



EXHAUST NOTES

NEWSLETTER OF THE ST LOUIS TRIUMPH OWNERS ASSOCIATION

WWW.SLTOA.ORG VOL 27, ISSUE 6 FEBRUARY 2026



READY FOR POLAR BEAR?

CALENDAR



17 Feb 26—SLTOA **monthly meeting**, Mimi's Café, 17240 Chesterfield Airport Rd.

21 Mar 26—SLTOA **St Patrick's Day Drive**. Start at the Panera Bread at 880 Country Corners Shopping Center, Washington, at 12 Noon, cars depart at 12:30 for a drive to Andy Stark's Texaco station in St Charles.

24 Mar 26—SLTOA **monthly meeting**, Lazy River Grill, 631 Big Bend Rd.

5 Apr 26—**Annual MG-Triumph Challenge For the British Leyland Cup**, in association with HCCMO's **Forest Park Easter Concours d'Elegance**. Planning underway, more to follow.

18 Apr 26—SLTOA **drive**, details TBA.

20-23 Apr 26—**VTR South Central Regional Convention**, hosted by the Hill Country Triumph Club in Marble Falls, Texas. Info at <https://hillcountrytriumphclub.org/>.

21 Apr 26—SLTOA **monthly meeting**, Fallon's Bar & Grill, 9200 Olive Blvd.

17 May 26—SLTOA **Maifest Drive**, details TBA.

15-19 Jun 26—**TRA National Meet**, in Madras, Oregon. Info at <https://www.triumphregister.com/national-meet>.

20 Jun 26—SLTOA **drive**, details TBA.

18 Jul 26—SLTOA **Sweat Fest Drive** to Eckert's Orchard, Belleville, details TBA.

17-19 Sept 26—**6-Pack TRials** in Nashville, Indiana at the Abe Martin Lodge in Brown County State Park. More to follow. The event's 243 miles east of here, road trip, anyone?

9-11 Oct 26—Proposed **Triumph & MG mid-state gathering** at the Vintage Sports Car Drivers Association (VSCDA) Ozarks Vintage Festival, Ozarks International Raceway, Gravois Mills, Missouri. More shall be revealed...

14-18 Oct 26—**VTR 2026: Deep In the Heart of Texas**. In Kerrville, host hotel is the Y.O. Ranch Hotel & Conference Center. Hosted by South Texas Triumph Association, full list of events—including a run to Luckenbach, Texas, yee-haw! - at <https://stta.wildapricot.rog/VTR2026/>.

26 Feb 26—MG Club of St Louis **RUBCO**, **Golden Oak Pancake House**, 7289 Watson Rd, 9-10:30 AM.

28 Feb 26—Gateway Classics **Caffeine and Chrome**. No admission fee, come on in for donuts and coffee.

15 Mar 26—St Louis Region SCCA **Autocross/Solo Novice School**, Family Arena, St Charles. Call up <https://www.stlscga.org/autocross/schedule> for info/fees/requirements.

16 Mar 26—MGCStL **Tech Session**, Brooklands Restorations, 9532 Lackland Ave, Overland, 5:30-7:30 PM.

22 Mar 26—St Louis SCCA Region **SCCA Opportunity Rally**, Details and registration at <https://msreg.com/opportunityrally2026>.

22 Mar 26—MGCStL **Pinewood Derby**, The Car Place Condo, 1-3 PM. Monitor <https://stlouismgclub.com/>.

26 Mar 26—MGCStL **RUBCO**, Uncle Bill's Pancake House, 14196 Manchester Rd, 9-11 AM.

28 Mar 26—Gateway Classics **Caffeine and Chrome**. No admission fee, come on in for donuts and coffee.

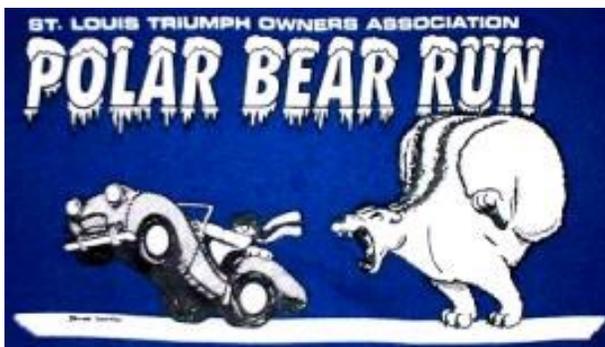
28 Mar 26—Boeing Sports Car Club **Autocross No. 1**, Family Arena. Show about 9-9:30 AM, \$55 for six runs. For more information or to sign up for the event, contact Racer Steve at sshab@yahoo.com. **NOTE**: Saturday event.

29 Mar 26—MGCStL **Terry Fanning Rally**. Details to follow, monitor <https://stlouismgclub.com/>.

29 Mar 26—St Louis Region SCCA **Autocross/Solo No. 1**, Family Arena, St Charles. Call up <https://www.stlscga.org/autocross/schedule/> for info/fees/requirements.

