



EXHAUST NOTES

NEWSLETTER OF THE ST LOUIS TRIUMPH OWNERS ASSOCIATION

WWW.SLTOA.ORG Vol 27, Issue 11 JULY 2026



CALENDAR



21 Jul 26—SLTOA monthly meeting, Oh London, 11411 Olive Blvd

18 Aug 26—SLTOA monthly meeting

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?

Oct 26—Annual SLTOA Fall Colours Drive, details to follow.

18 Sept 26—Annual Pre-ABCCS BBQ, hosted by It's Alive Automotive and the MG Club of St Louis. At the Heidman Picnic Shelter, Creve Coeur Lake Park, details to follow.

19 Sept 26—44th Annual All British Car & Cycle Show, Creve Coeur Lake Park. Info at <https://stlouismgclub.com/about-the-all-british-car-cycle-show-2026/>, including registration link.

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/>.

8 Nov 26 –Annual SLTOA **Veterans Run**, details to follow.

21-24 Apr 27—South Central VTR, hosted by the Central Oklahoma Vintage Triumph Association in Shawnee. The Grand Casino Hotel & Resort will serve as the host hotel, more to follow.

25 Jul 26—Oh London Car Show, sponsored by It's Alive Automotive, The Kaufmann Fund and Acendas Vacations. At Oh London Restaurant and Lodge, 11411 Olive Blvd., 12 noon. Great cars and tasty food, European beer specials, trophies, prizes and fun, 10% of all food and beverage sales during the car show will go directly to The Kaufmann Fund supporting veterans. Info at <https://ohlondonusa.com/>.

25 Jul 26—Gateway Classics Caffeine and Chrome. No admission fee, come on in for donuts and coffee.

30 Jul 26—MG Club of St Louis RUBCO at Pierce Creek, 10405 Old Olive Street Rd, 9-11 AM

1 Aug 26—C&C West/Sunrise Church, 7116 Twin Chimneys Blvd, O'Fallon, Missouri, 8-10 AM.

7 Aug 26—Memories Car Club Cruise, aka "The Zoo," Faith Church, 13001 Gravois Rd.

7 Aug 26—Friday Nights at the Sonic, Big Bend and Kirkwood.

8 Aug 26—C&C Fast Lane Classic Cars, 427 Little Hills Industrial Blvd, St Charles.

15 Aug 26—Cars & Coffee/Amp Up Action Park, 13901 Manchester Rd, 8-11 AM.

20 Aug 26—MG Club of St Louis RUBCO, Silver Pancake House, 9983 Manchester Rd, 9-11 AM.

29 Aug 26—Gateway Classics Caffeine and Chrome. No admission fee, come on in for coffee and donuts.

30 Aug 26—Boeing Sports Car Club Autocross No. 6, Family Arena. Show by 9:50 AM, \$50 for six runs. For more information or to sign up for the event, contact Racer Steve at sshab@yahoo.com.

4 Sept 26—Memories Car Club Cruise, aka "The Zoo," Faith Church, 13001 Gravois Rd.

4 Sept 26—Friday Nights at the Sonic, Big Bend and Kirkwood, every Friday through October.

5-6 Sept 26—Heartland All British Car & Cycle Meet, hosted by the Kansas City Triumphs Sports Car Club. Info at www.heartlandallbritish.com/index.html/.

12 Sept 26—St Louis Region SCCA Regional Tour Rally. Monitor <https://www.stlscga.org/roadrally/schedule> for event specifics, fees and requirements.

27 Sept 26—St Louis Region SCCA Autocross/Solo No. 6, Family Arena, St Charles. Call up <https://www.stlscga.org/autocross/schedule/> for info, fees and requirements.

4 Oct 26—Boeing Sports Car Club Autocross No. 7, Family Arena. Show by 9:50 AM, \$50 for six runs. For more information or to sign up for the event, contact Racer Steve at sshab@yahoo.com.

