



EXHAUST NOTES

NEWSLETTER OF THE ST LOUIS TRIUMPH OWNERS ASSOCIATION

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Winery Drive

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Oh London Car Show

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CALENDAR



18 Aug 26—SLTOA monthly meeting, Mimi's in Chesterfield

22 Aug 26—SLTOA Drive to Eckert's Country Store. See pg 3.

15 Sept 26—SLTOA monthly meeting, Maggie O'Brien's, Sunset Hills

17-19 Sept 26—6-Pack TRials in Nashville, Indiana at the Abe Martin Lodge in Brown County State Park. Info at <https://6-pack.org/trials-2025/> The event's 243 miles east of here, road trip, anyone?

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

18 Sept 17-19 Sept 26—Triumphest, hosted by the Desert Centre TRA in Flagstaff, Arizona. Host motel is the Little America, 2515 E Butler Avenue. Info/registration at <https://www.triumphestaz.com/>.

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. **CANCELLED due to flood damage.**

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.

13-15 Aug 27—26th Annual Kastner Cup, Grattan Raceway Park, Belding, Michigan. In association with the Vintage Sports Car Drivers Association (VSCDA) August Sprints.

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.

16 Aug 26—St Louis Region SCCA Autocross/Solo No. 5, Family Arena, St Charles. Call up <https://www.stlscga.org/autocross/schedule/> for info/fees/requirements.

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 donuts and coffee.

30 Aug 26—Boeing Sports Car Club Autocross No. 6, 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.

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 Sept 26—Cars & Coffee West/Sunrise Church, 7116 Twin Chimneys Blvd, O'Fallon, Missouri.

12 Sept 26—St Louis Region SCCA Rally With the March Hare. Meet at Sunset Overlook, 11604 Bluff Rd, Columbia, 12 Noon for a 75-mile touring rally. See <https://www.stlscga.org/roadrally/schedule> for event specifics, fees and requirements.

12 Sept 26—Cars & Coffee Fast Lane Classic Cars, 427 Little Hills Industrial Blvd, St Charles.

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

24 Sept 26—MG Club of St Louis RUBCO, Golden Oak Pancake House, 7289 Watson Rd, 9-11 AM.

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

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/requirements.

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

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

- 3 Oct 26—Cars & Coffee West/Sunrise Church**, 7116 Twin Chimneys Blvd, O'Fallon, Missouri.
- 3 Oct 26—10th Annual Knights of Columbus Car Show**, 411 Palmer Rd, Columbia, IL., Registration \$15, 8-11 AM, show 11 AM-3 PM. Dash plaque and attendance prizes to all registrants, 50/50 raffle
- 3 Oct 26—C&C West/Sunrise Church**, 7116 Twin Chimneys Blvd, O'Fallon, Missouri.
- 10 Oct 26—Wheels & Wishes Car Show**, at Calvary Church, 3998 Mid Rivers Mall Rd, St Peters, benefitting Make A Wish Missouri & Kansas. Show runs from 8 AM to 3 PM, followed by a parade. Music, food trucks, attendance prizes. Pre-registration \$25, \$30 after 1 September. First 100 pre-registered cars receive a goody bag and dash plaque. Info/registration on Facebook at WheelsandWishes.
- RESCHEDULED 25 Oct 26—Boeing Sports Car Club Autocross No. 7**, 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.
- 8-11 Oct 26—31st Annual SCCA United States Road Rally Challenge**, hosted by the St Louis Region SCCA. Headquarters/host hotel is the Comfort Inn, 3080 SR 157 Edwardsville. Details/info at <https://www.stlscca.org/roadrally/schedule/>, registration at <https://msreg.com/USRRC2026>.
- 11 Oct 26—St Louis Region SCCA Autocross/Solo No. 7**, Family Arena, St Charles. Call up <https://www.stlscca.org/autocross/schedule/> for info/fees/requirements.
- 24 Oct 26—St Louis Region SCCA Halloween Rally**, details to follow. Monitor <https://www.stlscca.org/roadrally/schedule/>.
- RESCHEDULED 25 Oct 26—Boeing Sports Car Club Autocross No. 7**, 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.
- 31 Oct 26—Gateway Classics Trunk or Treat**. No admission fee, more to follow.
- 7 Nov 26—Trivia Night** benefitting the Greater St Louis Honor Flight and Duo Dogs assistance dogs, hosted by the Archway Oldsmobile Club. At American Legion Post 312, 2500 Raymond Dr, St Charles, 7-11 PM. \$160 per table of eight, \$20 per individual, 50/50 raffle, silent auction, door prizes and more. Pre-register by 30 October, call (314)497-0798 for more information.
- 15 Nov 26—Boeing Sports Car Club Autocross No. 8**, 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.



Drive to Eckert's Country Store

Saturday, 22 August 2026

Meet at the Red Roof Shell station, 301 Southport Dr, north side of Columbia, Illinois at 10:30 AM

Cars roll at 11 for a scenic drive through rolling Illinois farmlands

Lunch at Eckert's about 12:30 PM

Route maps available at
<https://sltoa.org/2026-sltoa-august-drive-to-eckerts/>



By Dave Massey

It's been a long hot summer and we've had a lot going on. But Mother Nature has not cooperated and we've had to postpone the June drive so many times that it pushed the July drive into August. And so the dominoes fall. But a good time was had by all who made the drive to Cedar Lakes. I'm sure we will have another fun, interesting drive to Eckart's in the coming weeks.

We will have a special visitor(s) to our August meeting at Mi Mi's. Jeff Givens will come in from Kansas City to discuss preliminary plans for the 2028 VTR North American Challenge for which we are the co-host club. So be sure to turn out and see how this is coming together and how you may help out.

This year's VTR North American Challenge was scheduled for Kerrville, TX but that is in the Hill Country and as you may recall, they received a lot of rain and some of the host's facilities were flooded out so they had to cancel.

For those looking for an alternative event, Triumphfest is that same week in Flagstaff, AZ. Just a little further. Or if that is too far, word on the street is that the Austin Healey Club of America has extended an invitation to all Triumph owners to attend their conclave September 13—18 in Galena, Ill. Anyone who attended VTR in 2022 is well acquainted with what a lovely area that is. And it is an easy 5—6 hour drive. So those who are not going to Six Pack in Nashville, Indiana should consider this.

And we are still planning on a drive each month throughout the driving season so keep the tires inflated and the gas fresh.

- Dave, Acting President.

MEETING MINUTES—21 JULY



Third Tuesday of the month and 19 Triumph faithful gathered at Oh London up on Olive. The pre-meeting discussions at the tables pretty much hit the usual subjects, such as commentary on summer weather in St Louis, cars, driving our cars during summer weather (consensus: leave the top up, unzip the rear window). Someone made the comment they'd rather be spending the summer on the Gulf in South Alabama or wherever...but not right now, what with a tropical depression barreling through.

Prez Dave started the meeting at 7:19.

Minutes

The crew approved June's minutes as published in *Exhaust Notes*.

Treasurer

An "easy month," per treasurer Benjamin Franklin, three memberships came in and the bank hit us with \$3 service fee again. Current balance \$5760.69.

Membership

Two new members – Tony Duncan and Charles Bell, introduced last month, plus Mike Bakalor is returning.