3 Apr 26—**Memories Car Club Cruise**, aka "The Zoo," Faith Church, 13001 Gravois Rd, should resume, stay tuned.

- 3 Apr 26—Friday Nights at the Sonic**, Big Bend and Kirkwood, should resume, ,stay tuned.
- 4 Apr 26—Annual Gateway Healey Association Wash-Up/Tune-Up.** Traditional pre-Forest Park Concours gathering at Keith Bester's garage, 115 N Sappington Rd, Kirkwood.
- 4 Apr 26—Cars & Coffee/Sunrise Church**, 7116 Twin Chimney's Blvd, O'Fallon, Missouri, should resume, stay tuned.
- 5 Apr 26—Horseless Carriage Club of Missouri Annual Forest Park Easter Concours d'Elegance.**
- 11 Apr 26—Cars & Coffee/Fast Lane Classic Cars**, 427 Little Hills Industrial Blvd, St Charles, should resume, stay tuned.
- 12 Apr 26—MGCStL Cecil Kimber Drive & Picnic**, Babler State Park Campground, 18301 Rieger Rd, monitor <https://stlouismgclub.com/>.
- 12 Apr 26—St Louis Region SCCA Autocross/Solo No. 2**, Family Arena, St Charles. Call up <https://www.stlscga.org/autocross/schedule/> for info/fees/requirements.
- 18 Apr 26—MGCStL Annual Endurance Rally.** In development, monitor <https://stlouismgclub.com/>.
- 18 Apr 26—Cars & Coffee/Amp Up Action Park**, 13901 Manchester Rd, should resume, stay tuned.
- 19 Apr 26—Boeing Sports Car Club Autocross No. 2**, Family Arena. Show about 9-9:30 AM, \$55 for six runs. For more information or to sign up for the event, contact Racer Steve at sshab@yahoo.com.
- 20 Apr 26—MGCStL Tech Session**, Past & Present Auto Repair, 2020 S Old Hwy 94 #3725, St Charles, 5:30-7:30 PM
- 25 Apr 26—Gateway Classics Caffeine & Chrome.** No admission fee, come on in for donuts and coffee.
- 26 Apr 26—Cars & Coffee/1st PHORM**, 2091 Fenton Logistics Park Blvd, Fenton, 10-12 Noon. **Note:** Sunday event.
- 20 May 26—MGCStL Golf Outing**, Ballwin Golf Course & Event Center, 333 Holloway Rd, Ballwin, 9:30 AM—1:30 PM.
- 24 May 26—Boeing Sports Car Club Autocross No. 3**, Family Arena. Show about 9-9:30 AM, \$55 for six runs. For more information or to sign up for the event, contact Racer Steve at sshab@yahoo.com.
- 30 May 26—St Louis Region Regional Monte Carlo Tour.** Details to follow.
- 30 May 26—MGCStL RUBCO**, Shack Breakfast & Lunch, 14810 Clayton Rd, Chesterfield, 9-11 AM.
- 6 Jun 26—8th annual Route 66 Cars and Guitars Festival**, downtown Kirkwood. Celebrating 100 years of Route 66, 4-11 PM, info at www.downtownkirkwood.com/events/route-66:-cars-&-guitars-festival/.
- 7 Jun 26—St Louis Region SCCA Autocross/Solo No. 3**, Family Arena, St Charles. Call up <https://www.stlscga.org/autocross/schedule/> for info/requirements.
- 21 Jun 26—Boeing Sports Car Club Autocross No. 4**, Family Arena. Show about 9-9:30 AM, \$55 for six runs. For more information or to sign up for the event, contact Racer Steve at sshab@yahoo.com.
- 28 Jun 26—Hemmings Great Race 2026, Route 66!** Starts in Springfield, Illinois, with the first over night in Collinsville (yes, Collinsville). Then proceeds west to Pasadena, California, via extended portions of the original US 66. More to follow.



Mark your calendars!

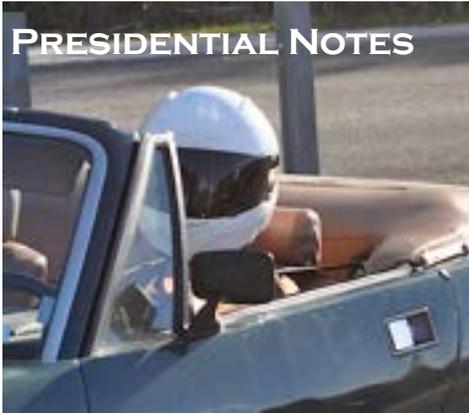
Sunday, 15 February 2026

**Meet at the St Louis BreadCo,
2400 Taylor Rd, Wildwood**

**@ 11:00 AM for a drive to the Hawthorne Inn,
Labadie.**

Open to all drivers/cars

PRESIDENTIAL NOTES



By Dave Massey

Interim President, SLTOA

As you may already know, our duly elected president, Dave Pollard, has taken his leave to deal with a serious medical condition and, as vice president, it is my duty to step up and fill the void as best I can. We all wish Dave a successful treatment and a speedy return to good health.

I hope all of you survived the recent cold snap with little more than an inconvenience. As for me, the worst was going out to refill the bird feeders twice a day.

We, the executive committee, have planned a nice variety of activities for your driving pleasure. Our policy is to mix up the general areas in which these will take place. That is to say that we will alternate our meetings and drives around the area making sure that something is convenient to all of you at some point during the year.

As you read this the annual Polar Bear Run will have taken place which was routed to the west part of our region. This will be followed by a drive in March that will tour around the northern parts of St. Charles County and our May drive will head down south in Jefferson County. And so it will go throughout the year. We will host our meetings in various locations in a similar manner.

In addition to our monthly drives there are other events at our avail. By the time you read this Drive Your Triumph Day will be history. I hope you got your car out as the weather was most cooperative. March will see cars gathering at the Sonic in Kirkwood again and the Zoo (aka: the car gathering at Faith Church) will

(Continued on page 9)

MEETING MINUTES—20 JANUARY



Third Tuesday of the month and the Triumph faithful of St Louis gathered once again for food, conversation/tall tales and a meeting. This month, 20 members met at Maggie O'Brien's in Kirkwood, one of our favorite locales.

At one part of the room John Willerton showed his new remote camera system while others discussed upcoming events, including the annual Champagne British Car Festival, scheduled for the end of May at the David Davis Mansion in Bloomington. Per President Dave Massey, another item of interest popped up: on Sunday, 3 February, the Missouri History Museum was holding a presentation on "Show-Me 66 – Main Street Through St Louis."

Otherwise, the usual small talk dominated. The editor (former USN, if you haven't heard) welcomed new member and fellow sea service veteran Rogie Breese, retired US Coast Guard. Their conversation devolved into tales of the joy (?) of shipyard life as well as some commentary on one of his assignments, to USCG *Blackhaw* (WLB-390) at Coast Guard Station San Francisco.



Dave started the meeting promptly at 7:00 PM. The membership voted to approve the November minutes as posted in the *Exhaust Notes* (no meeting in December due to the Christmas party).

Treasurer

Per treasurer Ben Franklin, "a rather expensive month, with about \$2200 spent, primarily to close out the Christmas party expenses.

- Income totaled just over \$1000, primarily a function of dues renewals, resulting in a balance of \$5492.57.
- One member asked how our balance compared to this time last year. Ben replied "we're holding steady."
- Former treasurer Bonnie David recalled at one time the club only had \$500 in its account.

Events

Yr Fthfl Ed led off with an update on the annual **Veterans Run**, held on 9 November. Great route, designed by Randy Trone with fine tuning by Creig

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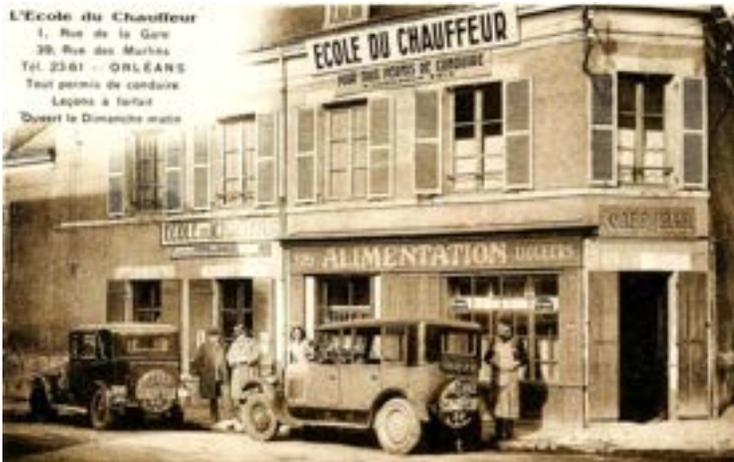


REPORT FROM BELGIUM



Long for the proverbial “good old days?” Perhaps you long for a visit to Europe. Well, take a look at these. Jan Meesters, turned up the following scenes of driving and cars in France,.