10 Oct 26—Jaguar Association of Greater St Louis Concours d'Elegance 2026, St Louis Elks Lodge #9, 12481 Ladue Rd, 9 AM-3 PM.

All British Car & Cycle Show



The St. Louis All British Car and Cycle show has taken place for over 40 years. The show brings out a wonderful selection of the finest classic and more modern examples of the British Automobile (car) and Motorcycle industry. Come and visit to see 150+ beautiful cars and perhaps re-live a few memories. The show takes place in

Creve Coeur Lake Park and offers a wonderful scenic setting by the lake with shade from some large trees.

Saturday September 19, 2026

Creve Coeur Park – Heldman Shelter

Save \$5 on each car or motorcycle you want to bring by registering before August 22, 2026.

REGISTER EARLY! First 50 registrations receive a free event T-Shirt!

2026 Featured Marque/Model

Jaguar E-Type (XKE, to you colonials)

<https://stlouismgclub.com/about-the-all-british-car-cycle-show-2026/>



NEGATIVE CAMBER



By the editor

Get Your Kicks On Route 66

Well, the Great Race made it's pass through St Louis on 21 June and my oh my, what a progression of cars. The local involvement with the event included the starting point in Springfield, Illinois, the first night's stop in Collinsville, and the drive through STL on the 21st, with the pack continuing west to an overnight in Joplin. A celebration of the 100th anniversary of US 66 served as the theme and therein lies the tale...

I decided early that this event deserved a maximum effort in getting photos of the competing teams. Between the start and end point, substantial stretches of the original US 66 still survive; some are still in use as frontage roads and the like while others are unused and overgrown. Heading south from Springfield, the highway followed two routes: from 1926 to 1930, US 66 went through Auburn, Carlinville and Gillespie down to Staunton. From 1930 through route 66's decertification in 1977, the alignment was through Farmersville, Litchfield, Mount Olive and Staunton. The question was, which alignment would the entrants follow?

Getting that information should be easy enough, eh? I emailed the Great Race organizers, identified myself as editor and photographer for a automotive newsletter in St Louis, and asked what portions of old 66 the participants

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MEETING MINUTES—16 JUNE



June's meeting took place at Civil Life brewing in St Louis, with 15 members attending. The initial object of interest was the Jade Green '76 TR6 out in the parking lot, driven by Ben Duncan from Pittsburgh. When asked how the drive went, Ben said "well, it was running," although he admitted at one point he was driving an inline 3. Fortunately he got the problem resolved and cruised on into Missouri.

The initial muster took place in Civil Life's bar, where everyone placed their orders and then moved upstairs to the meeting room. The show w/ breakfast was scheduled for 9 to 10 AM, followed by services. Elsewhere in the room, the big screen TVs presented the FIFA soccer match between Iraq and Norway (Norway won, 4-1).

Acting president Dave Massey started the meeting at 7:17 PM.

Minutes

The membership unanimously approved the May meeting minutes, as published in *Exhaust Notes*.

Treasurer

Per Treasurer Ben, "...another quiet month," with a balance of \$5699.23 following two membership renewals. He also mentioned we got hit with another service charge and had talked with the ban manager this morning.

- One member asked if the club had a debit card for the account and, if so, was that causing the automatic service charges. Rsp: We have a card but we haven't used it.

Membership

Prez Dave formally introduced Ben Duncan to the crown; he's the son of new member Tony Duncan. A fair amount of discussion followed concern-

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ALL SAINTS CAR SHOW—14 JUNE



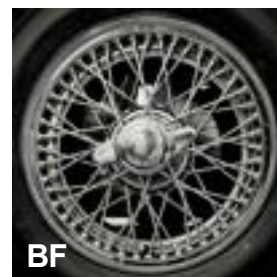
FRIDAY NIGHTS AT THE SONIC—12 JUNE



MORE SONIC—19 JUNE



Photo by Ben Franklin.



