

TRIUMPH

Graphic

April 2026

More commonly known as *Exhaust Notes*
www.sltoa.org Vol 27, Issue 8



St Patrick's Day Drive: Dodging Leprechauns, p 5

Tech Tip: How To Tell the Difference Between a Right-handed and Left-handed Spanner.

Engine bay cooking special: how to heat your leftover toasted ravioli. Amaze your friends!

CALENDAR



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/>.

18 Apr 26—MGCStL Annual Endurance Rally/"Animal Farm." Meet at the St Louis BreadCo at 46 Four Seasons Shopping Plaza, Chesterfield, 6:30 AM. Driver's meeting and mileage check at 7 AM, first car out around 8 AM. Registration at <https://stlouismgclub.com/buy-stuff/>, \$10 per vehicle, open to all British cars manufactured during or before 1981, non electronic nav aids including smart phones or GPS. Questions? Contact Rally Master Tom Hurlbert at rallybastard@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.

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

1 May 26—Friday Nights at the Sonic, Big Bend and Kirkwood, should resume, ,stay tuned.

2 May 26—Cars & Coffee/Sunrise Church, 7116 Twin Chimney's Blvd, O'Fallon, Missouri.

3 May 26—5th annual St Martin's Episcopal Church Car Show, 15764 Clayton Rd, Ellisville. All proceeds benefit the Circle of Concern food pantry.

20 May 26—MGCStL Golf Outing, Ballwin Golf Course & Event Center, 333 Holloway Rd, Ballwin, 9:30 AM-1:30 PM.

23 May 26—Jaguar Association of Greater St Louis On the River To Grafton Drive. Meet at the StL BreadCO in Westport at 9 AM for a drive to the Great Rivers Museum and tour of the locks and dam, followed by lunch at The Loading Dock in Grafton. Info at www.jagstl.com/.events/calendar-list-of-events/.

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.

- 29-31 May 26—Champagne British Car Festival**, hosted by the Illinois Flatland British Car Club. Multiple activities over the weekend, including cars & coffee Saturday, culminating in Sunday's car and cycle show on the Clover Lawn of the David Davis Mansion in Bloomington. SLTOA's mountain an expedition. See below.
- 30 May 26—MGCStL RUBCO**, The Shack Breakfast & Lunch, 14810 Clayton Rd, Chesterfield, 9-11 AM.
- 30 May 26—St Louis Region SCCA Regional Monte Carlo Tour**. Monitor <https://www.stlscca.org/roadrally/schedule> for event specifics, fees and requirements.
- 30 May 26—Gateway Classics Caffeine & Chrome**, 1237 Central Park Dr, O'Fallon, Illinois. No admission fee, come on in for donuts and coffee.
- 5 Jun 26—Memories Car Club Cruise**, aka "The Zoo," Faith Chur5chy, 13001 Gravois Rd.
- 5 Jun 26—Friday Nights At the Sonic**, Big Bend and Kirkwood.
- 6 Jun 26—Treads For Tots**, at the Lutheran High School of St Charles, 5100 Mexico Rd. Benefitting the Ranken-Jordan Pediatric Bridge Hospital; \$25 per car, cash only at event, registration 8:30-10:30 AM, judging 1145 AM-1:30 PM, awards at 2:15 PM. 50/50 drawing, raffle baskets, free coffee, Hogs in da Hood BBQ.
- 7 Jun 26—St Louis Region SCCA Autocross/Solo No. 3**, Family Arena, St Charles. Call up <https://www.stlscca.org/autocross/schedule> for info/fees/requirements.
- 14 Jun 26—38th Annual St Louis European Auto Show**, details to follow.
- 14 Jun 26—1st Annual All Saints Car Show**, 7 McMenamy Rd, St Peters, 12 Noon-4 PM. \$10 per car, live music, food and beverage available for purchase,
- 17 Jun 26—MGCStL Golf Outing**, Creve Coeur Golf Course, Dielmann Recreation Complex, 11400 Olde Cabin Rd, Creve Coeur, 9 AM-1 PM.
- 20-28 Jun 26—Hemmings The Great Race 2026, Route 66!** Starts in Springfield, Illinois with the first overnight (the 20th) in Collinsville (yes, Collinsville). The competitors then proceed west to Pasadena, California, via extended portions of the original US 66.
- 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.
- 26-27 Jun 26—Greater Ozarks British Motoring Club Car Show**, at American Legion Post 639, 2660 S Scenic, Springfield, Missouri. Featured car this year is the Mini. More info at <https://gobmccarshow.com/>.
- 27 Jun 26—Gateway Classics Caffeine and Chrome**, 1237 Central Park Dr, O'Fallon, Illinois. No admission fee, come on in for donuts and coffee.

Back By Popular Demand!



Targa De Soto III

Saturday, 18 April

10:30 meet at the St Louis BreadCo

201 E 5th St, Eureka

11:00 AM departure, lunch

at the El Lobo Rojo, 106 N Main,

De Soto. Open to all!



MEETING MINUTES—20 JANUARY



By Dave Massey

As I write this I just got back from the First Annual Civil Life British Car Show. It was a small, intimate affair with only about 20 cars. The number was limited by the size of the parking lot and preregistration was required.