Anyone in SLTOA get in any European driving time? (for the record, the editor’s Shore Patrol duties in Palma de Majorca don’t count...)



2026 AUTOCROSS & RALLY SCHEDULES RELEASED

Boeing Sports Car Club: 28 March 19 April 24 May 21 June 19 July
30 August 4 October 15 November

St Louis Region SCCA 15 March—Solo Novice School 29 March 12 April
7 June 2 August 16 August 27 September 11 October

St Louis Region Rallies 22 March 30 May 12 September 9-10 October

TR TECH

We get texts...Early in the month a couple of substantial text message exchanges took place between a number of SLTOA members concerning TR6-specific issues. Here's a mash-up of the two texts, demonstrating once again that when it comes to tech and troubleshooting assistance, it pays to be a member of the club.

David Yannayon (Sat 2:41 PM)—Need some input. Two days ago I did an oil and filter change on both cars. After the change all was well. Started both cars, checked for leaks, oil pressure, all was good, 80 & 90 psi cold, ran cars up to temp. No problems.

Today, I started the brown car, no oil pressure. Nothing. I disconnected the oil line to the gauge, and oil came out. Restarted a few times, no oil pressure. I'm completely at a loss. Any ideas other than a catastrophic oil pump failure?

Creig Houghtaling (Sat 2:49 PM)—Catastrophic oil gauge failure.

Dave Massey—Clogged sense line?

David Yannayon—Oil pressure light is on as well.

Creig Houghtaling—I was just going to ask about your oil light. Dip stick? Oil in the pan at the correct level?

Rogie Breese—Did you hook a gauge up to the oil pressure port? These are direct, pressure-reading gauges? That means a bourdon tube and some small mechanism to wing the needle. The oil pressure light indicates it is an electric sensor. Can you put a manual gauge on the sensing port on the engine?

Dave Massey—Maybe the pressure relief valve is stuck open, or the spring broke. Easy enough to check.

David Yannayon—DM, yeah, I just thought of that. Checking now.

Dave Massey—That will be an easy fix, if that is what it is.

David Yannayon—Removed and cleaned the relief valve. Spring is intact. Had a new valve so put that in. No change.

Karl Schmitt—I may have a small gauge connected with tubing, if I remember correctly.

David Yannayon—I have a gauge. My thought is, if both electrical and mechanical gauges are saying no pressure, I'm thinking there is no pressure. I can see one system failing, but not two.

Oil pump is driven by the distributor, right? Any knowledge regarding a failure at that point?

Creig Houghtaling—Yes, I saw this on a TR3. The shaft between the distributor and the pump became disconnected. I think it was a pin that held the shaft in connection with the pump. Now, the 3/4 and the 6 may be

different. So that may not be the answer. But a possibility.

David Yannayon—I just removed the drive shaft and cam interface gear. It is slightly looser but intact. It looks more and more like I'm going to have to drop the pan.

Creig Houghtaling—Do you have a tool to put into the distributor hole to spin the pump without turning the engine?

David Yannayon—I'd have to make one.

Creig Houghtaling—You can't drive the oil pump from that point because the gears below that are connected to the cam shaft. You need to pull the gears right below that.

David Yannayon—Length from gear face to shaft end is 1.582. Dimension from mount face to top of oil pump drive shaft is 1.575. Very strange. I reached down with thin pliers and the pump shaft turns freely with no vertical clearance.



Going to try and figure out a way to spin the pump...I assume anti-clockwise like the rotor.

Dave Massey—I made a tool to prime the oil pump on a TR87, but it's the wrong gender for a 6.

Rogie Breese—Okay, does that slot connect to the pump?

David Yannayon—I'm going to grind a slot in the end of the 1/4" socket extension.

Creig Houghtaling—That will do it.

Dave Massey—Me too. Drinking whiskey with a bunch of killed friends.

David Yannayon—Going to pick this up in the morning. I'll let everyone know what I find out.

Unk—Just out of curiosity, what do you have for an oil filter on that car?

David Yannayon—Wix long spin on.

Unk—With an adaptor?

David Yannayon—Yes.

Unk—I don't expect that would be the problem, but oif it's a cast piece, I might at least inspect it. It's probably a couple more oil seals that don't get replaced with every oil change, at least.

Creig Houghtaling –



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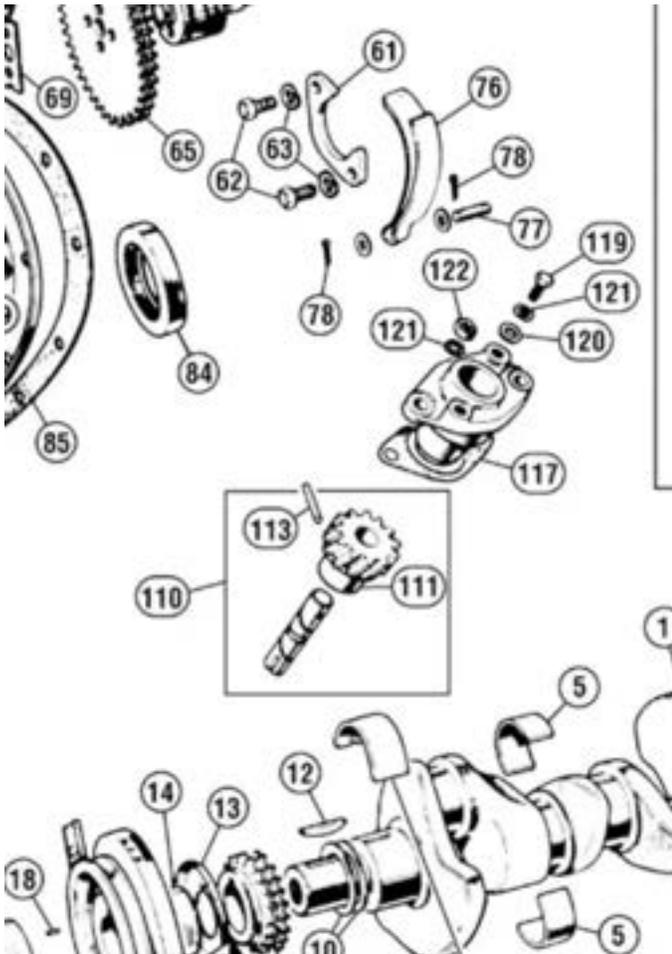
Rogie Breese (Sat 3:51 PM)—Here is a video to prime using the shaft to the pump. Says it's on the passenger side.

(**Ed Note:** believe it's this one: <https://www.youtube.com/watch?v=CITCINF3N50>)



Let me check. You will have to pull the distributor drive cog and pull the helix gear that drives that shaft. Not sure about the shaft to the pump, it might come out with the gear. If this is the case, you need a longer shaft to extend all the way down to engage the pump. Otherwise, the gear will want to turn the camshaft, etc.