BF

BF

ADMIT IT, YOU WANT THIS CAR

Well, Barn Finds (<https://barnfinds.com>) pulled it off again, mid-July and an immaculate 1935 Triumph Gloria. The car was located in Etna, New Hampshire with an initial bid of \$30,000 and buy-it-now price of \$35,000. According to the owner, it was one of only four surviving Gloria DHCs remaining.

Per Barn Find's Jamie Palmer,

There weren't a lot of Glorias produced in the first place, with the **Pre-1940 Triumph Motor Club** stating an estimate of 1,600 cars were produced between 1934 and 1935. This car has a much more documented history than most, with the original purchase taking place in Surrey, England. There's a picture of the second owner with the car in 1937 in the car's history file, along with others showing the car in somewhat deteriorated condition in the 1960s. CPE454 was restored over four years after being "rediscovered" in 1971, and proceeded to win a "Best in Show" prize at the Hanbury Hall Triumph International Rally—the premier event worldwide for early Triumphs.

The interior's in great shape as is the engine bay, although the blurb notes the engine air cleaner isn't original. Small detail. Any takers out there?



would follow, from Springfield to west of St Louis, as I'd really like to get photos of the cars on sections of the old route. I got a nice email in response, thanking me for my interest and support of The Great Race...and the route was secret, "have a nice day."

All right, it's a toss of the dice...which route would make more sense and provide interesting photo locations? Then the Jaguar Association of Greater St Louis came through, with plans for a drive north along 66 to Springfield for the start, followed by a couple of other activities. I swapped emails with JAGSL president/webmaster John Sipple and event organizer Trevor and said I could do photography; they said "great!", advised they'd meet in Auburn and then drive north, including a stretch of original brick US 66. Hoo-hah, too good to be true.



At the appointed time the JAGSL contingent met in downtown Auburn, received their route instructions, etc. I did the standard pull out 10 minutes in advance of their departure in order to get into position for photos, headed to the brick section and waited for the "parade." Dang, those

Jags looked great booming along the historic highway!



I still didn't know what route the Great Race teams would take south but I figured the brick roadbed was a natural draw to it was worth sticking around. Let's see, first cars scheduled to depart Springfield at 12 noon, they should drive through here about, oh, 12:20-12:30, so I waited...and waited...and waited. About 12:10 another photographer pulled up, "Seen anything?" "No." He took up position about 60 yards from my location.

Then, right about 1240, another vehicle pulled up: "If you're waiting for the great race, the first cars departed at 11:30." Well, there's confirmation of the wrong route.

Back into downtown Auburn, turned east on IL 104 and headed I-55. Within a few minutes, right turn/southbound, thinking I might have better luck in Litchfield. Makes sense, eh? The 66 alignment's now Columbia Blvd, you have the famous Ariston Café, yeah, all logical and the prospects for photos were improving.

And then I blew past a colorful 1966 Plymouth Valiant Convertible, Great Race entrant no. 66, doing about 55 on I-55 and complete with all of the usual event decals, markings, signage ("Slow Speeds - Rally Car - Stops and Turns"). At that point in a remarkable moment of clarity I figured it out: the competitors where doing the first stretch of the cross-country drive on an interstate (zounds!), most likely to be followed by some segments of old 66 in the general direction of Collinsville.



Sure 'nuff, passed another car prior to my leaving the interstate at Exit 52/IL 16. As I rolled into the west side of town it quickly became apparent several of the cars/teams were using Litchfield for a food and/or fuel stop, as there were a number of TGR competitors at the gas stations and fast food outlets. I did a quick lap, got photos of a number of cars and then headed back to the freeway for the drive home. Whoops, not so fast, two more competitors just exited the freeway, I turned around and headed bac into Litchfield for more photos (pretty sure I repeated this sequence two or three more times but who's keeping track, eh?)