There were only three triumphs there; Ben had is beautiful red TR6, there was an early Spitfire owned by a future member of our club and my TR8. Bob was there with is Mark 2 Jaguar sedan and Glenn was there with his MG Midget. On the MG side of the coin there was an MGTD, 6 MGB's, and a late model MG ("F," I think). Also a Mini Cooper (newer one), several Land Rovers, a Bug-Eye Sprite, an Austin Healey 100 and an Ariel motor bike. A rather nice selection for a modest turnout.

This event combined two passions for both Ben and me. We both appreciate British Motor Cars and a good English style beer which is a specialty at Civil Life. A nice low-keyed event and the Civil Life regulars had an opportunity to see British they don't see in their normal day to day activities.

Last month we held our St. Patrick's Day run which lead us to Andy Stark's Bench Racer where festivities continued. Alas, I was unable to attend but reports are that it was a good time. Coming up real soon now is our April drive Targa DeSoto. The roads in Jefferson County are fun, winding roads with some scenic vistas. Alas, I can't make this one either as my nephew is getting married that day.

We are planning on a drive every month throughout the driving season. And the Kansas City club has ex-

(Continued on page 16)

Excellent turnout for SLTOA's March gathering, rescheduled to the 24th in order to avoid the St Patrick's Day/17 March crunch. We had 24 in attendance at The Lazy River Grill as part of a joint meeting with our friends from the Gateway Healey Association. The usual small talk took place at the tables in and around dinner; a conversation at one table concerned the late John DeLorean of DMC fame (?). At another table, the attendees turned to comments on the Chevrolet Corvair (!) and the Japanese Hino (look it up...the car had some similarities to the 'Vair). Meanwhile at the editor's table, the scribes from SLTOA and the MG Club of St Louis discussed Microsoft's decision to kill MS Publisher in October and possible alternatives vis a vis newsletter production.

Prez Dave opened the meeting at 7:05 PM, starting with introductions of the GHA members. They included Phil Ellerbrock, who shared photos of the restoration/rebuild of his 1959 Healey ("It's not quite running"); Jim Reiter, owner of a big Healey, BMW 2002 and a BMW motorcycle; Mark Fogerty, 1962 BT7 tri-carb; GHA Treasurer Paul Michael, 1966 Healey 3000 ("Hey, it's a hobby) and GHA's President Sean Dowell, 1960 BN7. Michael mentioned he was in the process of taking his car apart, while Fogerty noted the Type 65 Daytona Cobra "crazy car" that made the St Patrick's Drive was owned by his brother. Mark also made the run with his BT7.

Minutes

The members approved February's minutes by unanimous vote.

Treasurer

Per treasurer Ben Franklin, a "pretty quiet month," The club brought in \$495.48, with 13 cars signed up for the Forest Park Easter Concours. The club balance stood at \$5808.07.

- Someone in the crowd asked the GHA treasurer how many active members were with the club. He replied that according to the national club, GHA had 25 active.

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ST PATRICK'S DAY DRIVE—21 MARCH 2026

Aye, and a fine day for a drive it was. The scheduling for the Saturday following St Patrick's Day was perfect, with the region fully into the "out like a lamb" weather (okay, okay, mid-March and almost 90°!).

No surprise, the collection of vehicles at the starting point, Panera Bread in Washington, drew a lot of attention. About 30 people in 16 cars made the drive; the vehicles included five TR6s, two TR7s, one Austin-Healey 3000, one new Mini, two BMWs, one Factory Five Type 65 Daytona Cobra, an MR2, a Lexus RCF, a Dodge Viper and a Corvette C8.

Steve Moore designed the route, which ran over a number of highly entertaining roads in Franklin, Warren and St Charles Counties before winding up at Andy Stark's Bench Racers restored Texaco station on the north side of St Charles. While our drives typically finish with lunch, this one stood out for its party atmosphere. There was a huge turnout of people taking advantage of three food trucks in and around the large number of sports and special interest vehicles. They included two more Triumphs—Andy's Spitfire 1500 and E Production GT6 racer—two Shelby GT350s, an Aston Martin, Jaguar F-Type and Lotus Elise.

Andy and his Bench Racers crew were great hosts, we thank them for a providing a great end point for excursion. All who participated certainly enjoyed the day.





Cars as art?

St Patrick's continued from pg 6



CIVIL LIFE BRIT CAR SHOW—11 APRIL 2026

Photos by Stephen L. Paur



And now for something completely different...On 11 April, the Civil Life Brewing Company ("Be Civil, Drink Civil") at 3714 Holt Avenue in St Louis hosted an LBC car show. The intent was to get a variety of Brit cars on display, no more than 17 due to parking lot constraints. The local LBC clubs and owners responded, putting on an excellent display of British vehicular engineering and design.

As reported by Stephen Paur, "They had a great turnout for this event. The day was great as it was overcast but just about the perfect temperature. MG had a great turnout, Dave Massey and Ben Franklin had cars entered. I got my car back too late to get in an early registration but drove it to the show and parked across the street and people meandered over to look at it, nice surprise. It was a nice day all 'round. Lots of nice people came out."





