	Andrew Milne, Scotland Jamie Kopstein, Uruguay Jan Meesters, Belgium Dick Sweetman, Florida
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Chief Photographer:	John Moore
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Pictures found on the SLTOA web site are the property of their respective owners. Many pictures are linked to other web sites and are only used a reference.





## The Roadster Factory

Dear TRF Customer-

I hope it isn't unbearably hot in your neck of the woods. I'm writing to you on Saturday and it is starting to cool off in western Pennsylvania this afternoon.

Before I get too far, I'd like to remind you that you do need to create a new account on the new [website](#) if you would like to place an order.

Several customers have requested the old online catalogues be added to the new website. Unfortunately, this is not yet possible. I have posted links to PDF's of the old catalogues. [Please click here if you'd like to take a look.](#) These are not connected to the ordering function on the website. You can search the website for the part numbers in the catalogues to see if we have something in stock though.



We are settling into our new space and Brenda made a sign for the door, which you see above. It is a little strange to be on a busy street in the middle of town, but it has it's perks and we are thankful to have a space we can use to get going again.

We continue to add new parts to the website every week. You can see some of the parts we have recently added below.

best,  
Albert  
TRF

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Our pumps are rebuilt with the highest standards in the industry and come with a two year transferable, unlimited mileage warranty. You can trust in the Dutchman's expertise, with over 40 years experience in the automotive industry and exclusively specializing in water pumps since 1992!

*We can rebuild most water pumps within two business days!*

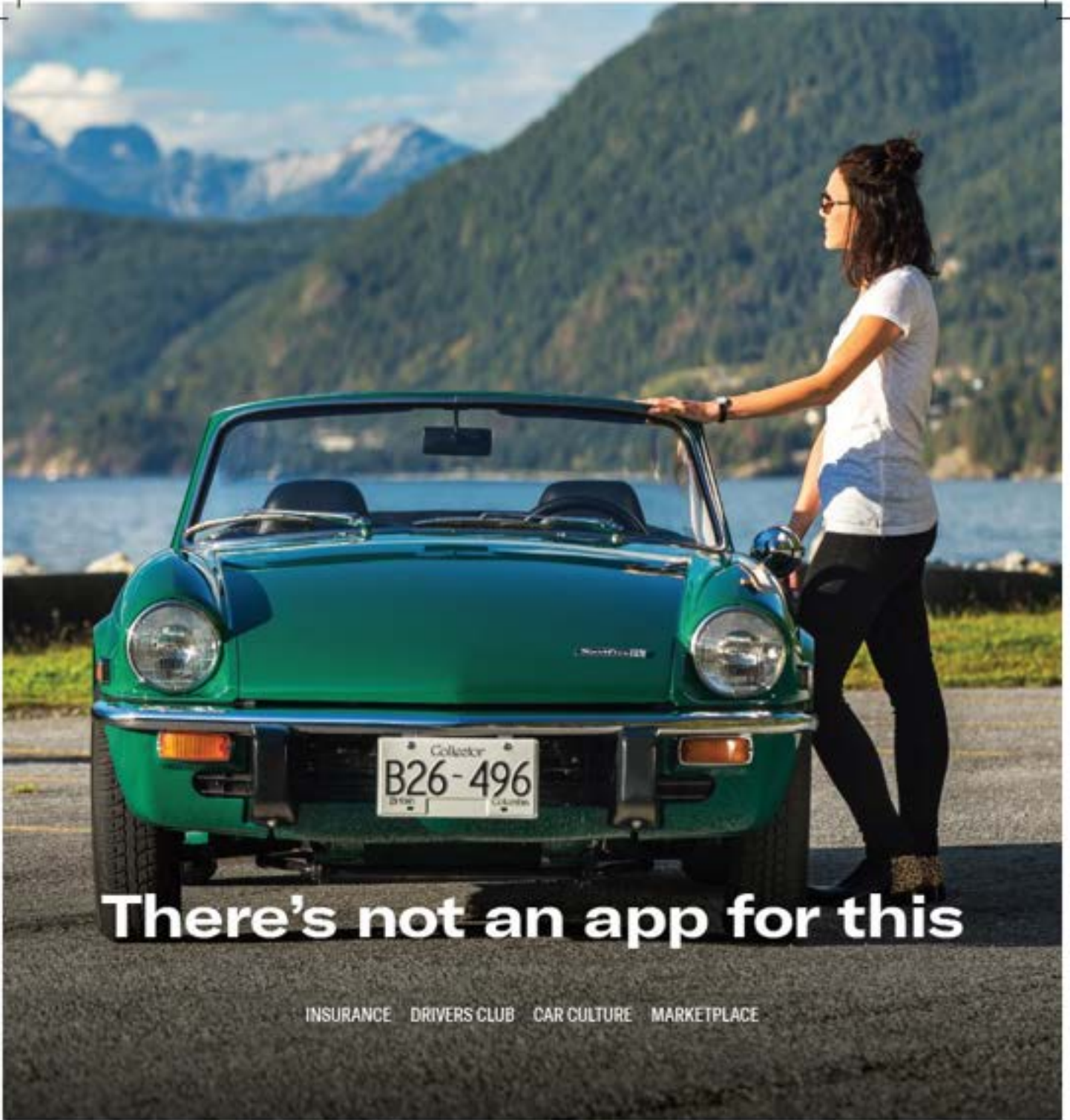
**About the Flying Dutchman:**

Tony Coenradi was born and raised in Rotterdam. He moved to the U.S. in 1962, went into business for himself in 1964, and he's been called the "Flying Dutchman" ever since! Want to know more about the Dutchman? Send an email!