Did LBCs compete in this year's run? Yes, although regret to say no Triumphs took part. The Brit cars included a 1964 Jaguar E-Type FHC; 1962 Jaguar Mk II; 1930 Riley (!); 1962 MGA; 1953 MG TD; 1975 MGB; and a 1969 MGB GT. Among the rest of the pack, as per usual, a highly entertaining variety of cars. The oldest were a 1913 Chevrolet truck, a 1916 Hudson Roadster and a 1917 American LaFrance roadster, which looked like every inch of a sports-conversion of a fire-truck. There were even two Japanese teams, driving a Datsun SR311 and Isuzu Bellett (you'll have to Google that one...rather snappy looking coupe).

I finally cleared Litchfield and on the drive back to my house in Ballwin mulled over the prospects for Sunday. Should I try again Sunday? Well...I had to leave for Albuquerque early Monday and was pretty sure I couldn't afford spend several hours on Sunday engaged in an

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1969 MGB GT, Jim Shelly and Tom Kucera



1930 Riley, Sean Lowes and Rick McIntosh



1917 American LaFrance, Antonio and Joshua Lomonaco



1964 Jaguar E-Type, Ed Overmyer and Kent Werle



1962 Jaguar Mk2, Steve Williamson and Fraser Jones

Negative Camber (Continued from page 9)

other chase. Then again, I figured there were a number of likely possibilities for photo stops, such as the Chain of Rocks Bridge or perhaps even the Devil's Elbow Bridge down by Saint Robert.

In the end, I decided to call it a day and a weekend. As scheduled, on Monday the 22nd I boarded a Southwest B737-7H4 for a flight to Chicago Midway, where I switched to my flight to Albuquerque. Once I got my rental car I immediately headed north to Santa Fe for the

funeral of a Naval Aviation bud of mine of some 30 years standing, well known in the Tailhook and A-4 *Skyhawk* communities). After the services at Santa Fe National Cemetery and post-services reception on Tuesday, back on I-25 for the return to Albuquerque.

I had one free day on this trip, Wednesday, prior to my Thursday return to St Louis. Now, what to do with it? Hmm...let's check the Great Race Schedule. Holy cow, here we go again: the teams spent Tuesday night in Amarillo, had a planned lunch stop in Tucumcari, and were to spend the night in Gallup. I said to myself, "Self, if you drive east on I-40 tomorrow, paralleling several stretches of old US 66, you'll see more cars and teams."

Wednesday morning, up reasonably early for a quick lap of the University of New Mexico (I graduated from UNM and commissioned into the US Navy in May 1976), followed by a run eastbound on Central Ave, the old US 66 through downtown Albuquerque. In keeping with my commercial architecture hobby, I got a bunch of photos of old theaters, motels and a number of service stations. New owners have rebuilt/restored a number of the classic old motels along Central, others continue to slowly disintegrate and in a couple of locations, only the signs still stand. Still, great fun.

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Negative Camber (Continued from page 10)

East end of Central, back onto I-40 through Tijeras Canyon between the Sandia and Manzano Mountains (hoo-hah, I do love the scenery hereabouts), then down into the flats for another quick photo run through the town of Moriarty. At this point, I had to decide if I should turn around, or drive the additional 80 miles east to Santa Rosa. I decided to continue and was glad to make the decision to press east, although subsequently I found out that after the competitors did their lunch stop in Tucumcari (as the billboards state, "Tucumcari Tonight!"), they diverted north on NM 104 for lunch in Las Vegas and then down to Albuquerque via Santa Fe, along one of the early 66 alignments. The competitors pulled into the Albuquerque Balloon Festival Grounds on the north side of ABQ near beautiful downtown Corrales, spent the night and on Thursday morning their trek to the next overnight stop in Flagstaff, Arizona.

So, what did I see along I-25/US 66? A single '57 Chevy, motoring west...that, and a somewhat modified '58 Edsel in Santa Rosa. Ah well...

That was it for this year's effort to cover The Great Race, but hey, the drives, both in central Illinois and in eastern New Mexico were a lot of fun, nothing like a chase to get one's blood flowing, eh? For the record, 142 cars/teams departed Springfield on the 20th, led by a 1933 Ford Model B pickup. From viewing the event results online, it looks like 98 finished the "California trip" to Pasadena. Per the posted event results, Buddy Green and Trevor Stahl won the multi-state excursion in a 1932 Ford Coupe.