WE GET EMAILS...

Your last in post made mention of a TR newsletter. If it is a story about the cars, I have a story.

As you know I started college in NH; it was in an area that was not well off. Well, this college prof would buy land, build homes on it and then rent it to the students who wanted to live off campus.

There was a guy who was two years ahead of me. He had a TR-7, it was blue and white with black inside. It was a thing of beauty. The house he lived in was a bi-level, with garage underneath the two stories. The drive had a slope to the garage. Behind the house was a pond or lake.

It rained and snowed the night before so everyone parked their cars on the road or at the start of the drive.

The next morning Steve came to breakfast and Erian was sitting there. Steve asked why he was still there. "Class is later today" was the reply. "Then where is your car?" Well, you know the dance.

Came the spring semester and the professor gave a course in scuba diving. Eian was home when Steve walked in, still dressed in scuba stuff. "We found your car." It seems that the night of the storm ice formed and the car slid down the drive and into the pond. For all I know it is still there.

- Jack Goudsward, Elizabeth, NJ

THEY'RE ALL WORKS IN PROGRESS

Stephen L. Paur—New tires on the TR6, got help from another member of the club, the only problem was replacing the splines at the back end. I'm getting the car ready for the drive up to the Champagne British Festival.

Creig Houghtaling—Big research project, trying to figure out why the turbos on the TR7/V8 leak a lot of oil, by the end of the autocrosses the car looks like a mosquito fogger. I'm looking at options.

Eric Cromen—The car's on the road but the exhaust is pretty rough. I'm about ready to pull the trigger on a new exhaust.

John Willerton—Have spent most of my time doing a lot of painting of the bedroom, bathroom. Creig's getting me info on a new induction system for the TR3. Steering in the TR3 is really loose...

Richard Etz—The big project has been the '91 Camaro. It sat for three years, I finally installed a new fuel pump, it worked fine but I got a check engine light. Turned out to be different OBD systems, solved the issue and it's now running great. I've driven it to three difference cruises at the Sonic.

Jesse Lowe—The TR7's still for sale.

Glenn Frasca—I truly hoped to join last Saturday's drive, but the Midget had a warped head; I was in the garage under the hood while you guys drove by. I am looking forward to Saturday's autocross.

Pat Kasate—The TR3 I sold was a 1960 model, I'd had it since I was 16.

Mark Fogerty, GHA—I drove 102 miles on Saturday, the overdrive works in fourth, not third. **Sam Sheppard**: If it's anything like the Spitfire, it has a solenoid. There's possibly a loss of contact. **Paul Michael**: I had a similar problem at last October's drive, it was the inhibitor switch. I had to take the tunnel out, ordered a new switch. **Fogerty**: I'll invite you over one Saturday. **Michael**: You work, I'll supervise (NOTE: a general discussion on overdrive systems followed).

Yr Fthfl Ed—Am slowly getting the plugs and plug wires replaced, still need to get the oil changed but finding time has been a problem. Ran into something new with the plugs: the number one plug wire, right side forward, wouldn't detach from the plug. I may wind up with seven new plugs and one old plug. Anyway, get the work finished and do some test drives to see if the HSD will go any distance without a reoccurrence of the fuel flow issue.

Sam Sheppard—Creig helped me take the tunnel out of the Spitfire so we could change the gearbox oil. I'm still messing with the carburetion, even at operating temperature the idle slowly drops.

Paul Michael, GHA—The car's running pretty good, I changed the clutch pedal pushrod...If I could easily get to it, it would constitute a 10-minute job. Actually took an hour and a half.

Benjamin Franklin—Need new front discs due to cracks, will order brakes and pads and go from there.

Dave Massey—I replaced the clutch on the TR6, once I get a new slave cylinder I'll install.

Sean Dowell, GHA—Life prevents me from doing anything major with the car. I took things apart, got the interior out but it seems like every weekend or evening, something else demands my attention.

Phil Ellerbrock, GHA—I'm at the other end of the spectrum from Sean. My project started about 10 or 12 years ago, rotisserie-type restoration. Now it's running and driving around the neighborhood (**Ed Note**: sans most of its bodywork). I've been pulled over twice by state troopers, no tickets, they just wanted to know what type of car it was. The car has lights, the wipers work, therefore it's street legal in Missouri. I'm planning on going to It's Alive for painting, they painted the frame.

Murray Baker—Nothing new, haven't done anything to the MR2 lately.

TR TECH

Can EvapoRust by CRC help me?

By Glenn Frasca

Last summer I had an opportunity to purchase a 1973 Midget. I had met the previous owner of this gem a few years ago as he was prepping the car to run autocross and was giving away the original leaf springs that he replaced. After spending five years working on this car and still had a couple major steps to take, he decided it was time to apply his time with other personal priorities and sold his car.

After having the car on the road, I noticed the yellow engine coolant freshly installed just three months prior had become liquid rust. I extracted the coolant, installed water, ran that a few days, removed the water with rust tinge, and installed new coolant. Thinking I had cleared out the rust, I was checking fluids again and noticed I had liquid rust AGAIN with second round fresh coolant I installed 3 months prior.