- He departed the club a few years ago, reportedly he just bought a TR7 and is re-joining the club.
- Comment from the floor: "Hey, our next president!"

Events

General consensus: the 18 July drive to Cedar Lake Cellars was a major hoot (to use the technical term), thoroughly enjoyed by everyone who participated. Yes it was hot but the route was great, the roads were in excellent condition (no gravel) and yes, the wine was also excellent.

Rich Etz commented on the Friday night gatherings at the Sonic.

- Previous event, nice turnout, four Triumphs made the show despite the heat
- Reportedly The Coachmen club and Faith Church cancelled the first-of-the-month cruise (aka "The Zoo") due to the heat and humidity.

A brief discussion followed on the annual Vintage Triumph Register con-fab, hosted this year by the South Texas Triumph Club in Kerrville. Prez Dave said he was registered

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WINERY DRIVE—18 JULY 2026

Good driving weather (if hot), excellent scenic route via the Daniel Boone Home to Cedar Lake Cellars, what else do you need? (okay, okay, working air conditioning in your chosen Triumph would've been another positive). Anyway, another great drive thanks to Steve Moore and plenty of fun at the end point, including the impromptu car show on Cedar Lake's levee.







OH LONDON CAR SHOW—25 JULY 2026



Photos by Ben Franklin and Stephen L. Paur





REPORT FROM SCOTLAND



By Andrew Milne

Today at a shopping mall in Scotland I saw this immaculate TR4A.

What was most impressive was the UK registration plate, TRR4A. The Triumph was made in 1967.

You will see two badges on the front of that TR4A. The yellow one is an original AA from the Automobile Association, in the early 20th Century. The red one is the badge of the UK Triumph Owners Club.

- Andrew



BACKWARDS GLANCE: BOB TULLIUS AND GROUP 44, INC



The legendary Robert Charles "Bob" Tullius, sports car driver and founder/owner of Group 44, passed on 16 March 2026 at age 95. While he and his organization were probably best known for running Triumphs and MGs, they also earned acclaim and more than a few wins with Jaguars and Audis (yes, Audi).

A native of Rochester, New York, born 7 December 1930, Tullius served in the Air Force following graduation from high school, including a tour at Chanute Air Force Base in Rantoul, Illinois where he played quarterback for the base's football team. A leg injury put an end to any possible thoughts he might have had concerning a career in athletics and he embarked on a career as a salesman for Kodak.

During the early 1960s, Tullius got the racing bug and started running his wife's Triumph TR3 in SCCA E Production events. He notched a 17th place finish in the SCCA national at Watkins Glen on 29 September 1961; he followed with a 3rd place at the SCCA Regional at Marlboro, Maryland, on 7 January 1962.



Getting a little out of hand here...Bob Tullius in his wife's TR3, Virginia International Raceway, 29 April 1962 (photo via Jack Upchurch/VIR).

In an oft-told story, Tullius decided to go all-in on sports car racing after receiving an ultimatum from his boss at Kodak, where he worked as a copier salesman. He quit, and established Group 44 Incorporated, in Falls Church, Virginia with Brian Fuerstenau and Dick Gilmartin. Per automotive writer Phillip Royle,

In 1962, Tullius founded Group 44 Inc., at a time when no blueprint existed for professional race preparation shops or customer-supported teams. With ingenuity and determination, he built an organization that would redefine motorsports professionalism. Partnering with brands such as Triumph, MG, British Leyland, Quaker State, and Goodyear, Group 44 became synonymous with excellence.

On a 1999 interview with *Racer* magazine, Tullius said,

We started the practice of reaching out to the press, auto dealerships and sponsor affiliates. My staff were the first real marketing professionals in motorsports. We had a PR team and would go into markets in advance of races with promotional materials for stores, TV, radio and newspapers. It was 24-7 leg work."

For example, among these initiatives, Group 44 bought a semi-trailer for enclosed transport of the team's cars. The big "rolling billboard" served in stark comparison at a number of tracks to the majority of the team's competitors, who open trailered their cars.



The Group 44 hauler, with Trans-Am Dart, TR4 and Spitfire (photo via Autosport Forums)

Group 44 debuted its TR4 at Lime Rock, Connecticut 30 June 1962; Tullius finished in second, behind Arch McNeil in a Morgan Plus 4. He finished second again at Meadowdale, Illinois, this time behind Bruce Kellner in another TR4. Then came an impressive series of wins in other SCCA regional and national events, starting with a win at the Connellsville, Pennsylvania airport circuit on 26 August. Tullius followed up with victories at Thompson, Connecticut; Road America, Wisconsin; and Watkins Glen; New York. At the latter 22 September event he led a TR4 sweep, with Kellner and John Igleheart in second and third place respectively.



Another checkered flag (photo via Hemmings)

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On 23 March 1963, Tullius, Kellner and Lew Spencer drove a TR4 in the GT 2.5 class at the Sebring 12-hour race; they finished in 35th place. Otherwise, the team racked up another series of SCCA wins, at Cumberland, Maryland; Lime Rock; Road America; Vineland, New Jersey; Thompson; Virginia International; and Marlboro, Maryland. The victories kept piling up in 1964, culminating in Tullius and Group 44 winning the SCCA D Production championship at the 15 November American Road Race of Champions at Riverside International, California.

In early 1965, Group 44 scored a “daily double,” with Tullius winning the 3 January D Production race at Marlboro in a TR4, followed by a second place finish in E Prod in a TR3. Once again, a number of outright and class victories followed, as did two excursions into international competition.

On 28 February 1965 Tullius shared driving duties with NASCAR driver Buck Baker in the Daytona Continental 2000 km race, running a Lotus-Cortina. Regrettably, the duo DNF'd following an accident on the first lap. On 27 March 1965, Tullius partnered with Charlie Gates to race a Triumph Spitfire (fitted with a fastback hardtop) in the 12 Hours of Sebring. They finished in 30th place in the Standard-Triumph (USA)-entered Spit.

The following year, Tullius and Group 44 participated in the inaugural season for the SCCA's Trans-American Sedan Championship, popularly known as the “Trans-Am.” The vehicle of choice? It wasn't British, it was a Dodge Dart suitably modified for racing under SCCA A Sedan rules.



Bob Tullius behind the wheel of Group 44's Dodge Dart, Green Valley Raceway, Smithfield, Texas (photo by Gerald Melton)

At the first event, the Sebring 4 Hours on 25 March 1966, Tullius and co-driver Tony “A to Z” Adamowicz placed second to Jochen Rindt in an Autodelta Alfa Romeo 1600 GTA, in the process taking the over 2-liter class win. Roughly two months later, on 12 June the Trans-Am came to town with a race at Mid-America. Regrettably, this time around Tullius and Adamowicz placed 15th. The rest of the inaugural Trans-Am season presented numerous ups and downs, but the team won the 14 August 1966 12-hour race at Marlboro, beating two Team Starfish Plymouth Barracudas. At 18 September's season-ending event at Riverside Tullius and Adamowicz took second, behind Jerry Titus in a Ford

Mustang. Group 44 and its Darts placed third in the final manufacturer's standings.