Next year? Just speculating here, but last year's marathon event started in St Paul, Minnesota and finished in South Carolina. This year, it ran from the upper Midwest to SoCal. Next year, I suspect it'll either involve the Pacific Northwest or New England, but we'll know in a few months. Shoot, I'm just a wandering automotive photographer, obviously anything's possible.

In the meantime, check out the day-by-day reports and photos at www.greatrace.com. Enjoy the cars and the scenery!



Classic example of adaptive reuse...



La Puerta—Albuquerque



Sunset— Santa Rosa



Zia Motor Lodge—Albuquerque



Restored Whiting Brothers, Moriarty...





REPORT FROM BELGIUM



Belgium-Germany-
Netherlands-Three-
Country-Point



Triumph TR2 Interior

Text/Photos: Jan Meesters



After nearly all work under the hood and on the TR2's bodywork had been completed, we transported the car from Sippenaeken (Belgium) to Aachen (Germany) on June 19, 2026.



There, the renowned upholstery firm Bolkenius is meticulously restoring the interior in a light blue shade that perfectly complements the original paintwork from 1955. This careful color choice brings the unmistakable charm of the 1950s directly into the car while preserving the authentic character of this classic model. The interior now radiates and is inviting—a true piece of automotive heritage. We proudly present this special TR2 in its current state. Upon its return to Belgium, the final exterior details will be completed, and the car will undergo an official inspection by the Securite. Following approval, a final series of photos of this remarkable body-off restoration will be released



ing his 6's Jade Green paint. Apparently, Triumph only offered this shade for two years.

Events

The group discussed the May Drive, strong positive comments all around concerning the route and the end point lunch.

- Glenn Frasca said "Mr Pollard tried to convert me; he let me drive his TR6." Question from the floor: "Did it work? Are you ditching the Midget?" Glenn replied he hadn't decided yet but "...the extra cylinders do make a difference."
- Another member noted Craig Ingraham was selling his TR6. A couple of others are available locally.

Next up, a report on Kirkwood's Route 66/Cars & Guitars show: "Fun time, good day, we had four of us there."

- Ben Franklin noted he and Sam managed to sandwich the MGs.
- The six hours went by quickly. The event organizers said this was the biggest Cars & Guitars show yet.

Richard Etz talked about the previous Friday's cruise/gathering at the Sonic on Big Bend. "There were a lot of cars this time...you never know what you're going to see." He added the ice cream truck was so big, "we had our cars in its shade."

- **Ed Note:** The ice cream truck was a Divco, still marked for the Valley of the Rogue Dairy, Grants Pass, Oregon. The owner said he'd put the body on a GMC truck chassis with a Chevy V8 under the hood.
- Ben mentioned his daughter Alana had such a good time she didn't want to leave.
- No pressure, show up and have a good time.

Richard also said he'd went to the first Friday "Zoo" at Faith Church on Gravois. The organizers said they had somewhere between 200 and 500 cars on display.

- He added Steve Hurst from Gateway Healey was there with his '62 tri-carb 3000, "I hadn't seen him in years." Question from the floor: "Does anyone in our club have a tri-carb conversion?" Rsp: No

The Hemmings Great Race will start at Springfield, Illinois on Saturday 20 June, with the first night's stop at Collinsville. Anyone planning on attending?

- Three members indicated they'd hit one of the locations in order to participate in the festivities.
- The editor noted the Jaguar Association of Greater St Louis planned a group drive up to Springfield, starting in Auburn.

SLTOA's planning a drive to Cedar Lake Cellars out by Wright City on Saturday, 27 June.