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**Toll Free 1-888-595-1110 Mon-Fri 8 AM - 4 PM Pacific Time**  
Flying Dutchman Water Pumps is also [www.rebuilt-water-pumps.com](http://www.rebuilt-water-pumps.com)  
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**Visit us at [www.itsaliveauto.com](http://www.itsaliveauto.com)**

### **Announcing: It's Alive Automotive all British Car Sale!**

It's Alive Automotive is a full-service restoration facility based in St Louis, Missouri. We have been in business since 2015 and specialize in British sports cars. As well as restoration, we service and sell all makes and models of classic and special interest cars.

Over the years, we have accumulated many project cars. Most of these are British sports cars. We are now needing room and have decided to offer some of these cars for sale. We have five Triumph TR6s and a good running Triumph Spitfire with factory overdrive and hardtop. Please see the photos, call for information or better yet, stop by and see what we have!

John Sherman, It's Alive Automotive  
(314)710-6600



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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 Weatherton 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](mailto: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)



**68 Vitesse**—Rebuilt original engine mate to a GT6 4-speed with new clutch, pressure plate and throw out bearing. Forty year collection of parts goes with this car, comes with '67 parts car. \$4000, in Columbia, IL. Call Randy Trone (618)741-0234 (*Craigslist*) (Aug 24)

**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 Rich-

ard 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)



**75 TR6**—Purchased from an estate in 2022, comes with receipts for maintenance by Empire Automotive. Asking \$19,000, the car is in Kansas City. Contact Joyce Hudson (913)485-3253 or joyce.knapp2750@gmail.com (May 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 Hough-taling checked out the car, contact him at creig55@live.com for his comments/appraisal + photos, contact seller Frank at (618)593-0790 or flbandre@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).

**77 Spitfire 1500**—Price reduced to \$5000. Car starts, runs and drives as it should, uncertain of actual mileage. All gauges work, transmission shifts freely, car has new aluminum radiator, paint is good and there is NO RUST! Located in Climax Springs, near Lake of the Ozarks, contact me via Hemmings (*Hemmings*)(Jun 24)



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

**SLTOA BLOG:** News, commentary, events, opinion and seasoned immaturity. [Www.sltoa.org/blog/](http://www.sltoa.org/blog/)



**SLTOA's on Facebook!**

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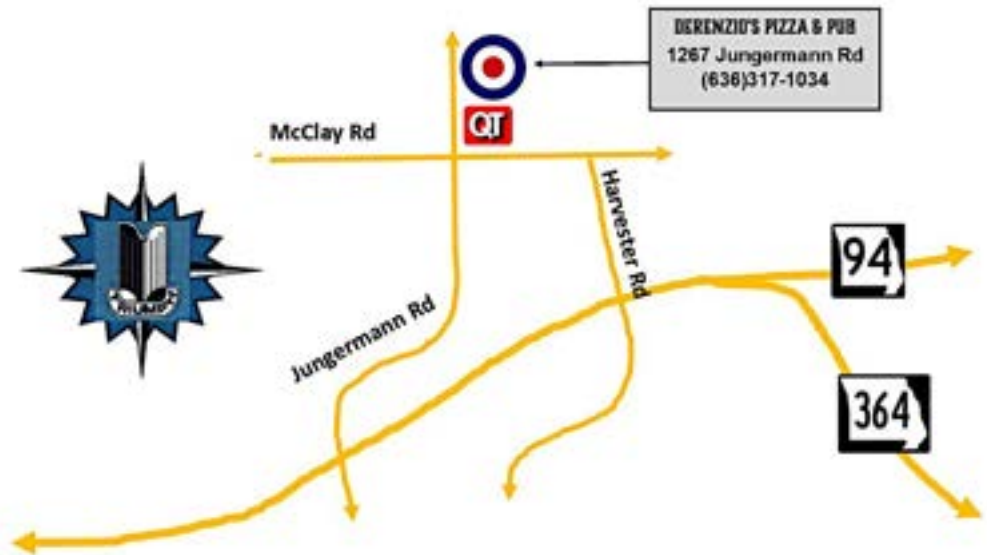
# SLTOA MONTHLY MEETING

20 August 2024



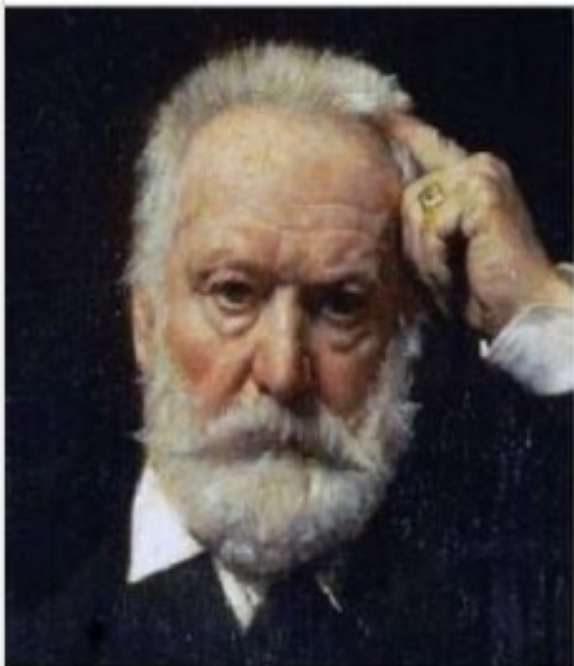
1267 Jungermann Rd  
St Peters  
(636)317-1034

Gather after 5 PM or  
thereabouts, go Italian for  
the evening



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*And Finally....*



“Perseverance,  
secret of all  
triumphs.”

Victor Hugo