I'm about to head out. Tomorrow I can see if I can get mine out from the top. If you have an old distributor that will give you the top half if you can sort out the bottom half.



Here is the internal engine showing the assembly. Yep, a pin holds the gear to the distributor drive shaft should come out the distributor hole. Could pull the pin that secures the gear, then use a distributor shaft to connected a drill motor to. Going to try and figure out a way to spin the pump...I assume anti-clockwise, like the rotor.

Is that photo the top of the shaft coming out of the pump? Is that a slot across the top of the shaft?

David Yannayon—Slot on the shaft of the helical gear.

Rogie Breese—I'm going to grind a slot in the end of a 1/4" socket extension. How about a deep socket with the correct outside diameter and the proper size slot cut across it?



Steve Moore (Sat 7:03 PM)—David, I have a shaft and bushing, which fits in the distributor opening. I used it to prime my TR6 engine when I rebuilt it.

(**David Yannayon** = Gotcha.)

Rogie Breese (Sat 7:17 PM)—What is the diameter of that rod? And does that center piece have a bearing or bushing in it? Tha

Steve Moore (Sat 10:19 AM)—Rogie, the base does not have a bearing or bushing. It doesn't require either. The shaft is a running

sliding fit, which is driven by a half-inch drill. Priming the oil pump neither requires neither high RPM or prolonged spinning. If the pump is good it will work right away.

Rogie Breese—Thanks, I'm getting my engine back together and plan on priming before cranking it. What diameter is that rod?

(Sat 4:32 PM)—As you said, use a 1/4" extension with a small derp socket. Cut a slot the right width and depth across the end of the socket. Might have to sacrifice the socket for a special tool bin.

David Yannayon (Sun 12:54 PM)—All, made up a tool and spun the pump...had instant pressure. I'm thinking the pump shaft at some time was pushed down into the pump. It's been riding with the helical shaft face to face since I bought the car. I see obvious wear on the helical shaft face. As I stated yesterday, the engagement depth that I measure is only .007. Any ideas for pulling the shaft back without pulling the pump.

Karl Schmitt—You might try a telescopic magnet. Some of the better quality units have a very significant magnetic attraction. I have several and there is a difference.

Did you open the two voice mails I sent you?

David Yannayon—Karl, I did, sorry you caught me on the road and at lunch. I have pressure gauges and all the fittings did show the pump is working, seems it just isn't engaging.

Karl Schmitt—



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Dave Massey—Perhaps the gear is spinning on the shaft. Perhaps the pin (part 113) sheared.

David Yannayon—You mean the pin between the helical gear and it's shaft. If so, no.

Creig Houghtaling—If it's the shaft not engaging between the gear on the camshaft and the pump, because the shaft is at the wrong height position, the this IS the same issue with the TR3, Like Dave M says.

Check the shear pin between the gear riding on the cam and the shaft down to the pump. I remember we pulled the oil pan. I don't know if that's 100% necessary. But it gave us comfort to visually see that the shaft was fully engaging the oil pump after our repair.

Dave Massey—That's what I meant. Okay, weird...

David Yannayon—I think the PO, when he rebuilt the engine, didn't line up the pump shaft to the down shaft from the cam. He pressed the pump shaft down resulting in a preloaded interference between the shafts. It's been riding like that until now.

Both shaft ends have a lot of wear. Measurements show a .007 engagement of the groove of the helical shaft to the flats on the pump shaft. Looks like I'm going to have to pull the pump out and replace its shaft.

Dave Massey—Bummer.

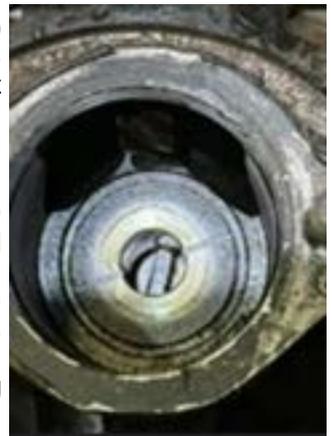
Rogie Breese (Mon 1:05 PM)—Here are some images of mine down to the top of the oil pump shaft. I have a steel tube I will make into a drive shaft for priming the pump. Should work okay.

The head is on and torqued down. Working on the manifolds. The fuel tank should be empty pretty soon. I clean up the cat litter under the leak each week. As the weather warms up, it leaks faster



Rogie Breese (Mon 4:45 PM) —Ah, looks like the pan needs to come off. I'd offer my lift and shop but my TR6 is still up. Soon, though, those pipes will thru.

Rogie Breese (Tues 8:40 AM)—The head is on and torqued down. I am getting the manifolds ready. Have to helicoil the four exhaust studs from the manifold to the pipes. Fifty-plus years of running pretty much welded the old studs to the flange.



The fuel tank pretty much drained itself into the pile of kitty litter on the floor under the trunk. I clean it up each week. .

John Willerton – Looks great Rogie!



David Yannayon—Oh, great shot. The top of mine was down below the pressed-in bushing.

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David Pollard—I have a TR6 gas tank in storage. It's used but in very good condition.

Rogie Breese—Wow, thank you. What is your address? Can I swing by sometime today if you're available?

David Pollard—I need to get it from my storage locker. I can do that this morning.

Rogie Breese—Wow, thank you. Just text me when I can swing by.

David Pollard—Do you have a sensor? I was going to swap that sensor into my new tank but if you need it, I'll keep it intact.

Rogie Breese—My sensor is good. Thanks. I will swing by this afternoon then.

David Pollard—Sounds good. If you want to bring your sensor, we can swap.

Rogie Breese—Ah, I would have to remove my tank for access. Perhaps when I do the swap in the next week or so I can bring you the sensor from my tank. Would that work?

David Pollard—Yeah, that's fine.

Rogie Breese (Tues 3:07 PM)—Thank you Dave. Very generous of you. I will get you my new sender. Your TR6 is beautiful, well done.



Presidential Notes (Continued from page 4)

also commence its monthly congregation of classic automobiles. The Horseless Carriage Club Car Show on Easter Sunday will be held on April 5th and the Austin Healey Club will host it's traditional Wash-Up/Tune-Up at the home of Keith Bester the day before.

As you've undoubtedly heard, 2026 is the centennial year for Route 66 and special events will abound in honoring this anniversary. Kirkwood will hold their annual Cars and Guitars Rt 66 festival featuring many classic cars, food, drink and two stages of live music. If we get a group of folks committed we can arrange a reserved space so we can all park together.

The Six Pack TRials will be hosted by the Indiana Triumph Club, the same group who hosted VTR in 2024, in Nashville, IN., the same location as VTR in 2024. This is an easy 5 hour drive so all you TR6 owners should consider attending. In 2024, we drive to VTR on Highway 40 across Illinois. This is a quiet, relaxed and scenic (well, as scenic as it gets in mid-Illinois) drive that keeps one away from the helter-skelter of the interstate. And since VTR this year is in Kerrville, TX (a 14 hour drive) Nashville is a much closer venue.