If 1966 proved “challenging,” the 1967 Trans-Am season got off to a great start and then went downhill quickly. The SCCA expanded the schedule to 12 races and more factory-supported teams competed. Tullius drove the Dart in 3 February's Daytona Continental 300-mile season opener and won, beating a good number of well known competitors including Parnelli Jones and Dan Gurney :Bud Moore Engineering Mercury Cougars; Jerry Titus in a Terlingua Racing Team Mustang; and Mark Donahue, in a Roger Penske Camaro Z28.

Unfortunately, as indicated, Group 44's season descended into one frustrating situation after another. The team managed only two finishes—8th place at Sebring on 31 March and 5th place at Marlboro—but otherwise DNF'd five times and skipped three other events. In the end, Ford took the manufacturer's title followed by Mercury, Chevrolet and Dodge.



Above, a good example of the coordination between Group 44 and Triumph: an advertisement celebrating Tullius' win in a TR250 at Savannah, 3 November 1968 (photo via Celebrity Cars Blog).



John Kelly in the team's Spitfire 1500 (photo by Group 44)

Ah, but during this two year excursion into sedan racing Group 44 continued to its full press in SCCA club racing. In 1967 the team ran TR4As, followed with TR250s in 1968 (including a move to C Production) and TR6s in 1969, while continuing to race Spitfires and periodically adding new cars such as MGBs and MG Midgets.

The victories kept coming. Chief Engineer and team driver Brian Fuerstenau started driving TR3s in 1964, took the national championship in F Production in 1965; in 1968 he won F Prod

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Group 44—the Sports Car Club of America's winningest team: (1) Bob Tullius—four-time National Champion—campaigning Group 44's Champion-tuned Triumph TR-6; (2) Brian Fuerstenau—two-time National Champion—piloting the Champion-tuned Triumph TR-6; (3) Mike Downs—1969 E Production National Champion—at the wheel of the fine-tuning, Champion-equipped Triumph GT-6; (4) John Kelly—1966 National Champion—driving the Champion-tuned Triumph Spitfire Mark III!

Group 44 Triumphs dominate 1969 SCCA competition, rolling up 44 wins in 70 starts—never finishing below third! That's outstanding performance. And it's all sparked by Champion—the same spark plug brand that fired the piston engine world speed records on land, sea and in the air. Good reason for you to always specify Champion—world's fastest spark plug!

CHAMPION SPARK PLUG COMPANY
TOLEDO, OHIO 43601

More marketing. From the top, Bob Tullius; Brian Fuerstenau; Mike Downs; and John Kelly (Champion Spark Plugs)

again, this time in a Group 44 Spitfire. He followed up with an E Production championship in 1973, driving an MGB. Veteran Porsche driver John Kelly joined Group 44 in 1968 and subsequently scored three national championships, including F Production wins in a Spitfire in 1970 and 1973. John McComb took two championships, including the 1975 D Production category in a TR6 (the SCCA had previously dropped TR6s one class, from C to D Prod). Crew chief Lanky Foushee, who had joined Group 44 in 1970, kept the team's wide variety of British sports cars running.

In 1968, Tullius made a brief excursion into something completely different, racing the Howmet TX gas turbine in two races. On 14 July 1968, he and Brit Hugh Dibley drove a Howmet TX gas-turbine race car in the Watkins Glen 6 Hour, finishing 12th. The following September at the Le Mans 24-hour, Tullius and Dibley finished in their Howmet but were not classified due to insufficient distance covered. The other turbine, driven by Ray Hepenstall and Dr Dick Thompson went out at the nine-hour mark due to an accident.



The Howmet turbine at Watkins Glen, New York (photo by George Melton)

Three years later, Tullius returned to the Trans-Am, driving a Team Trans-Action 1964 Pontiac Tempest (yes, a mid-60s Pontiac sedan), aka "The Gray Ghost." He managed a 4th place finish at Bryar on 31 May 1971 and two fifths, at Mid-Ohio on 6 June and Michigan International Speedway, 6 September, but otherwise rang up a number of DNFs due to various maladies.



"The Gray Ghost," Bob Tullius at the wheel, Michigan Trans-Am, 6 September 1971 (photo by Brian McMahon)

However, for the rest of the 70s the team did just fine with its mix of fast LBCs, concentrating on SCCA races. Tullius won at Cumberland on 18 May 1969 in the Group 44 TR6; Brian Fuerstenau followed up with a win at Nelson Ledges.

During this period Group 44 also ran GT6s in D Production. Since 1972, per an arrangement with the factory, Group 44 had focused for the most part on races in the eastern US while Kastner-Brophy (established in 1970 by former Triumph competition director R.W. "Kas" Kastner and John Brophy) covered the western part of the country. The two teams regularly faced off at the SCCA runoffs for several years with a variety of LBCs.

In 1974, Group 44 started working up a Jaguar E-Type V12 for SCCA competition, in B Production. What with the SCCA moving TR6s from C Production to D Prod at the end of the year, Tullius decided it was a good time to move *up* a level. At the time, Chevrolet Corvettes dominated B Production racing; as described by Bob's son Russel, the "...Corvettes had held a decade-long stranglehold" on the class.

Once again, Bob figured it was time to stir things up a bit. Per Russel, writing in *Classic Motorsports*,

By then, Tullius had become close friends with Mike Dale, then executive vice

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Group 44 Jaguar E-Type (photo via *Classic Motorsports*)

president of sales and marketing for Jaguar USA. Together they came to the conclusion that running the Jaguar in B Production would serve several purposes. First, Tullius wanted to compete in A, B or C Production with a car he felt had an honest chance of winning. The TR6, destined to be demoted to D Production in 1975, would be a step backward for him as a driver.

Second, there were thousands of brand-new Series III E-types sitting at the docks in Baltimore. These cars were being held there until American dealers sold their existing inventories of E-types, a task that was proving increasingly difficult to accomplish. Successfully racing the E-type in SCCA against the Corvettes, Porsches, Cobras and Mustangs could reinvigorate the American Jaguar dealer network, they reasoned, hopefully resulting in improved sales of E-types in the States.



The B Production victors! (photo via *Classic Motorsports*)

Tullius debuted the heavily modified E-Type at Road Atlanta on 3 November 1974, finishing second. He took his first win in the Jag at Brainerd, Minnesota on 13 July 1975.

By this point, Group 44 had relocated to larger facilities in Herndon, Virginia. For the 1975 SCCA season, Tullius would focus on driving the Jaguar. John

McComb assumed primary driving duties in the TR6 and John Kelly ran the team's MG Midget; the Spitfires were retired, freeing up resources and floor space for the E-Type project.

It all paid off at the 1975 end-of-season Champion Spark Plug Road Racing Classic, run at Road Atlanta 31 October to 2 November. McComb took the D Prod crown in the team's TR6, with Lee Mueller's Huffaker Jensen-Healey finishing second. Tullius, in the E-Type, thumped a field full of Corvettes (plus one Porsche Carrera) to take the B Production honors, his second national championship.

It was a remarkable feat on the part of Group 44 and Jaguar USA and yes, E Type sales improved. However, it took a lot of work. In a 1999 interview, Tullius commented, "XKEs did not want to be race cars! We battled the son-of-a-bitch all its life and we forced it to be one. It was a bear to drive and a bear to build"

The team pushed forward. On 21 August 1976, Tullius debuted a Jaguar XJ-S (Group 44 designation XJR-4) at Mosport, Ontario, finishing 10th. Continuing into 1977, The team ran the big Jag in the SCCA's Trans-Am series, taking class wins at Seattle International Raceways on 5 June; Hallett Motor Racing Circuit, Oklahoma, 31 July; Mosport, Ontario, 20 August; and Road America, 4 September. Tullius wound up taking the TA-1 driver's championship with Jaguar finishing second in the manufacturer's championship, behind Porsche. In 1978, Tullius won seven out of 10 races, again taking the driver's championship in TA-1, with Jaguar scoring 74 points for the manufacturer's over 2.5L championship.