I posed the situation at a club meeting and someone suggested using EvapoRust. I took this advice and performed further research that still left me with questions

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on how to utilize this product properly. I called CRC, the manufacturer of EvapoRust and had an awesome discussion with one of their technicians.

CRC makes two types of product for this situation: EvapoRust and ThermoCool. Both have the same secret sauce, EvapoRust is to be used undiluted and ThermoCool is designed to be diluted. Since the MG Midget uses less than a gallon of coolant, the CRC tech recommended using EvapoRust. ThermoCool is intended for large multi-gallon cooling systems. Rust in the engine cooling system has a strong potential of impacting the coolant's ability to do its job.

The CRC tech provided these recommendations for using their product to resolve rust in engine cooling systems:

- For the cooling system size of MGs, use EvapoRust undiluted.
- Utilize EvapoRust in the car's cooling system for no longer than 5 contiguous days.
- Only use this method with weather above freezing; EvapoRust freezing point is 32F and is NOT an antifreeze.
- Fully drain the car's coolant (I also removed the thermostat & radiator then used garden hose to flush the block both ways as well as flushed the radiator both ways).
- Install EvapoRust in the cooling system (reassemble your cooling system if you had taken it apart to flush everything like I had done).
- Over a few days, run the engine for a total of at least three hours (the flow helps allow EvapoRust to perform its magic—the product works best above 70F).

Note: EvapoRust is designed to chemically react with iron oxide only (rust) and dissolve it into solution. There is still a chance where chunks of rust may break free in the flow while being dissolved so watch the engine temp gauge constantly while driving for potential radiator flow reduction from this reason.

After a few hours of driving the engine during the few days you have EvapoRust in the cooling system, drain the EvapoRust (recover the product as it can be reused until the product turns black). Upon draining the EvapoRust, remove the radiator and thermostat, use a garden hose to flush both really well. The objective is to remove all EvapoRust.

When the good flushing is complete, reassemble and install coolant. I took before and after photos of my experience to show the results from the above process for reference.

My December "ah ha" moment of having liquid rust for coolant...AGAIN!



Left: This was originally new yellow coolant, three months prior. Right: Removing the thermostat really explained my problem.

I flushed the radiator and block using a garden hose then pulled the water pump to see the inside of the block.



Thermostat bay improved



Water pump shows rust and rust scum on the impeller. The scum at the upper right of the impeller is liquid gasket material from a prior install process years ago.



Behind water pump looking at cylinder 1 casing

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Using a bore camera looking inside the block at the casings for cylinders 2 & 3; looked better than expected

Installed EvapoRust for two days in which I ran the engine for approximately 3.5 hours carefully watching the engine temp gauge for unexpected rises. Luckily, I didn't see any concerns during all the engine run times. When complete, I extracted the EvapoRust, removed the thermostat, flushed the engine block again well (as instructed) then removed the water pump to assess the impact.



Left: Thermostat bay after: looks much better!" Right: Water pump after—I did replace the pump anyway with a new one that had come with the car purchase



Left: Behind water pump looking at cylinder 1 casing. Right: Using a bore camera looking inside the block at the casings for cylinders 2, 3, & 4; nicely improved



Inside the radiator on the intake side. This was a new radiator I installed when I got the car. My primary interest was to assess if any rust "clumps" were potentially clogging any of the cross-flow tubes. The results showed nothing; the cross-flow tubes looked clean.

Additional process shots:



Left: Garden hose flushing of the engine block. Right: Here is the extracted EvapoRust, came out black.

Apparently my engine's cooling system had enough rust to make this gallon of EvapoRust a "one-n-done" application. 😊

To learn more about EvapoRust, here is the CRC contact information: <https://www.evapo-rust.com/>

Customer Care Technical Services

Ph: (800) 556-5074

customercareus@crcind.com

techservice@crcind.com

Though I performed this action due to my liquid rust of coolant, this may be an option for our old cars as a genuine "cleaning" of the cooling system without having to pull the engine, take it apart and have the block and head dipped to be cleaned.

Safety Fast!
Glenn

NEGATIVE CAMBER

By the editor



Yes, it's April and you know what that means: the unveiling of this year's alternate *Exhaust Notes* cover. This year I decided to pay homage to one of my favorite sports car magazines of the

late 1960s-early 1970s, when I was really getting into cars.

The magazine was Peterson's *Sports Car Graphic*. Peterson put the mag in production in January 1961 and, over the following 122 issues, would use the pub to focus on sports car and competition news, including highly entertaining road tests. Editors included John Christy, TC Browne and Jerry Titus, who doubled as a race car driver. The cover of the first issue featured Dan Gurney in a Lotus 19 at Nassau. Triumph features? Plenty, including January 1965's issue which focused on the American Road Race of Champions, with cover art depicting a TR4 leading an MGB. The March 1969 edition had a GT6 on the cover.

And then came the final issue, June 1971, which featured a rather battered TR3 out in a field, surrounded by the magazine staff, with "Our Final Triumph" as the headline. Peterson Publishing had decided to merge SCG into *Motor Trend*; a full page announcement by the publisher promised "a complete *Sports Car Graphic* section" in upcoming editions of *MT*. The company further promised "More pages! More import coverage! More color features! More racing coverage! More editorial excitement; and more insight with ever issue of *Motor Trend* magazine!"