Start making plans.

TR SWAG



Hey there bunkie, you say you need to replenish your SLTOA gear, garb, geedunk and swag? Well, stand up and cheer and call up <https://sltoa.printful.me> (we should have a direct link on SLTOA web page within a few days).

You'll be able to show your SLTOA pride with our exclusive, one-of-a-kind customized products! Each item is created specifically for your order, giving you a truly personalized piece you won't find anywhere else.

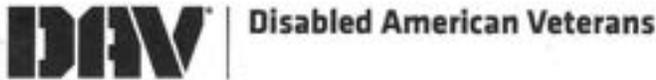
Because every product is custom-made, we're unable to accept returns or exchanges—so please review sizing and product details carefully before completing your purchase.



SLTOA's on Facebook!

[www.facebook.com/home.php
Group_134416339926824@ap=1](https://www.facebook.com/home.php?Group_134416339926824@ap=1)

AFTERWORD: THE 2025 VETS RUN



Al

January 27, 2026

Thank you for your dedicated support of our nation's heroes. Your donation provides light, friendship and support to veterans all year long, especially during the short, cold days of winter. This time of year—when the holiday festivities have ended and the new year stretches ahead with uncertainty—can be particularly lonely and difficult for veterans living with PTSD, like Al.

Al lived with nightmares and hypervigilance, haunted by memories of fallen comrades. He felt he had nowhere to turn for help. Everything changed when he found DAV.

“DAV is a beacon of hope in the darkest hours of a veteran's disability,” says Al, a Marine Corps veteran whose 30 years of service included deployments to Beirut, Kuwait, and Iraq. Having been in their fellow veterans' boots, DAV advocates understand the anxiety and social stigma associated with PTSD. With your support, DAV is there to assist veterans in navigating VA benefits claims so they can focus on what matters most: healing.

Thank you for bringing hope and healing to veterans like Al as a dedicated supporter!

With deepest gratitude,

Barry A. Jesinoski
DAV National Adjutant/CEO

WE GET EMAILS...

Attached is a photo of the restored gas station in Spencer, MO between Springfield and Carthage, MO.

We drove Highway 40 across Illinois to the VTR in 2024. A very pleasant, relaxing drive compared to the inner-state. There is congestion in the Effingham and Dayton areas but otherwise highly recommended. Budget extra time since speeds are lower and traffic in the congested areas will take up time. BTW, I am seriously considering going to Six Pack in Nashville Indiana and if so will take this route again.

Highway 67 is the preferred route to south Texas. Anyone going to VTR this year will be well advised to use this route. At least as far as Sulphur Springs, Texas, then south to Olympia, Texas and west to Waco.

The stretch of Rt 66 west of Kingman to Oatman is worth the trip. Built under the WPA (by hand) it follows the undulations of a ravine up to Sitgreaves Pass and

back down. It's like the Tail of the Dragon but with better scenery. Put it on your bucket list.

Great article. It reminds me that one thing on my bucket list is to drive the entire route. I've driven significant portions but never had the time to do it all.

- Dave





Houghtaling, with a good mix of cars and participants and highly agreeable weather.

- With club matching by SLTOA, the event donated \$1420 to the Disabled American Veterans (DAV)

The club's annual **Christmas Party** received rave reviews. Everyone really liked the Jefferson Grill venue and thanked Santa Jack and Chief Elf Bonnie for all they did.

- Glenn Frasca specifically thanked Santa Jack for helping him find the Grill (Jack's response: "I remember you didn't even tip me").
- Thanks also to Jesse Lower for the deserts; there was no cheesecake shortage.
- Jesse added he had a cousin who was starting a baking business, she provided the deserts.

Prez Dave noted **Polar Bear** was coming up, scheduled for 15 February. Steve Moore's doing the route, end point will be the Hawthorne in Labadie.

- As always, hopefully we'll get reasonably good weather.
- Members should watch for email alerts concerning the event.

Dave followed up by informing the attendees the executive committee was working up a schedule incorporating events—drives, social gatherings—every month, between Polar Bear in February and the Christmas Party.

- The committee will continue to plan events on a rotating basis, ie, meetings and drives north, south, east and west of greater St Louis, in order to give our far-flung membership more opportunities to participate.

YFE quickly summarized the schedule for upcoming events.

- The Boeing Sports Car Club and St Louis Region, SCCA have released their schedules for this year's **autocross** series; the SCCA's also published its rally schedule for 2026. The info will be posted in the *Notes*.

- The Cars & Coffee events should resume in April, as will the show schedule.

John Willerton discussed a planned **St Patricks Day drive**, northern route, ending up at Andy Stark's garage in St Charles.

There was also discussion on a **MaiFest drive**, something of a tradition with this club, late May, southern route. More to follow as we go into the year.

Glenn Frasca brought up the **vintage race weekend** planned for Ozarks International Raceway in mid October, Gravois Mills.

- Glenn's started contacting other LBC clubs between here and southwest Missouri/northeast Arkansas concerning the possibility of getting a multi-club event together, including track time/"parade laps" for the participants.
- Stephen L Paur said he'd contact the Kansas City Triumphs about the proposed event.
- The races will run over Saturday-Sunday, figure on a drive down either Friday or Saturday.
- The intent is *not* to present the track excursion as an alternative to this year's South Central VTR in Marble Falls, Texas, April.

New Business/Events

This year's Horseless Carriage Club of Missouri **Forest Park Easter Concours** is scheduled for Sunday, 5 April. The event incorporates the annual **MG-Triumph Challenge**.

- We may have snuck up on the MG Club of St Louis the first two years of the challenge, but lately our friends of the Morris Garage Persuasion have been running the table, so to speak. (Ed Note: SLTOA took the trophy the first time in 2009).
- Planning to get more Triumphs and their owners on the display field at Forest Park are underway, stay tuned.

Stephen Paur announced All Saints Parish was attempting to put on a car show in mid-June, he's assisting with the effort. More to follow.

Karl Schmitt complemented the exec comm on January's **"social gathering."**

(Continued on page 12)

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

ST LOUIS TRIUMPH OWNERS ASSOCIATION



Proud member club, **St. Louis Sports Car Council**
www.stlsc.org

THEY'RE ALL WORKS IN PROGRESS

Sam Sheppard – Haven't done a lot the last couple of months

Stephen Paur – I refurbished the steering wheel and steering column, will put new trailing arm bushings in, new bearings up front and I'll be ready for the year.

Ben Franklin – I'm making a Pinewood Derby car for Noah, the race is this weekend. He had only one request: "make it faster" (question from the floor: "Twin SUs or Webers?"). It will probably wind up with a Union Jack on it somewhere.

Murray Baker – Nothing going on right now.

Rich Etz – Discussed the different cars he owns, different tires; he put Falkens on his '91 Camaro. The electric speedometer is wonky, it doesn't usually work until the car is moving (rsp from floor: "Use a knotted rope").