The XJ-S (photo via Race Cars Direct)

It was during this period that the Wedges started showing up at the races, wearing Group 44's traditional white and green paint scheme. In 1976, Group 44 TR7s scored five D Production wins in a row. Subsequently, Leyland Australia purchased one of the cars for racing down under. After gaining sponsorship from Playboy (!), the white and green car received a black paint job. Unseen mods included the substitution of a 16-valve engine, five speed gearbox and a heavy duty rear end.

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The car actually raced regularly in Australia through 1998.



Bob Tullius with a Group 44 TR7 (photo via Race Cars.com)

The team switched to TR8s in 1979, modifying two cars for the SCCA's Trans-Am series and subsequently, International Motor Sports Association (IMSA) GTO events. The cars featured a Fuerstenau-developed 3.9 liter fuel injected engine with Rover block and head, good for 395 bhp.

Racing in the TA1 class—heavily dominated by Porsches—Tullius and Fuerstenau won the 7 July 1979 Watkins Glen 6-Hour race, one of the events in the World Championship of Makes series. Tullius followed up with class wins at Watkins Glen (again) on 5 August; Road America, 23 September 1979; and Laguna Seca, 14 October. However, after the SCCA mandated the addition of 400 lbs of weight in an effort to slow the TR8s down, Tullius and the Group 44 crew figuratively packed their bags and shifted to IMSA's Winston GT series, running in the GTO class.



The Group 44 TR8 at Sebring, March 1980 (photo by Dave Kutz)

The season started on 3 February 1980 at the Daytona 24-hour race. Tullius teamed with John Kelly and John McComb for the event but unfortunately the 8 's gearbox packed it in on the 171st lap. The team bounced back and at Sebring's 22 March 12-hour race Tullius and codriver Bill Adam scored a class win, sixth overall. Regularly driving with Adam at the longer races, Tullius rang up class wins at Daytona's Paul Revere

250, 4 July (Adam came in second in the other team TR8); the Molson Canadian 1000 six-hour race at Mosport; and the Pabst 500 at Road America, 31 August. The season ended on 30 November 1980 with a 250-mile race at Daytona, with Adam taking the class win and Tullius coming in second.

Notably, in 1981 Group 44 returned to the CRC Chemicals Trans-Am Championship with the Jaguar XJS. At Charlotte Motor Speedway, North Carolina on 17 May 1981 Tullius finished second behind Eppie Wietzes in a Corvette. On 14 June at Portland International, Oregon, he took first place, beating Wietzes. A DNF at Circuit Trois-Rivières, Quebec due to transmission failure followed on 6 September but at Mosport one week later Tullius dominated the field, beating Doc Bundy in a Porsche 924 Carrera Turbo and Mo Carter in a Camaro. Tullius placed fifth at Laguna Seca on 11 October and ended the Jag's season on 11 October with another DNF at Sears Point, California. Despite the periodic problems, Tullius wound up second in the series driver's championship and third in the manufacturer's comp, behind Chevrolet and Porsche.

For 1982 Group 44, backed by Jaguar, jumped into IMSA's new GTP class with the XJR-5. Designed by Lee Dykstra and Randy Witee, the car employed ground-effect technology with a carbon fiber and Kevlar body on an aluminum monocoque chassis, with the V12 serving as a stressed member. The team could install different underbodies, for high-speed tracks and for short, tight tracks where high downforce was useful. Testing took place at Summit Point Raceway, West Virginia in June 1982, followed by the production of 12 XJR-5s.

Group 44 debuted the car at the Road America 500-mile race, 22 August 1982; Tullius and Adam finished in third place, behind a pair of Porsche 935s. The first victory came on 10 April 1983 – again with Tullius and Bill Adam behind the wheel – at the Road Atlanta 500 Km race. Through the remainder of 1983, the team notched additional wins at Lime Rock, 30 May; Mosport, 14 August; and Pocono Speedway, Pennsylvania. Tullius finished second in the driver's championship, behind Al Holbert in a March 83G-Porsche.



Never mind the mid-race dust-up with a competitor, XJR-5 driven by Bob Tullius and Bob Adam on the way to a win at Road Atlanta, 10 April 1983 (photo by Graham Smith)

For the 1984 season, the XJR-5s ran with engines punched to 6 liters, producing 610 bhp. The team's new cars made a strong debut at the 5 February Dayto-

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na Camel GT 24-hour race; Tullius, Doc Bundy and David Hobbs finished third, behind winners Sarel van der Merwe/Graham Duxbury/Tony Martin in a March 83G-Porsche and AJ Foyt/Bob Wollek/Derek Bell in a Porsche 935 L. A second XJR-5, driven by Bill Adam, Brian Redman and Pat Bedard finished 24th.

Group 44 followed up with a win at Miami, 26 February, with the Brian Redman/Doc Bundy car placing first and the Tullius/Bedard XJR-5 finishing second. Through the remainder of the season, the team recorded a number of second and third place finishes, along with a number of DNFs.

Ah, but the biggest leap was this: upon receiving approval from Jaguar, Tullius and Group 44 went to Le Mans with two cars. Their participation in the historic 24-hour race marked the first appearance by a factory Jaguar team in 27 years. The appearance of Group 44 at the famous circuit gained a lot of attention but regrettably, neither car finished the marathon race. The car of Tony Adamowicz, John Watson and Claude Ballot-Léna DNF'd due to accident. The Tullius/Brian Redman/Doc Bundy car failed to finish following a gearbox failure. Still, the effort in bringing Jaguar back to Le Mans made quite a splash.



Group 44 XJR-5 driven at Le Mans by Tony "A to Z" Adamowicz, John Watson and Claude Ballot-Léna. The car left the race on lap after a crash on Lap 212 due to a deflating tire which resulted in damage to the car's oil tank. (photo by Paul Kooyman)

Late in 1985, at the 1 December end-of-season race at Daytona, the team debuted the upgraded XJR-7, with strengthened chassis and improved aerodynamics. Driven by Tullius and Chip Robinson, the car finished fourth in the three-hour race; an XJR-5 driven by Redman and Hurley Haywood finished second. The 1986 season, however, proved frustrating, with a number of DNFs for various mechanical reasons. Driven by Chip Robinson and Haywood, an XJR-7 finished 2nd at Laguna Seca on 4 May; Tullius and Chip Robinson finished second at Mid-Ohio on 8 June 1986, followed by Redman and Haywood's third place at Palm Beach, Florida, on 22 June; and a Tullius/Robinson second at Portland, 27 July.

The 1986 season followed a similar pattern, with a number of high finishes, a number of back-in-the-pack finishes and some DNFs. However, the team wrapped the season with a win at the 26 October Eastern Airlines

3-Hour Camel Grand Prix for IMSA GTP (how's that for a mouthful?). Tullius and Robinson did the honors, beating the Dyson Racing Porsche 962, Rob Dyson and Price Cobb.