From reading the columns by staffers Bob Kovacic, Don Matthews and Kyle Given III it was obvious they weren't particularly thrilled by the demise of the magazine (gee, go figure...). Still, they were uniformly happy that they'd had the opportunity to write for the magazine and interact with the rest of the staff. Matthews summarized the experience with the wildly diverse crew:

Young and old. : Strong yet weak. Tired but vigorous. Insensitive and highly perceptive. True professionals acting as rank amateurs, or is it the other way around? A team of individuals performing in temperaments diverse and strange to one another, yet which in the heat of collection, com-

position and production merged together to become truly creative. Not always succeeding, but always trying to succeed. Human egos with whom I personally clashed and battered and attempted to form and reform out objectives each month to meet each changing situation. A wonderful experience, and I hope they had as much fun doing it as I did. It was good and in retrospect, I would have been the loser if I had missed it.

Still, SCG went out with a bang. The last issue's articles covered the history of Standard-Triumph and offered up road tests of the Stag ("The British industry has begun to fight back, and a worthwhile effort is the new Triumph Stag"), Spitfire Mk IV ("Return with us now to the days of yesteryear...the sports car days of yesteryear"), 1949 2000 Roadster and the GT6 ("Freedom now baby, but for how long?"). Triumph paid for a two-page ad touting the new "Monarch of the Glen" Stag. (base price \$5525)

Competition reports included the Questor Grand Prix at Ontario Motor Speedway (anyone remember that venue?), a battle between Formula 1 and SCCA Formula A/5000 cars and drivers. Mario Andretti won in a Ferrari 312B; Ron Grable was the highest-placed FA driver, finishing in 7th in a Lola T192. Also covered were the 1971 Sebring 12 Hours (Vic Elford and Gérard Larrousse, Porsche 917) and the BOAC 1000 km Race of Champions at Brands Hatch (Andre de Adamich and Henri Pescarolo, Alfa Romeo T71/3).

After SCG's demise I took a look at the next couple of issues of *MT*, wasn't particularly impressed and fell back on a number of other magazines for sports car info, chief being the legendary *Road & Track*, *Autoweek* and *Car & Driver*. Fifty-five years later *Motor Trend* and *C&D* still exist, albeit as bimonthlies, *R&T* underwent a massive format change (with concurrent increase in the cost of the magazine) a few years back and *Autoweek* went online only, also a few years ago.

Anyway, if you're into collectibles, neat old car magazines are one means of building your collection. I have a couple of issues of SCG, including the last one, on the "dead car magazine" shelf in my office. My other magazines include *Competition Press & Autoweek*, *Road Test*, *Sports Cars Illustrated* (became *Car & Driver* in April 1961); *Vintage Motorsport*; *Hemmings Classic Car*; *Hemmings Sport & Exotic Car*; *Car Life*; and *American Modeler*. On the hit list? *Car Model*, highly appropriate seeing as I'm putting up a 1/32 slot car layout in the basement...I just wish I'd kept the Strombecker set I received as a birthday present back when my family was stationed at a SAC base in North Dakota!

ST LOUIS TRIUMPH OWNERS ASSOCIATION



Proud member club, St Louis Sports Car Council

www.stlsc.org

ADMIT IT, YOU WANT THIS CAR

Plymouth Cricket, with more room inside than Pinto, Vega or VW. It's a very big little car.



Back in the early 1970s, the “import wars” were well and truly underway, with Detroit fighting back against Volkswagen and a growing sales threat constituted by Toyota, Datsun and Honda. Ford, Chevrolet and American Motors responded by producing the Pinto, Vega and Gremlin, respectively. Chrysler/Plymouth, however, went the “captive” route, importing the Hillman Avenger and selling it as the Plymouth Cricket. The cars, sold here in the States from 1971 to 1973, were rather innocuous sedans/saloons, powered by a 1.5L four. They never took fire (so to speak) with only 41,000 sold in the US over 2.5 years.

The car sold better in England and in a number of other nations. However, apparently in some corners of the Commonwealth there was some confusion between the similarly named Hillman Avenger and the Grumman Avenger. Fortunately, the Air Force Museum of New Zealand stepped in to help potential buyers in making a decision. Our thanks to English aviation historian Lindsay Peacock for providing the following:



URGENT CLARIFICATION: We've been made aware of growing confusion between the Hillman Avenger and the Grumman Avenger, so we want to step in to clear this up immediately.

The confusion is understandable of course. Not only do the Avengers share the same name, both served in the RNZAF, and are startlingly pretty machines with sleek, purposeful lines and an enviable record for reliability and performance.

Since they may appear almost identical to the untrained eye, we have prepared a handy guide so you can tell them apart at a glance.

Most obvious difference of course is the Grumman Avenger's telltale dorsal gun turret fitted with a .50 caliber machine gun, which the Hillman Avenger – sadly – lacked. In a short-sighted sales and marketing decision, Hillman decided not to offer a gun turret as an optional extra, which we can only assume hurt sales.