6Pack's holding its annual TRials in Nashville, Indiana, in September

- Ken Suhr said it was a good location with lots of great roads for drives.
- Prez Dave added the annual VTR confab took place in Nashville last year.
- Question: "What's VTR?" Rsp: Vintage Triumph Register, the national club. This year's VTR gathering is scheduled for New Braunfels, Texas, near San Antonio.
- "Do members drive down?" Rsp by Dave: "Yes, I'm going. It's about 1000 miles."
- Further discussion on Triumph specialty groups, including 6Pack for six-cylinder Triumphs, The Wedge Owners Association (TWOA). Up until a few years ago there was the North American Spitfire Squadron.

Ken added he went to the annual Champaign British Car Festival in Bloomington, he took both Minis.

There was a pop-up car show on 11 April, several members attended, 17 cars total.

- Dave Massey won a trophy. His response: "No idea why, maybe it was because I was handing out beers."

Old Business

Talks are continuing with the Kansas City Triumphs Sports Car Club concerning a possible multi-club meet down at Lake of the Ozarks.

- Glenn Frasca stated our two clubs are now looking at next year for the possible meet at the vintage weekend at Ozarks International Raceway. "As we're now well into summer, we'll start planning in early 2027."

Separate event: Prez Dave added that we will co-host the annual VTR confab at the Camden On the Lake Resort, Lake of the Ozarks, last week of October 2028.

- We've blocked out all 115 rooms, will have the run of the place.
- In the meantime, planning's underway for events, drives, activities.
- The 2027 national VTR will take place in an east coast location.

Finally, during the monthly "Works In Progress" updates with the members, Rogie Breese provided information on a planned "Show Off Your Wheels" event at Wildwood Community Church the following Sunday.

- Drive in, park it. Lots of people and families come to see the cars. There's also a breakfast offered.

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- Question: What kind of breakfast? Rsp: SOS, other traditional breakfast foods.
- The church is down by the Wildwood traffic circle, up on the hill.

- Per the pastor, "If it has wheels and you want to show it off, bring it."

The meeting concluded at 8:18 PM. Our thanks to Civil Life for the great food and service.

THEY'RE ALL WORKS IN PROGRESS

Sam Sheppard – We got a hardtop boot fitted to the yellow car. The top's okay but there's an odd resonance. **Dave Massey**: They make a damper for that.

Rogie Breese – I had it running but on a trip a couple of weeks ago the car overheated...the fan belt was falling apart. I finally got back home, fitted a correct fan belt. It ran good but a couple of days ago, while backing out of the driveway, the engine changed tone, no power to the rear three cylinders due to a carb issue. I need a starter valve, still have to start the issue out. **Ben Franklin**: I have the previous owner's box of parts, including multiple carburetors.

YFE – Nothing new to report.

Karl Schmitt – Problems with the radiator hoses a few months ago, had a leak, so I pulled the radiator. The problem is, no one makes replacement radiators for late-model Spitfires. A custom radiator would cost \$2000. I ran across Jegs (<https://www.jegs.com/>), they do good work on radiators. I bought one, installed it eight weeks ago. Then a new problem cropped up: the car overheated. I located a split in the hose, replaced it and the car's been on the road ever since. Q: "How long have you been around the Spitfire?" Rsp: 40 years. Discussion followed on radiators and hoses.



Ken Suhr – Commented on his two Minis. **Ben Franklin**: "When are you going to bring one to a meeting, I'd love to see them. You raced one, right? Ken: Yes, it's a '64. **Dave Massey**: "For July's drive to Eckerts, we expect to see your Mini." Ken: "I do local

drives only, do *not* cross the river." Rsp: "No surprise!" A discussion followed on Ken's racing exploits.

Glenn Frasca – The engine rebuild for the Midget continues, right now I call it "the Fred Flintstone car." During the rebuild I learned the rings were dead.

Ben Franklin – Creig came over, we replaced both rotors and the brake pads, it all went smoothly, took a few hours. I did hear a scuffing sound, left rear; I replaced the pads and that took care of it. One task off the checklist!