What didn't happen in 1985 or 1986 was a return to Le Mans by Group 44. In late 1984-early 1985, Jaguar's management decided to shift the company's primary competition effort to Tom Walkinshaw Racing (TWR), which ran XJR-6s. Apparently Group 44 continued to receive support from Jaguar but there would be no further overseas excursions for the XJR-7s.

Still, the team kept fielding cars, with John Morton and Hurley Haywood winning the 500 km at Riverside on 26 April 1987 and the 3 Hour Grand Prix of Palm Beach on 21 June 1987. The wins were the last by the XJR-7. Bob Tullius made his last drive with the team at the 31 January 1988 Daytona 24-hour, with Whitney Ganz and Hurley Haywood. The car did not finish the event due to overheating.



Last time around for the XJR-7 at Daytona, Florida, 31 January 1988. Note the replacement of all Jaguar markings with Goodyear markings (photo by Kenneth Barton)

Still, Tullius and Group 44 weren't done. Following discussions with Josef "Jo" Hoppen, Special Vehicles Manager with Audi, an agreement was reached to return to the Trans-Am series. The cars, heavily modified Audi 200 Quattros, were powered by turbocharged five-cylinder engines.

The Group 44 Audis dominated the season from start to finish. Hurley Haywood initiated the proceedings at the



Group 44 Audi 200 Quattro (photo by Marshall Pruett)

16 April 1988 Toyota Grand Prix of Long Beach, placing second. His teammate Hans-Joachim Stuck didn't finish due to an accident. Haywood subsequently won at Dallas, 1 May, and Detroit, 18 June. Stuck won four in a

(Continued on page 17)

row, at Cleveland, 23 July; Brainerd, 17 Jul; Meadowlands, New Jersey, 23 July; and Mid-Ohio, 3 September. The team capped its incredible season with a victory in St Petersburg, Florida, on 23 October, with Walter Röhrl taking the checkered flag. Haywood, on the strength of a consistent number of high finishes, won the championship with 151.1 points, 10 points ahead Oldsmobile Cutlass driver Irv Hoer.

The winning season with Audi pretty much capped Tullius and Group 44's incredible careers. Retired from auto racing, Tullius got into aircraft in a big way; in 1991, he acquired ex-US Air Force/Royal Canadian Air Force P-51D 44-74409/N51RT (marked as 44-13317, 336th Fighter Squadron/4th Fighter Group). Operating from a hangar at Sebring (natch) where he stored his aircraft and several of his Group 44 racers, Tullius did the south-eastern US air show circuit until 2003, when he donated the fighter to the Royal Air Force Museum in Hendon, England.



Tullius' P-51D, at Titusville, Florida, 3 April 1992

Tullius served on the SCCA's board of directors and over the last several years was inducted into a number of automotive-related halls of fame. They included the Sebring Hall of Fame, in 2014; SCCA Hall of Fame, 2015; British Sports Car Hall of Fame, 2017; Motorsports Hall of Fame of America, 2018; the Trans-Am Series Hall of Fame, 2025; and the IMSA Hall of Fame, 2026. IMSA President John Doonan stated:

He was a visionary competitor, a gifted team leader and a gentleman whose presence elevated every paddock he entered. His success with Group 44 and his decades of innovation and excellence left an unmistakable imprint on IMSA's history and on the countless people he inspired along the way.

Said SCCA President and CEO Mike Cobb,

Bob Tullius leaves behind an amazing legacy of innovation, leadership and competitive excellence that helped shape modern sports car racing. It's an honor to be part of the same club that Bob called home for so many years. What an incredible life lived.

An incredible life indeed.

For more information on Bob Tullius and Group 44, see the Group 44 Facebook page at <https://www.facebook.com/Group44/>. Also see "In Memory of a Legend" by Shawn Frank and "The Back Story: The Group 44 Inc. TR8 and the SCCA Trans Am and IMSA 1979 seasons" in the June/July issue of *The Vintage Triumph*.



Bob Tullius meets with Phil Taxman of the Jaguar Association of Greater St Louis at Road America, 23 September 2015 (photo courtesy of Phil Taxman)

Sources: Phillip Royle, "Bob Tullius: 1930-2026," SCCA, 18 March 2026; *Racing Sports Cars*, www.racing-sportscars.com; Jonathan Ingram, "Legendary Road Racing Driver and Team Owner Bob Tullius Dies," *Autoweek*, 18 March 2026; Jack Phillips, "RIP Bob Tullius 1930-2026," *Classic & Sports Car*, 19 March 2026; Steven Cole Smith, "Sebring Feature: Bob Tullius's Good Life After Sports Cars," *Autoweek*, 13 March 2012; H.A. Branham, "Bob Tullius," IMSA Hall of Fame, n.d.; Richard Heseltine, "Triumphs Over Adversity," *Classic & Sports Car*, May 2026; Russel Tullius, "Born To Perform: The Jaguar E-Type of Group 44," *Classic Motorsports*, May 2009; *Racing Years*, <https://www.racingyears.com/>; *Touring Car Racing* <https://touringcarracing.net>; Time Suddard and David S. Walens, "The Standard Bearer," *Classic Motorsports*, July 2026; Tim Suddard, "The legendary rivalry of Group 44 and Kastner-Brophy," *Classic Motorsports*, May 2018; "1977 Triumph TR7 Group 44 Race Car," *Race-Cars.com*, n.d.; John Webber, "How the TR8 marked the end of the mass-produced British sports car," *Classic Motorsports*, July 2008; "Bob Tullius: A Racer With A Habit of Success," *Brainerd Daily Dispatch*, 12 July 1974; Mark Leofe Capayas, "Car of the Day: 1982 Jaguar XJR-5," *Supercars.net*, n.d.; "Gallery: 1984 Jaguar XJR-5 IMSA GTP," *Motor Sport Retro*, 21 October 2011; Steve Johnson, "Intended Advantage, Part 1: Audi 200 quattro in the 1988 Trans-Am Series," Audi Club of North America, 12 November 2024; Marshall Pruett, "The 1988 Audi 200 Quattro Trans Am Race Car Was Auditory Perfection," *Road & Track*, 8 May 2020.

ADMIT IT, YOU WANT THIS CAR

As long as we're using this issue to look back on the life and incredible career of the late Bob Tullius and his crew at Group 44, Inc., here's a '73 "Group 44 Tribute TR6. Sports Car LA offered it with an asking price of \$16,500. A recent check of the web page at <https://www.sportscarla.com/cars-for-sale/> so we have to assume the car sold, but the dealer still has a wide range of other interesting vehicles for sale. In any event, here's the original post:

1973 TRIUMPH TR6 "V8" 289 cu.in. Ford Mustang V8 engine 5-Speed Tremec transmission. This is an homage to the famous Group 44 racing cars that were built and campaigned by Bob Tullius. It is an original California car, very straight and rust free. A very interesting amateur conversion, in the spirit of Carroll Shelby's leg-

endary Cobras. The classic combination of British style and handling with American power. Fun to drive, it is fast and loud. The engine bay is impressive with its quadruple twin-choke downdraft Dellorto carbs. Has full roll cage and racing seats. Not for an excessively large or faint hearted person! Starts easy, clutch, brakes and gearbox all very good. Comes on clean California title and is registered for the road. Please call us at SportsCar LA, should you have any questions. Thank you.