The second major difference is in load carrying systems. Have a close look below at the Hillman Avenger and you'll notice there is no bomb bay. The Hillman catered for extra loads with a rear-loading boot, hinged from the top. The Hillman's boot could cope with the shopping and at least two large suitcases, or a bike with a bit of wire to tie the boot lid down on shorter missions.

By contrast the Grumman came with a capacious bomb bay that meant business. It could accommodate one torpedo or four 227 kg bombs. Punchy!

If you are still struggling to tell them apart, a quick look beneath the bonnet will set you right. The Hillman Avenger GL was powered by a 1500 cc incline four-cylinder water-cooled engine which developed an impressive 63 horsepower, giving it a top speed of 144 km/h.

The Grumman Avenger was powered by an air-cooled Wright Cyclone twin-row 14-cylinder R-2600-8 engine developing 1600 horsepower and top speed of 442 km/h.

While both power plants made the Avengers impressive performers, the stark difference here was in fuel economy. The Grumman proved to be a gas guzzler and its 1249 litre fuel tank would cost about \$3600 to fill at today's prices, compared to a more modest \$140 for the Hillman.

That's a big running cost difference but remember – no gun turret!

This has been an Urgent Clarification. You're welcome!

Events

Creig Houghtaling described the St Patrick's excursion as an "awesome drive," from Washington to St Charles. He also saluted Andy Starks's Bench Racers for hosting the end point of the run.

- "If you're in St Charles on a weekend, stop by and take advantage of the food trucks. He's (Andy) really made a nice place there"
- Total number of cars on the drive: 16

Concerning the upcoming annual British Car & Cycle Festival, scheduled for 29-31 May in Bloomington, Illinois, Stephen Paur provided some background history on the event and noted SLTOA's regular participation.

- As of this evening, Karl Schmitt's planning on attending.
- Webmaster Sam, Sheppard agreed to put info on the event on the club page.

Stephen followed with notification of a planned car show at his church, All Saint's Parish, in St Peters.

- Scheduled for 14 June, "I'll get flyers out."

On 20 January, the competitors in Hemmings' Great Race will do their first overnight in Collinsville, with departure for points west along old US 66 the following morning.

- "Something of a mobile car show."
- The editor mentioned he'd contacted Hemmings concerning the route from the start point in Springfield into Collinsville; he plans to stage somewhere along the route and get photos of the cars as they pass by (**Ed Note:** I subsequently heard back from Hemmings: "It's a secret.")
- He added the arrival and departure activities along the route are highly entertaining, with the cars and crews on display, talking with the crowds.

In other events, GHA Prez Sean Dowell said 4 April's traditional "Wash-Up/Tune-Up" in advance of the Forest Park Concours will take place at Keith Bester's house.



- Prez Dave said the gathering usually starts 12 noon. He added he'd never actually seen cars get tuned and washed but it was a fun event.
- The MG Club's annual Terry Fanning Rally is scheduled for 29 March, keep an eye on the club's events calendar for details.

Richard Etz noted the first "Zoo" of the season, at Faith Church, was pushed back one week to 10 April, as 3 April is Good Friday.

Creig Houghtaling invited the GHA members to park with the Triumphs at the Forest Park Concours.

- "It doesn't have to be a Healey. Bring any old car as long as it's older than 1999."
- As for the traveling British Leyland trophy, SLTOA last took the award for most cars about 12 years ago. SLTOA won the first two awards.

MG Club Secretary/Treasurer (and SLTOA member) Glenn Frasca reminded everyone of the annual Missouri Endurance Run is scheduled for Saturday 18 April.

- Refresh your navigation skills using maps and a compass!"

Ben Franklin talked about the Civil Life British car gathering, scheduled for 11 April, 11 AM-2 PM.

- Participation limited by the size of the parking lot to 17 cars, sign up and they'll let you know if you've been selected.
- The main goal is to get a good representation of different British cars.
- "Even if you're not in the show, drive up and visit"
- Comment from the floor "It's in South County and they have great beer, too."



Finally, President Dave reminded everyone of Kirkwood's annual Route 66 Cars & Guitars gathering, scheduled for 6 Jun.

...Should be fun. Again, sign up online. Parking will be downtown on Kirkwood Road

Election

(Continued on page 16)

Minutes (Continued from page 15)

Dave Massey reminded everyone that club president Dave Pollard had to resign due to medical issues ;DM, as the elected vice-president, moved up to president.

...He mentioned the existing slate of other officers would remain, but club members needed to vote for either a) a new president, with Dave returning to the Veep slot, or b) a new vice president, in which case would continue to serve as prez.

...In response to a question, he noted the president served primarily as a "strategic pattern" (one wag said it was like herding cats). Former president John Willerton said there was "...not a lot involved, you just keep things in order."

John then nominated Sam Sheppard for the president's position. After discussion, the nomination was rescinded. Dave then asked for a vote to authorize elections monthly until we get a president. The motion was seconded and approved.

Following the monthly update on everyone's cars, Prez Dave ran down the curtain at 8:10 PM. Our thanks to the staff of the Lazy River and our server Sasha, fine evening!