YFE – Creig Houghtaling came over (thanks Creig!), we put the TR8 up on jacks and he crawled under the car to clean the connectors for the fuel sending unit and the electric fuel pump. He then followed me up to the Phil 66 on Manchester where I topped the car off, followed by a number of laps of the neighborhood. No problems with the engine quitting, we'll see how the car does next driving event.

Rogie Breese – The block is ready for the head, need to put in a new fuel tank. I hope to have it run-

ning by Polar Bear. I have a friend from church, she's 95 and wants a ride in the Triumph~

Glenn Frasca – Finally got the fuel pump working on the car, found some rusty material in the cooling system, second time that's happened. I flushed the system from both ends, got some Evapo Rust, called the manufacturer. I'll write it up for both clubs.

Jesse Lowe – The TR7's still for sale,\$5000.

Karl Schmitt – I've been busy...managed to cut up six MG bodies. I have a '69 MGB that has fist-sized hole in the side of its block.

John Willerton – The TR3 hardtop, I acquired after-market aluminum-framed side curtains. The plexiglass was scratched all to heck, bought replacements from TRF and they don't fit the frame. I found a place in Fenton that will fabricate the windows, should have them this Friday.

Dave Massey – I'm trying to reduce my inventory, some stuff is going to metal recyclers, but there's stuff that's too good to scrap. I have a set of 15-in Panasports with racing tires – Falken – and 14-in wheels with street rubber. I also have the 13-in TR8 wheels, am looking for a home for them. Otherwise, I haven't worked on much of anything due to the cold. I am preparing to rebuild the TR6 engine, also got a 4-liter Range Rover engine from a friend, I may rebuild it. Rover engines are pretty cheap (a discussion followed concerning he background of the Rover engines).

(Continued from page 11)

- "Not much of a turnout," but it was fun and will undoubtedly improve over time.
- Question from the floor: How about dinner getaways? No set format, go to a sit-down restaurant.
- Discussion followed. They don't necessarily have to incorporate car/driving events or the regular meetings.

The MG club's monthly RUBCO (Retired/Unemployed British Car Owner) breakfasts came up.

- SLTOA members are always welcome. Stephen Paur noted people enjoy the friendly morning gatherings.
- Monitor the club calendar for dates/restaurants.

Rich Etz took the opportunity to remind everyone 2026 marks the 100th anniversary of Route 66.

- In association with that landmark, Prez Dave reminded everyone of Kirkwood's annual **Route 66**

Cars & Guitars celebration, scheduled for Saturday 6 June downtown.

- Dave mentioned he'd talked with a friend who was involved with the invent, he said they'd love to see more Triumphs participate this year.

Stephen Paur also reminded everyone of the annual **Hemmings Great Race**, which is following former US 66 from upstate Illinois to Southern California.

- YFE noted the first overnight on the drive was in Collinsville. The arrivals of the competing teams/cars are usually pretty festive, as are the departures the following morning.
- For photography purposes, YFE's looking for the actual event route, in order to get shots of participant's cars on the former US 66, heading into Collinsville.
- A member recommended checking with the chamber of commerce.

The meeting ended at 8:05, following the monthly vehicle/works in progress updates. As always, our thanks to Maggie O'Brien's and server Haley for our excellent food and service.



Mark Your Calendars and Register Now!

Registration Is Open for the St. Louis Region's First Trio of 2026 Road Rallies

Registration is open at
MotorsportReg.com for the St.
Louis Region's first three road

rallies of 2026: the "Opportunity Rally" Sunday afternoon, March 22, "Tulips by Night" Saturday evening, May 30, and "Continuing Education: Rally with the March Hare" Saturday afternoon, Sept. 12.

Two additional road rallies are scheduled for Saturday, Oct. 24 and Sunday, Nov. 22, with the former planned as a Halloween-themed rally and the latter as a Thanksgiving-themed rally. Expect more information about these two events later this year.

Also, for the fifth time in the event's 31-year history, the St. Louis Region, with help from the Southern Illinois Region, will host the SCCA's United States RoadRally Challenge® (USRRC) Oct. 8–11. More information on that multiple-day National event will be available shortly from SCCA and from the St. Louis Region.

Last year, Neohio hosted the USRRC, which ran from Cleveland to Marietta, Ohio, and back. In 2024, Cal Club hosted "the Challenge," with a headquarters in Lancaster, Calif. In 2023, the Philadelphia and South Jersey Regions co-hosted the contest, which ran in both Pennsylvania and southern New Jersey.

To register for any (or all) the Region's first three road rallies of 2026, click on the *MotorsportReg* links below:

Opportunity Rally, March 22: <https://msreg.com/opportunityrally2026>

Tulips by Night, May 30: <https://msreg.com/STLTulips2026>

Continuing Education, Sept. 12: <https://msreg.com/STLRallyEducation2026>

Hill Country Triumph Club (HCTR) will host this year's South Central Vintage Triumph Register event.

When: April 20th through April 23rd, 2026. Mark your calendar and set your vacation time.

Host Organization: Hill Country Triumph Club

Host City: Marble Falls, Texas

Headquarters: Dos Conchas Ranch

Accommodations: Hidden Falls Inn



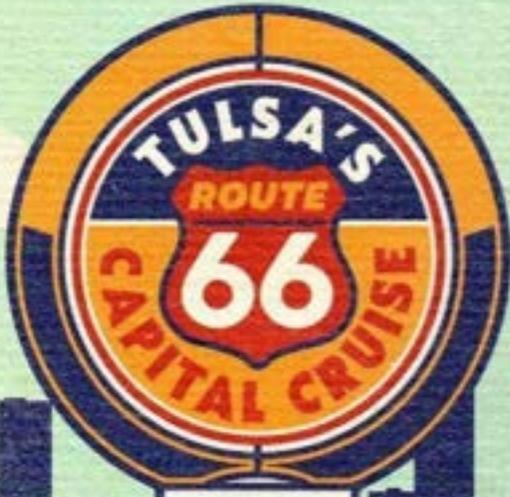
Registration Now Open!