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WE SHIP WORLDWIDE Please note: All cars sold as-is. We encourage inspections. Please be advised that all cars sold in California are subject to CA Sales Tax and Licensing. Thank you!



ADMIT IT, YOU ALSO WANT THIS CAR

Do you feel the need? The need for speed? Well, this might provide the answer: as mentioned in the minutes from the July meeting, Craig Leinicke's somewhat modified (!) land speed record TR7 is consignment with Fast Lane in St Charles. Asking price is \$17,995.





1980
**Triumph
TR7 Racecar**

2.0L I4 with 130hp,
Balanced Rotating Assembly, Lightened Flywheel,
2800 RPM Race Cam, Dual Valve Springs, Titanium Retainers,
Dual 40mm DCOE Webber Carburetors, ARP Hardware,
Crank Trigger Ignition with MSD Spark Box, 12:1 Compression,
5-Speed Manual Transmission, Coil Over Rear Suspension,
White Exterior and Roll Cage with Red and Blue Racing Stripes,
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Custom Fiberglass Deck Lid, Custom Lexan Wind Screen,
Red Kirkey Racing Seat with Simpson 5-Point Harness,
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Fire Suppression System, 13" Black Steel Wheels with Racing Tires.

An Ex Land Speed Race Car Converted to go Vintage Racing!
CS76122

\$17,995

THEY'RE ALL WORKS IN PROGRESS

Pat Kasate—No car, no project

John Willerton—The TR3's down, am rebuilding the carbs after 30 years. Once they're back on, I'll get on the road again. Right now I'm a cabinet maker and upholsterer.

Craig Houghtaling—Craig Ingraham's in a nursing home now. I brought his TR6 home, it's been collecting dust. Some of you may remember, the car had a slow leak on one of his rear wheels. I had a nice wheel in the basement, swapped it over, drove it with a friend following, he said "Hey, the wheel's going wobbly."

Rich Etz—I put a power window motor in the Corvette, but it clicks. I fear I'll have to replace the track. The TR6 won't start, no spark. UI replaced the rotor and cap, the coil seems to test out okay. It has Crane XR700 electronic ignition, don't know when it'll become available again. I guess I could shift back to points or swap out the distributor to see if I can fix it. For now, I feel like I'm stuck between a rock and a hard place (discussion followed on electronics trouble shooting)

Steve Wilson—The oil pressure gauge is okay, but the pressure light is still on.

Glenn Frasca—All of the parts for the engine are in the machine shop, the engine should be ready by the end of the month. The car has the Rivergate conversion kit for a Nissan five-speed transmission. If your engine needs machine work and you haven't used Todd, his shop's near the airport. **Steven Paur**: We should add him to the specialist list on the web page.

Glenn: It's already there (Todd's Machine Shop, 5959 Evergreen, 314-524-0206).

YFE—Nothing new to report.

Ben Franklin—I bought a new license plate holder, found on one eBay out of Morrisville, Pennsylvania. Really nice guy, plenty of TR parts, very knowledgeable, has what you need (British Miles Imported Car Parts and Service, <http://britishmiles.com/>)

Stephen L Paur—I replaced the ball joints, tie rod ends, trailing arm bushings and did some other work. Otherwise, haven't done much this summer. **Dave Massey**: You replaced the bushings yourself? **Stephen**: Yes, they're urethane.

Jesse Lowe—You bet, the Wedge is still for sale. I also have a Cadillac for sale.

Sam Sheppard—I've been working on the wheels and tires, was going to drive the Spitfire tonight. I absolutely cooked the last time I took it out.

Dave Massey—The window winder on the TR8 passenger side was difficult to wind all the way up, took out, sanded some off of the wheel on the mechanism, it zipped right up, put the panel back on and it got stiff again. Better than before, though. I then replaced the winder on the passenger side of the TR6. The window wouldn't stay up. I figured it a broken springs, opened it up, no spring fell out. Looked around and found it in the bottom of the door. I've also been messing with the fuel sender on the TR8, still a work in progress.

TR TECH

Once again (and as mentioned above), through the miracle of internet technology, another online tech text session.

Ben Franklin: I have my first electrical issue. The right reverse light has been out for a while, so yesterday I thought I'd change it. Popped the blub out, and to determine if bulb or wiring. I put that bulb in the left side that was working, it didn't work so I put the original left bulb in and now that one isn't working! Replaced both bulbs with new ones and nothing. All other lights are working. Did I blow a fuse?

I did, however, successfully install the new front license plate holder, in that awful heat with some small fingered help!

YFE: Always good to bring in expert help!

Dave Massey: Quite the license plate holder.

The same fuse feeds both front bulbs and the ones in the rear. If those are working it is not the fuse.

More likely candidates are the connectors there in front of the radiator. And check the grounds. The black wires plug onto steel tabs on the sheet metal and dissimilar metals corrode faster than a reputation.



- **Ed Note:** Subsequently STTC announced the cancellation of this year's VTR gathering due to serious flood damage at the host hotel. See pg 22.

6-Pack TRials is scheduled for 7-19 September in Nashville, Indiana.

- Several members are planning on attending, including Jim Dooley, Creig Houghtalin and Dave Massey.

New Business

Yr Fthfl Ed declared an impromptu awards night and called John Willerton forward. John received a thank-you plaque for his work in coordinating the South Central VTR meet in 2024. As club Director of Can't We All Just Get Along, Jack David also received an award in the form of a coffee cup bearing a motivational message (ask Jack...).



Speaking of members, Craig Leinicke has moved to Kentucky Lake and has put up one of his TR7 race cars for sale at Fast Lane Classic Cars.

- Creig Houghtaling noted Craig had re-acquired his racing TR3 that he used to run at Mid-America and still has another racing TR7.

Murray Baker asked about the next drive. Creig responded Steve Moore was working up something for Saturday 22 August.

- Steve's worked up three proposals, all involve starting at the red roof gas station north side of Columbia, Illinois
- Figure a 45 minute (or thereabouts) drive to Eckert's for lunch
- Ben Franklin: "I'll have to miss it as I'll be back in the homeland. The new prime minister has summoned me, wants to chat..."

The annual Put-In-Bay sports car races in Ohio are scheduled for 15-17 September. Glenn Frasca plans to attend, said he'll be back here in time for the pre-ABCCS BBQ and ABCCS.

- This year's featured marque at Put-In-Bay: anything British.

The annual fall colours drive (October) and Veteran's Run (November) are in development. The latter's currently scheduled for Sunday 8 November.

- Question for the membership: do we want a September drive? Discussion followed.
- Saturday the 26th is open, what direction do we want to focus on?
- The last drive (winery) was west, fall colours will take place in Illinois, Alton to Pere Marquette
- Prez Dave: How about Route 66 to Springfield? We can visit the Lincoln Home National Historic Site, have lunch at the Cozy Dog
- YFE suggested a party at Times Beach. He got roundly hooted down.

Old Business

Dave mentioned next month we'd get a visit from some people with the Kansas City Triumph club, initial long-lead planning for South Central VTR 2028.

Next Meeting

August's meeting will take place at Mimi's in Chesterfield. September's locale?