Richard Etz – Haven't gotten around to getting my Triumph running again. Concerning the Corvette, Dave said try a new rotor and it ran great. Two weeks later, going to a car cruise, dead as a doornail. Bought a new distributor cap and rotor, haven't installed them yet. Have been working on the '91 Camaro, it's running great.

Charles Bell – My 64-year-old TR4 has been sitting that long. **Dave Massey**: The gas tank probably needs to get boiled out, replace the hoses. Charles: I don't understand, it was running fine when I parked it! 😊

Tony Duncan – Bought a TR6, the inner and outer door sills and the floors were rusting. I pulled the valve cover, found a broken rocker arm, suspect the engine's bad, will pull it. Am looking at possibly buying a new chassis from It's Alive, about \$1000, looking at options.

Dave Massey – The TR6 engine was done at Todd's. Sent the crankshaft out to get it turned, got a call, "Hey, do you have the original crank?" I got a lightened flywheel for the TR8. Been tuning the Mega Squirt, the car runs great but the air-to-fuel ratio isn't right.



SLTOA's on Facebook!

www.facebook.com/home.php

ST LOUIS TRIUMPH OWNERS ASSOCIATION



Proud member club, St Louis Sports Car Council

www.stlsc.org



Welcome New Members!

Tony Duncan

St Louis, MO
1974 TR6

Charles Bell

Webster, MO
1962 TR4



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.

Promote the SLTOA brand with gear crafted uniquely for you!

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



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

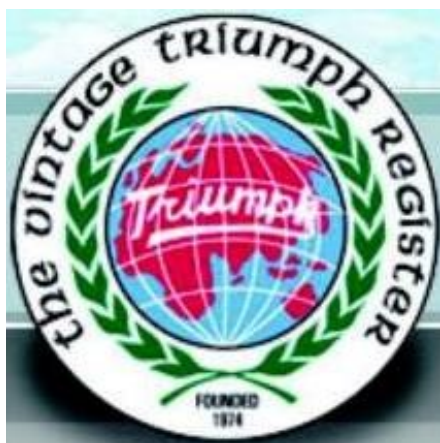
Registration open 8am to 8pm
Vendor set-up noon to 8pm
Craft/Model/Photo contest open noon to 8pm
Wine Tour Beckers Winery - Fredricksburg TX 10:00am to 3pm
VTR Board Meeting 4 to 5pm
Car Wash open
Welcome Reception 7-9pm

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: Dave Massey

dave1massey@cs.com

Vice President: vacant

Treasurer: Benjamin Franklin

yankandimey@gmail.com

Webmaster/Publisher: Sam Sheppard

samuelsheppard@gmail.com

Events Chairman: Creig Houghtaling

creig55@live.com



Exhaust Notes is the official monthly newsletter of the St Louis Triumph Owners Association, copyright 1982-2026, 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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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 roll-

ing 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).

72 Spitfire MkIV—53 years young with only 88,000 miles on it, that's less than 2K per year. Owner over 37 years, selling due to medical issues. Never fooled with the engine because it ran fine. Never fooled with the engine because it ran fine. Over the years pretty much everything else replaced. With a throaty Monza exhaust, dual HSB-4 carbs and larger manifold. Interior redone, brand new top last summer. Transmission is smooth as can be. All chrome replaced and lots of upgrades. New bumpers imported from England and replaced. Even have the unobtainium chrome window edging for front windshield as a spare part. Stock dash. Panasport aluminum wheels. Many spare parts, Electric fuel pump. Emergency flashers and windshield wipers did but presently don't work. I know they are on the

(Continued on page 24)



same fuse but I have checked that, Probably pulled a wire off somewhere in center console when attempting to changer bulbs. Might be a minor issue. Parking brake needs to be tightened either from center armrest or on brakes but brakes are ok and upgraded

with stainless hoses. Quick disconnects on pos/neg battery poles make it easy. Great paint color combo—Ford metallic blue with white racing stripes. I call it a 10 foot paint job 0 after a few years there are some chips etc but nothing distracting and mostly on the sides of the car. Lots of manuals and books. Except for a few years my son had her she has always been garaged and well loved.