<https://hillcountrytriumphclub.regfox.com/-2026-south-central-vtr-regionals>

April 20-23 2026 SCVTR regionals— Marble Falls, TX, hosted by
Hill Country Triumph Club
Hidden Falls Inn

<https://hillcountrytriumphclub.org/>





SAVE THE DATE

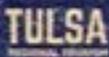
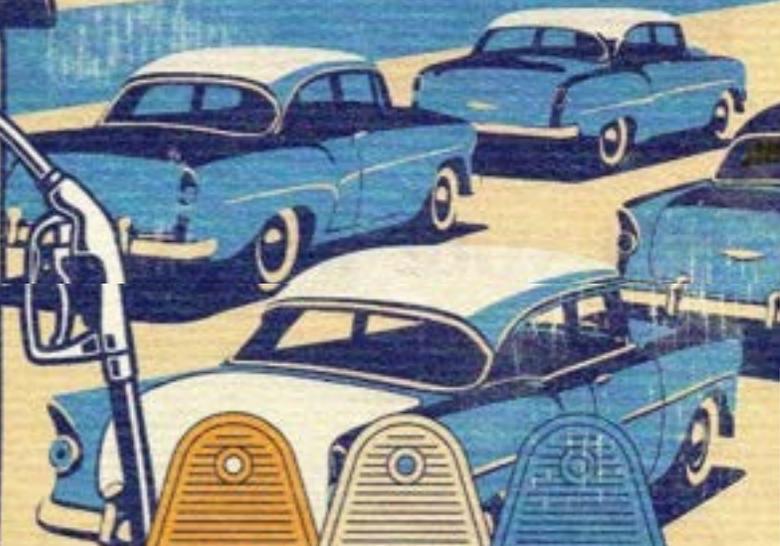
MAY 30, 2026

TULSA, OK, USA

WORLD RECORD
*Classic Car
Centennial*
PARADE

THE BIGGEST MOMENT
ON THE MOTHER ROAD

*in the Capital of
Route 66®*



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CAPITALOFROUTE66.COM



2026 National Meeting



June 15-19 2026 Monday-Friday



**Host Club:
Portland Triumph
Owners Association**



2026 All Triumph Drive In &
Triumph Register of America
National Meet

PRESS RELEASE

January 2026



THE ESSENTIALS

June 15-19, 2026
Madras, Oregon
Lodging reservations now open:
[The Inn at Cross Keys Station](#)
541-475-5800
& [Bunk House at Cross Keys](#)
541-475-8668
Our two host hotels share a common parking lot. The Inn at Cross Keys Station is the headquarters hotel and location of registration, meetings and the awards dinner.

ABOUT HOTEL RESERVATIONS

We are thrilled to note that as of the date of this report (mid-December), there are **85 rooms reserved** at our two host hotels, and there are only a few suites remaining available at the Bunk House at Cross Keys.

The total number of rooms between the two hotels is 122, and we **HIGHLY** recommend making your reservation now to avoid disappointment.

We fully expect more than 100 registrations for this event, and hitting 122 – the same number as there are rooms between our two host hotels – is not out of the question. Please call the hotels today (phone numbers above) to discuss your options, options that may be decreasing every day!

UPDATE!

EVENT REGISTRATION

We expect to open registration about four months before the event itself, and that means early February. We'll have online registration on the Portland Triumph Owners Association website, and if you're receiving this Press Release you should be among the first to receive notice, but feel free to check in frequently.

EVENT FORMAT

We are still fine-tuning the overall format of the event, but for your planning purposes we can give you this general outline now:

Monday, June 15 – Arrival Day.

Registration/check-in begins in the afternoon at the Inn at Cross Keys Station, followed by "Pub Night" and welcome orientation at 7 p.m. So, dinner is on your own.

Tuesday, June 16 – Touring Day.

Numerous tours will be available, concours judges training will take place, and in the evening there will be another Pub Night and also the meeting of Triumph Register of America members.

Wednesday, June 17 – Car Show/Concours Judging Day.

The car show will be in the morning hours, with some afternoon time for touring. We've scheduled a tech session for later in the afternoon, and in the evening there will be the ever-popular Pub Night and our guest speaker presentation.

Thursday, June 18 – Touring Day.

This final full day of the event begins with the drive-through diagnostic clinic to help get your Triumph ready for the trek home, a tech session in the afternoon, and of course touring. The day winds up with the awards dinner and our famous Raffle-Palooza (be sure to leave some space in the boot of your Triumph for some of the great loot we'll have on offer!).

Friday, June 19 – Departure & Touring Day.

We think you'll love the roads in the region so much that you might just want to save a tour to take on your way home.

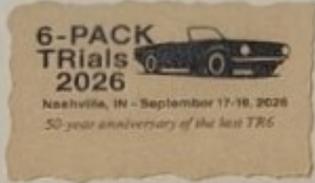


Route 66!

June 20-28, 2026

The 2026 Race Begins In Springfield, IL and Runs Along Historic Route 66 to Beautiful Pasadena, CA.





6-PACK TRials 2026

Nashville, IN
September 17 – 19, 2026

The 2026 6-PACK TRials will be in Nashville, IN! The event will be based at the Abe Martin Lodge in Brown County State Park. Entry to the Park is included in your registration. The Park and the surrounding area have excellent driving roads, vineyards, and other sites. Located between Columbus and Bloomington, IN Nashville is an artist's colony with restaurants, distilleries, breweries, and shopping.

Event and Lodge Registration opens October 10, 2026

Abe Martin Lodge Reservations: Call **877-563-4371**

- Select Option 1 for Hotel and Cabin Reservations
- Select Option 1 for Abe Martin Lodge
- Provide Event Code **0917TR** to Reserve Rooms at Abe Martin Lodge



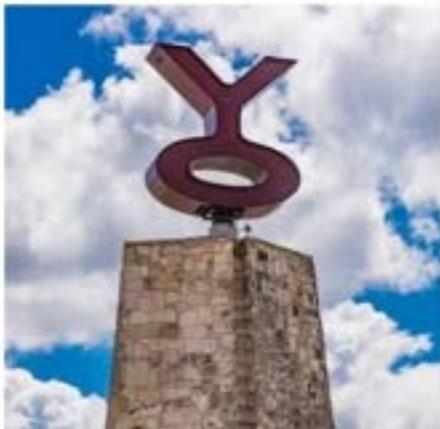
Event Registration Form on Facebook:
6-Pack TRials – 2026





Event Highlights

THE Y.O. RANCH HOTEL & CONFERENCE CENTER



Embrace the spirit of the Old West at the Y.O. Ranch Hotel & Conference Center, located in Kerrville, TX – the heart of Texas Hill Country. Legendary stories of cowboys and frontiersmen come to life in this sprawling hotel, which takes its name from the historic Y.O. Ranch that once stretched over 600,000 acres of this rugged yet beautiful landscape.

THE THREE SISTERS (AKA TWISTED SISTERS)



As dramatic and scenic as they come, the Three Sisters or Twisted Sisters, Highways 335, 336, and 337, are legendary as one of the top drives in North America. A favorite of multiple sport car marques, as an annual pilgrimage, this is definitely a bucket list drive for any sports car enthusiast.

THE CITY OF KERRVILLE



- Gateway to the Three Sisters (Twisted Sisters) ride.
- Discover new wines and beers at one of the many wineries, breweries & tasting rooms in the area.
- The beautiful Guadalupe River runs through downtown where you can enjoy unique dining, wine tasting rooms, shopping and even some live music.
- Plus, The Museum of Western Art, Pictures at Stonehenge II/ Easter Island Replicas, Walking the 6 miles of river trail, Empty Cross sculpture garden, and of course, the famous Texas BBQ.

The South Texas Triumph Association is excited to be your host for the 2026 Vintage Triumph Registry National Conference.