...Surprise! Rock & Brews in Chesterfield closed unexpectedly early this month (**Ed Note:** So much for the KISS principle, eh?)

...Several options discussed, including Fallons, Maggie O'Brien's, Llywelyns.

...Decision made: Maggie's in September.

The meeting ended at 8:07 PM. Our thanks to Oh London and our server Lupe for the excellent food and service.

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).

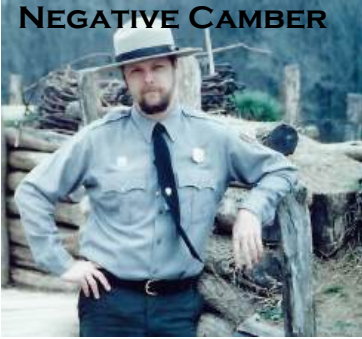
You'll be able to show your SLTOA pride with our exclusive, one-of-a-kind customized products! Each item is created specifically for your order, giving you a truly personalized piece you won't find anywhere else.

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Promote the SLTOA brand with gear crafted uniquely for you!

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

NEGATIVE CAMBER



By the editor

First off, as you've probably seen elsewhere in this issue, this year's VTR national, hosted by the South Texas Triumph Club of San Antonio, scheduled for 14-18 October in Kerrville, Texas, is cancelled.

In mid-July, the region received a large amount of rain in just 24 hours and the Guadalupe River went over its banks, causing massive damage and loss of life. From what I recall, the STTC event organizers initially put the word out they were looking for an alternate host hotel as the planned venue, the Y.O. Ranch Hotel, had also sustained serious damage. However, with the wide spread devastation, impact on roads and bridges, etc, club leadership ultimately decided to cancel. You can read VTR President Dave Pilcher's announcement on pg 22.

IIRC, 2027'S VTR will take place in Valley Forge, Pennsylvania, hosted by Delaware Valley Triumphs, Ltd. During my four-plus year "tour" with the National Park Service at Steamtown National Historic Site in Scranton (1992-1996), I managed multiple visits to Valley Forge and King of Prussia and the surrounding area, with emphasis (natch) on Valley Forge National Historic Park and other historic sites, including Brandywine Battlefield Park (one of my ancestors fought there with the 7th North Carolina Continental Line so the battlefield constituted a mandatory stop). In any event, I may just have to join the SLTOA contingent and pay a return visit to Valley Forge next year about this time.

As for local activities, the calendar's still full of opportunities and our drives continue to be first class for both scenery and winding roads. The drive to Cedar Lakes Cellars was flat-out outstanding and we have another Steve Moore-designed

drive scheduled for Saturday 22 August, starting in Columbia and winding up at Eckert's.

Finally, speaking of events, generally we'll post information on regional activities if they're somewhat nearby, such as in neighboring states, across state in Kansas City, wherever. Having said that, if you check the event flyers at the back of this issue, you'll note two exceptions to the "regional" policy. Specifically, they're the Put-In-Bay, Ohio, vintage/heritage races in mid-September in Ohio on an island north of Sandusky (ferry ride, anyone?) and October's British Car Show in Fairhope, Alabama (east side of Mobile Bay)(damn the torpedoes!), hosted by the South Alabama British Car Club. Yeah, in both cases, a bit of a haul, but we have a member who's making the trip to Put-In-Bay, hence that flyer. As for the South Alabama gathering, the club came up with a way cool event flyer so I thought I'd throw it in this issue.

That's my story and I'm sticking to it. See y'all at the next meeting and the drive to Eckert's.



Quotable

You've got to be very careful if you don't know where you're going, because you might not get there.

- Yogi Berra



SLTOA's on Facebook!

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MEMBER NEWS

July 29, 2026

Convention Update: 2026 VTR National Convention Cancelled Due to Flooding in Host City

Dear Mark,

It is with great sadness that I must announce the 2026 VTR National Convention has been cancelled. Despite the tremendous effort of the South Texas Triumph Association (STTA) to overcome the natural disaster in Kerrville, and the heroic efforts of Drew Holliday and others to find an alternate location, we were unable to put together a viable convention.

Here's what happened over the last two weeks: Kerrville experienced horrendous rains, as much as 25 inches, over a very short period. Even though the host hotel was not near the river, four of its seven buildings sustained significant damage from rainwater incursion. This greatly reduced the hotel's capacity to host an event like ours. Given the damage, and the remote location that makes Kerrville so quaint in the first place, there were no viable alternatives nearby.

The STTA informed your VTR Board last Thursday of the situation and recommended the event be cancelled. Drew Holliday, of the Central Oklahoma Vintage Triumph Register (COVTR), asked me and a few others in the South Central Region who've helped run past Regional and National events in Texas for a few days to see if we could put together a coalition to "rescue" the event. Over the past few days, we explored several locations and dates, but facility availability and room costs made it impossible to work out. The Board met Wednesday evening and voted to close the matter.

The host hotel (YO Ranch) has already begun contacting those who registered to let them know their reservations have been cancelled. If you haven't heard from them yet, you can reach them at (830) 327-4558.

The STTA has also begun reaching out to registrants to refund their money. If you haven't heard from them by August 7, please contact David Cochran at (210) 414-9570.

Dave Pilcher, VTR President

Put-In-Bay Sports Car Races 2026 Celebrating: The Cars of Great Britain



Put-In-Bay Sports Car Races Offers:

- ~**Two Days of Racing:** 9-16/17 for pre-91 production sports cars and sedans up to 3.0L, sports racers up to 2.0L, Vintage FV & Open Wheel & others (by application).
 - ~**Low Key Event:** at Put-In-Bay on Ohio's South Bass Island, where sports cars raced in the 50's & 60's, and revived in 2012 as a **unique vintage racing experience.**
 - ~ **2026 Featured Marque Race:** British sports cars.
 - ~ **Entry Options Include:** Racing, Exhibition, and Street Vintage Sports Cars.
 - ~ **Plus:** Original course tour, participants reception, social events, car show, rocker cover races, vintage attire, and ~
- More guaranteed enjoyment than any vintage race event, our entrants say!**