SLTOA's on Facebook!
www.facebook.com/home.php
Group_134416339926824@ap =1

Presidential Notes (Continued from page 4)

pressed an interest in having a joint event at the Ozark International Raceway near Lake of the Ozarks. October is considered a good time to do this as the boating season is over and the crowds will be gone. This should be a fun overnight excursion so keep it in mind as plans progress.

So, there are lots of opportunities to drive our cars and to tell the truth, they love it. So keep driving and keep them happy.



HELP WANTED

We're looking for a service manager and I've had very little luck with Indeed. I was thinking it would be great to find someone that has a passion for European sports cars. Ideally, they would also know computers well, have lots of energy, and understand the value of an hour for them as well as the Team they're leading.

It hit me that there maybe someone in one of the local clubs that would know of a good candidate.

Contact me directly through phone call, text, or email.

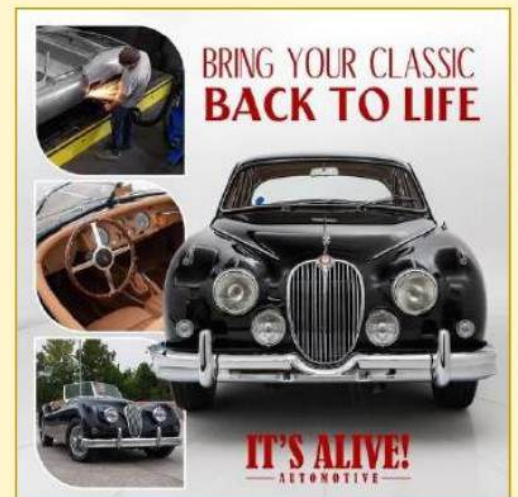
Thanks in advance!

Jeff Homsher

Jeff@ItsAliveAuto.com

314-348-5775

Members of the St Louis MG Club are encouraged to spread the word about this opportunity.





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®*



BE A PART OF HISTORY



#TULSAR66PARADE
CAPITALOFROUTE66.COM



APPLICATION FOR CAR EXHIBIT SPACE

MARK YOUR CALENDAR FOR THE 8th ANNUAL
Kirkwood Route 66 Festival: Cars & Guitars
June 6, 2026

Submit your application
by May 15 and
receive a \$5.00
T-shirt discount!

FESTIVAL INFORMATION AND RULES

FESTIVAL DATES AND HOURS: The Route 66 Cars and Guitars Festival will be held in Downtown Kirkwood during the hours shown below. Set-up is permitted on Saturday, June 6 beginning at 1:00 p.m., and must be completed by 3:30 p.m.
For public safety, once your vehicle is placed, you may not move it until the Car Show Exit Parade at 9:00 p.m. If you do not depart at 9:00 p.m. your vehicle must remain in place until 11:00 p.m. Please follow the Kirkwood Police Officers' exit instructions.

EVENT HOURS: Saturday, June 6 from 4:00 p.m. to 11:00 p.m.

CAR DISPLAY HOURS: Saturday, June 6 from 4:00p.m. to 9:00 p.m. (Streets closed)

2. EXHIBITOR RESPONSIBILITY: The exhibitor is expected to remain in the show area and is responsible for their vehicle. The Festival Committee and the City of Kirkwood are not liable for theft, damage, rain, loss of property or personal injury.

All exhibitors must participate throughout the designated show schedule. Leaving early will result in exhibitors being banned from future festivals. Exhibitors are expected to maintain their vehicle exhibit for the length of the festival. Late arrival and early breakdown will not be permitted. **Coordinators will communicate with you how and when vehicles are allowed on site and when it is safe to remove your vehicle from the car display area.**

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

4. ADVANCE ENTRY FEE AND ACCEPTANCE: Entry Fee is **\$25 for individual entries**. Entry Fees are non-refundable. If you submit your application by May 15, you will receive a voucher for \$5.00 OFF an event t-shirt purchase.

Applications accepted for the show received by May 15, 2026, will be notified of their acceptance by May 29, 2026. **Advance applications will not be accepted after June 4, 2026.**

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

5. EVENT DAY ENTRIES: Will be accepted on a space-available basis for **\$30 per vehicle** from 2:00-3:30 p.m. on June 6. There are a limited number of display spaces for the festival. *Please reserve your space in advance if you want to be confident that there will be a space for your vehicle.*

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

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

(Application below on page 2)

PLEASE COMPLETE AND RETURN



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

***May 15, 2026 - Deadline to receive \$5 off your Festival T-Shirt.**

Name: _____ E-mail: _____

Address: _____ City/State/Zip: _____

Phone: _____

Detailed Description of vehicle to be exhibited:

Model year: _____ Make: _____ Model: _____

I would like: _____ (number of spaces) on June 6, 2026 Is vehicle returning to the festival? _____

ADDITIONAL INFO FROM CAR CLUBS:

Name of Club: _____ Estimated number of cars: _____

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

Applicant's Signature _____

PLEASE ENCLOSE:

- ___ Signed and completed Application
- ___ Check for payment made out to:
 Kirkwood Arts Foundation: Route 66 Cars & Guitars Festival
- ___ Photo, brochure or link to website (not required for returning vehicles)

MAIL TO: Downtown Kirkwood
Attn: John/Route 66 Festival
130 E Jefferson Ave
Kirkwood, MO 63122

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

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



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.