Asking \$8,000 and well over \$30k in parts in it

I have a rare parts poster from British Leyland about 4 foot x 3 foot will throw in, along with all the awards she has won. I think there are 15 - 1st, 2nd, 3rd 4th in class. They only made 32000 of these and one of the tightest turning ratio of any car, She is just fun and would make a great car – most of the main project stuff is done. I'm sure I've forgotten something but so much replaced and restored. Time to take it to the next level or just enjoy it as is. Contact Jeff Weintrop at theslvrduke@aol.com (May 26)



76 Spitfire 1500—

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

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



80 TR7—Orange convertible with Webers, aluminum radiator, Shelby wheels. \$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 Velleman, 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

BEST OF CRAIGSLIST

Check out this **1972 MGB convertible** with a fully built Chevy 350 V8 Swap. Key Specs & Upgrades: Chevy 350 V8 (rebuilt—less than 10K miles on the motor); PowerGlide 2-speed automatic transmission; Chevy 10-bolt rear end with ladder bar suspension; Rack and pinion front steering; Period-correct Chevy radiator (believed to be from the '30s!); Brand new soft top (just installed); Good-condition rear tires recently added; Battery is good; Clean title in hand. With a lightweight chassis and V8 power, this MGB is fast, fun and totally unique. Starts, runs and drives well—no guesswork needed. \$5000 firm, in Niles, Michigan (Craigslist)(July)



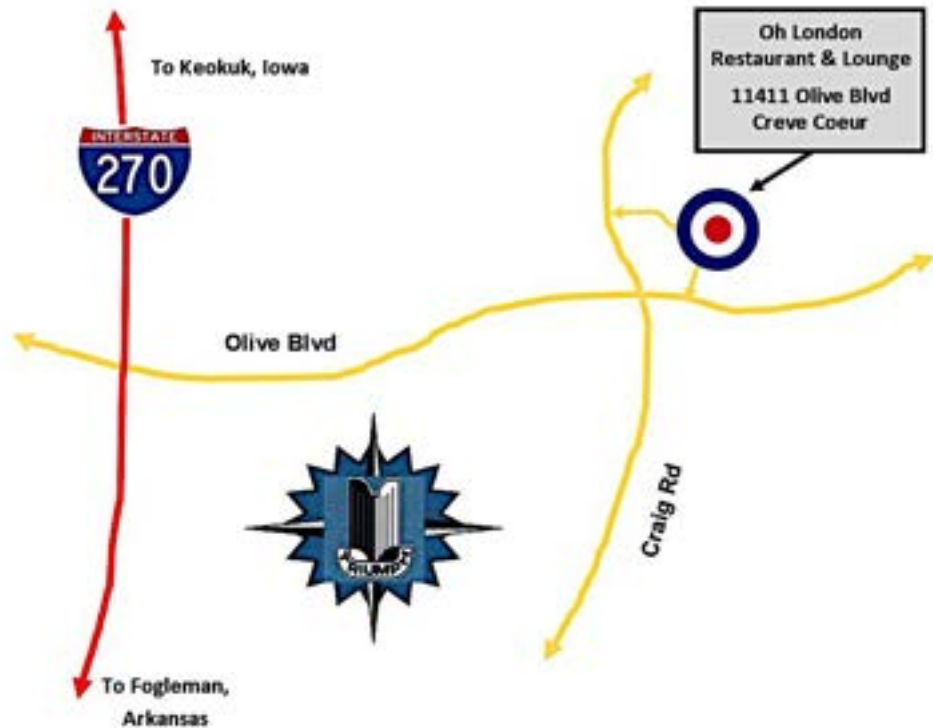
NEXT MEETING

21 Jul 26



11411 Olive Blvd
Creve Coeur

Arrive after 5 PM or
thereabouts, down
some ales and engage
in serious debates
about soccer and ball
handling



And Finally....

**Hope everyone had a
great Independence
Day**