Event Dates: October 14-18, 2026

Location: Y.O. Ranch Hotel and Conference Center, Kerrville, Texas

This years event located DEEP IN THE HEART OF TEXAS, near the center of paradise, also known as the Texas Hill Country! This easy to access region is well known for its scenic beauty, winding roads, art galleries, shopping, dining, antiques, award winning wineries and excellent back roads filled with friendly small towns to visit.

Register at <https://stta.wildapricot.org/event-62355321>

Event Highlights

THE Y.O RANCH HOTEL & CONFERENCE CENTER

THE THREE SISTERS (AKA TWISTED SISTERS)

THE CITY OF KERRVILLE

VTR 2026 Accommodations

HOST HOTEL: Y.O. RANCH HOTEL AND CONFERENCE CENTER



The hotel has opened the room blocks with our special event rate, so you can reserve your hotel room now.

- Book your room online: [VTR 2026 Nationals](#)
- Or by phone: (830) 257-4440, let them know it's for Vintage Triumph Register 2026
- Rates: Single King Bed/ 2 Queen Beds - \$119, Family Room - \$129.00, and King Suite - \$139.00

Preliminary Event Schedule

Wednesday October 14

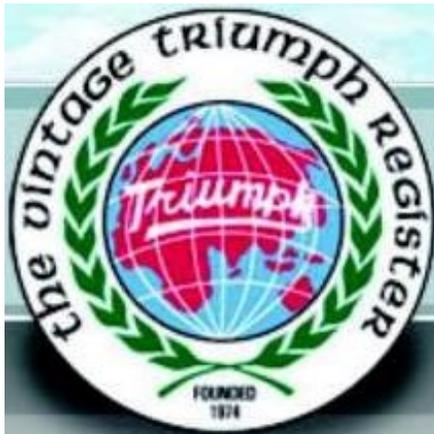
- Registration open 8am to 8pm
- Vendor set-up noon to 8pm
- Craft/Model/Photo contest open noon to 8pm
- Wine Tour Beckers Winery - Fredricksburg TX 10:00am to 3pm
- VTR Board Meeting 4 to 5pm
- Car Wash open
- Welcome Reception 7-9pm

Thursday October 15

- Registration open 8am to 8pm
- Breakfast Runs 7am to 8:30am
- Silent Auction open 8am to 6pm
- Craft/Model/Photo contest open noon to 6pm
- TSD (3 Sisters) Rally 9am to 5pm
- Tech Inspection 10am to noon
- Chapter Presidents and Coordinators' lunch 12:30 to 2pm
- Tech Session #1 4pm to 5pm
- Dinner Run 6:30pm to 8:30pm
- Car Wash open all day

Friday October 16

- Registration open 8am to 8pm
- Breakfast Runs 7am to 8:30am
- Judges Breakfast 7am to 8:30am



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, or you may mail a check to:

SLTOA c/o Creig Houghtaling
36 Copper Mountain Court
Fenton,
Missouri 63026
ATTN: Membership

ST LOUIS TRIUMPH OWNERS ASSOCIATION

President: David Pollard	j davidpollard@gmail.com
Vice President: Dave Massey	dave1massey@cs.com
Treasurer: Benjamin Franklin	yankandimey@gmail.com
Webmaster/Publisher: Sam Sheppard	samueledsheppard@gmail.com
Events Chairman: Creig Houghtaling	creig55@live.com



Exhaust Notes is the official monthly newsletter of the St Louis Triumph Owners Association, copyright 1982-2025, SLTOA, all rights reserved. Submissions for possible publication may be sent to the editor at the following snail mail address. Send electronic submissions to sltoaed@gmail.com. Exhaust Notes is grateful for all submissions.

Membership in SLTOA is \$20 (online subscription to *Exhaust Notes*) annually. Membership in the club will provide you with plentiful chances to meet other Triumph nuts who will help you with your own affliction. Non-renewal will result in severe chastising, removal from the roster and probable exile to the Thule, Greenland British Car Club; late renewal will bring immediate reinstatement. Please mail your renewal to 36 Copper Mountain Ct, Fenton, MO 63026.

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There's not an app for this

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We regularly have Triumph classics and projects available, including TR3s, TR6s, TR250s, and Spitfires, and offer expert restoration, repair, and turnkey consignment to a national audience.

▶ Visit ItsAliveAuto.com for more details



Looking for your next classic — or ready to sell? ▶





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
2 Hardith Hill Court
St Louis, MO 63119
Attn: Membership

OR, re-up via Pay Pal at <https://sltoa.org/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 membership director Creig Houghtaling:

creig55@live.com

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 \$2000, contact Bill Anton at wda888@yahoo.com or (618)462-1843, in Alton. (Jun 25)



71 TR6—Sienna, unmolested with very few modifications. Very well sorted car. Starts, runs, drives and stops as it should. Newer wire

wheels and tires. Will send pictures and videos if you are interested. I just don't have the time to drive it. \$16,500. Darold Johnson (314)835-8522 or email darold@dicejohnson.com (Mar 25).



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. 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. 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)



74 TR6—My car for 37 years, never restored. Mimosa yellow/brown, J-Type overdrive, factory hardtop. Price \$12,400, located in St Louis. Email Paul Cotner at tr6@pb-space.com, pictures

and details at PB-Space.com. (October 2025).

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



contact :Steve Street at smstreet@prodigy.net. (Oct 23).

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, (314)846-2554 or



80 TR7—Orange convertible with Webers, aluminum radiator, Shelby wheels. \$5000 OBO, contact Jesse Lowe at (636)226-8082 (Mar 23)



80 TR7—Have had it for about two to three years, acquired at auction. The car has air conditioning and is in outstanding condition with only 350

miles on the odometer. Asking \$15,500, have two other TR7s to work on (one with auto trans) but could possibly be talked into a package deal. Klaus Lambert, (314) 681-6765 (Oct 24).

For Sale—1965 TR4 engine and transmission. Engine comes with starter, generator, two Zenith-Stromberg carbs and manifold, exhaust manifold, distributor, valve train and valve cover, no fuel pump. \$950, contact Ed Stevens at (636)484-3743 (Nov 24)

Free to a Good Home—I have a transistorized ignition system that I acquired many years ago. It is a Vellemen, made in Belgium, and was not a "cheapie" back then. I'm downsizing now, so it is available to most any member for a "kind word." Electronic skill level #2 is required. I thought it would be fun/interesting to build it for one of my older cars. If a club member is interested, have them text me at (636) 209-7891—Karl Schmitt.



For Sale—Wiring harness for an early AH Sprite, \$100. Contact Karl Schmitt

NEXT MEETING

17 February 2026



17240 Chesterfield Airport Rd
Chesterfield Airport Rd
(636)530-4510

Gather after 5 PM or thereabouts, *un peu de vin et peut-être queleques chansons françaises tristes*



And Finally....

So much negativity online, so I figured I'd share a positive post