Follow Us!





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, antiquing, 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	jdavidpollard@gmail.com
Vice President: Dave Massey	dave1massey@cs.com
Treasurer: Benjamin Franklin	yankandlimey@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 sitoad@gmail.com. *Exhaust Notes* is grateful for all submissions.

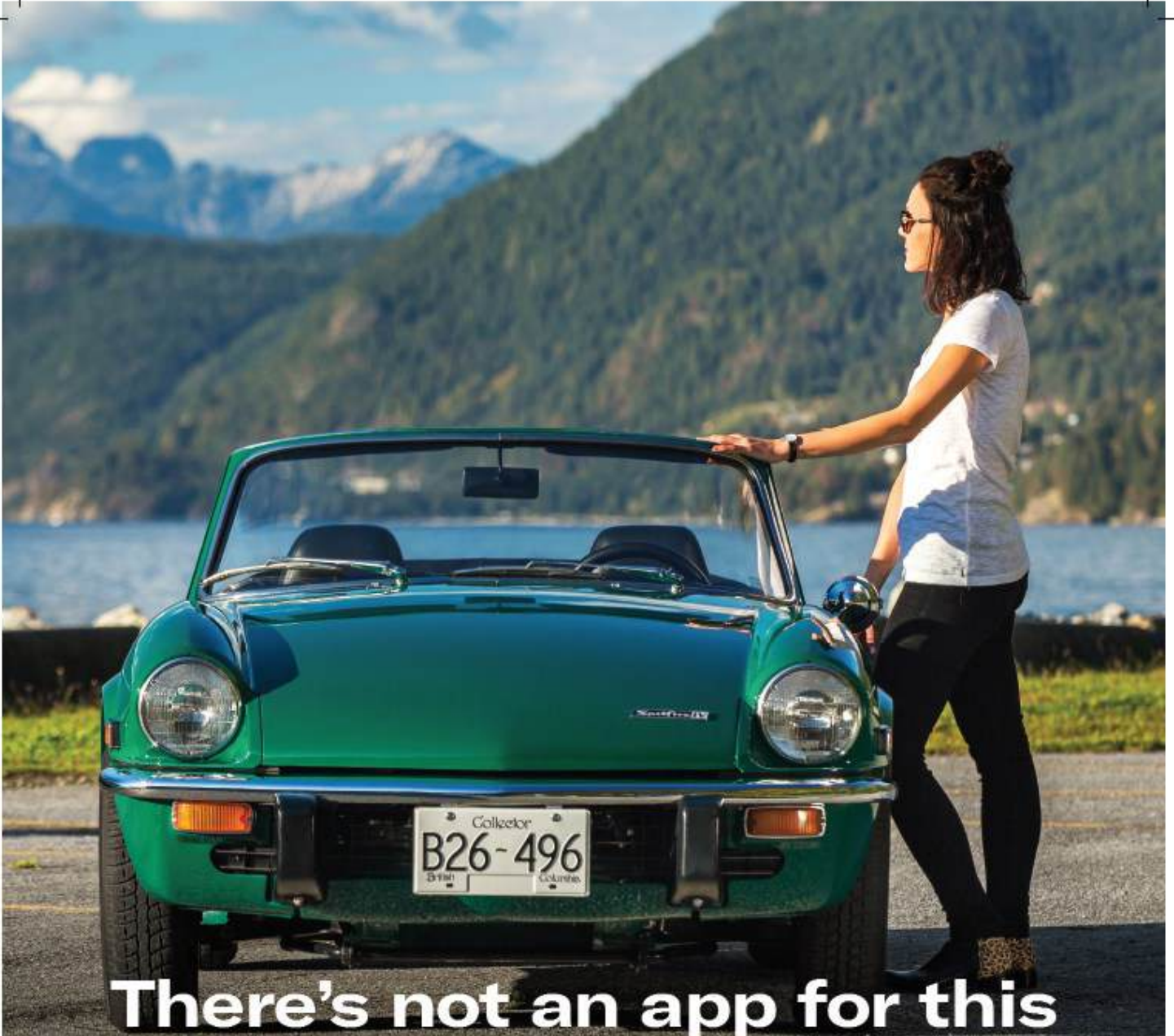
Membership in SLTOA is \$20 (online subscription to *Exhaust Notes*) annually. Membership in the club will provide you with plentiful chances to meet other Triumph nuts who will help you with your own affliction. Non-renewal will result in severe chastising, removal from the roster and probable exile 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

INSURANCE DRIVERS CLUB CAR CULTURE MARKETPLACE

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► 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).



80 TR7—Complete restoration project, Buick V-6 with T5 manual transmission, have components to finish, \$3500, in Potosi (Craigslist St Louis)(Mar 26)

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**
21 April 2026



9200 Olive Blvd,
Olivette
(314)991-9800

Gather after 5 PM or
thereabouts, quaf some
ale and perhaps do the
reel



And Finally....

**It goes without
saying, it's always
important to have
the right tools**