<https://www.pibroadrace.com/>



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



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

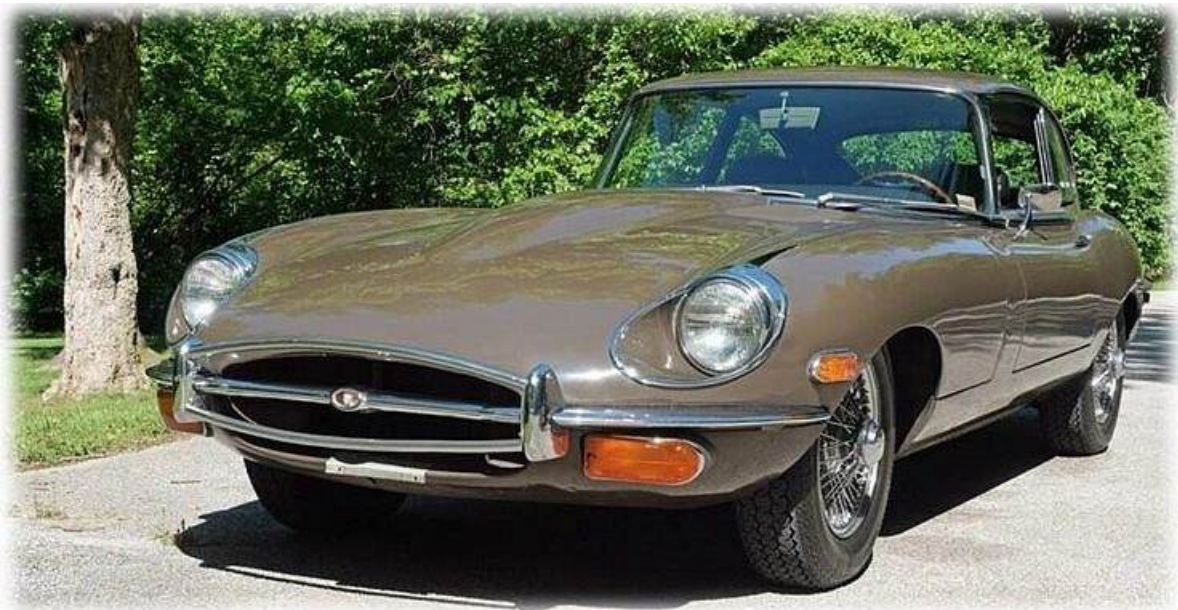
Creve Coeur Park – Heldman Shelter

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/>




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Triumphfest provides the thrill of driving our 'TR's to a destination just like the 'old days'.

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- DINNER CRUISES IN YOUR TR
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<https://www.triumphfestaz.com>

The Ghosts We Drive



17 October 2026 in Fairhope, Alabama

<https://sabcc.org/>



24th

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♦ 10 am – 9pm:
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restaurant fundraiser

Friday Oct. 23rd

♦ 9 am: Driving tour –
Holiday Inn departure
♦ 6 pm: Cookout &
preshow party –
Holiday Inn

Saturday Oct. 24th
♦ 10 am – 2 pm: Show
& silent auction
♦ 6 pm: Awards dinner
& special guest talk –
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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 PayPal, 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

Interim President: Dave Massey

dave1massey@cs.com

Vice President: vacant

Treasurer: Benjamin Franklin

yankandlimey@gmail.com

Webmaster/Publisher: Sam Sheppard

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creig55@live.com



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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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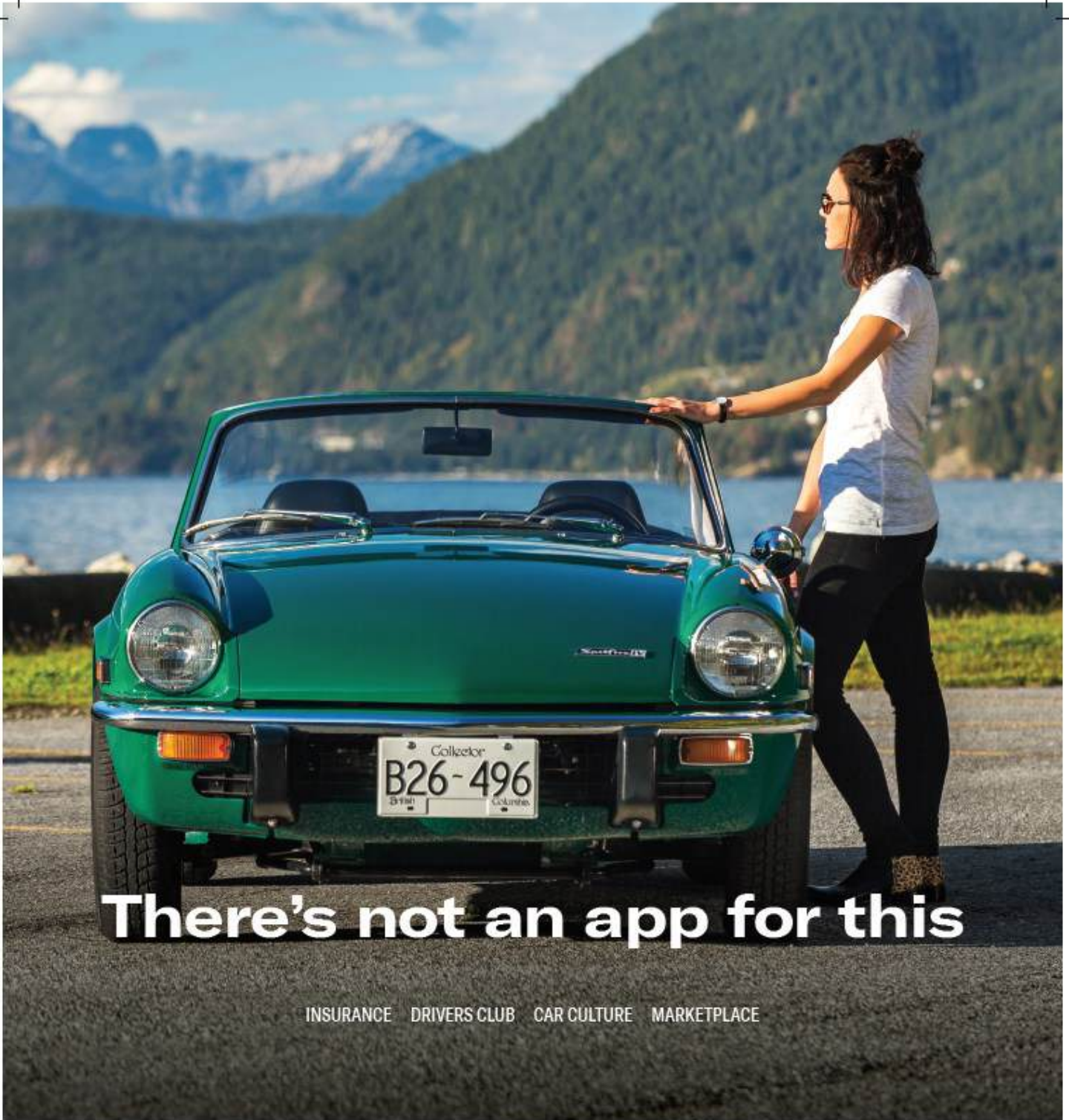
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MEMBERSHIP INFORMATION

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 every-

(Continued on page 35)

thing 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. Panaspot 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 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 Robbins top, all new interior and carpet and much more. BRG with tan interior. Asking \$14,500, contact :Steve Street at (314)846-2554 or smstreet@prodigy.net. (Oct 23).



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



1980 TR7 Custom Hot Rod—TR7 Convertible Stuffed Rd. 350 Chevy Engine Mild Cam,(Nice Chop). Low miles on Engine. Holly 750 Dual Feed Carb. 4SPD Manual Borg Warner Trans,Ace Clutch 4000#, Rear-End Ford Bronco 9" 300 ratio . Spare Pig is 350 ratio. Rear AirLift Shocks, Re built Front Springs and Shocks Heavy Duty. Tires like new . 10" Wide BF Goodrich . R-14 ..(P245/50R 14 M&S 93S. Chrome rims 5 bolt 4 1/2" pattern. Roll Bar 4Point. Body is Ziebart Protected. Also Extras in Boxes 1. Engine oil cooler 2. Cheve 350 engine dress up kit 3. Roll bar custom pads 4. 350 electronic distributor. In Lake Orion, Michigan (NNE of Warren), \$10,000 (Craigslist) (Aug 26)

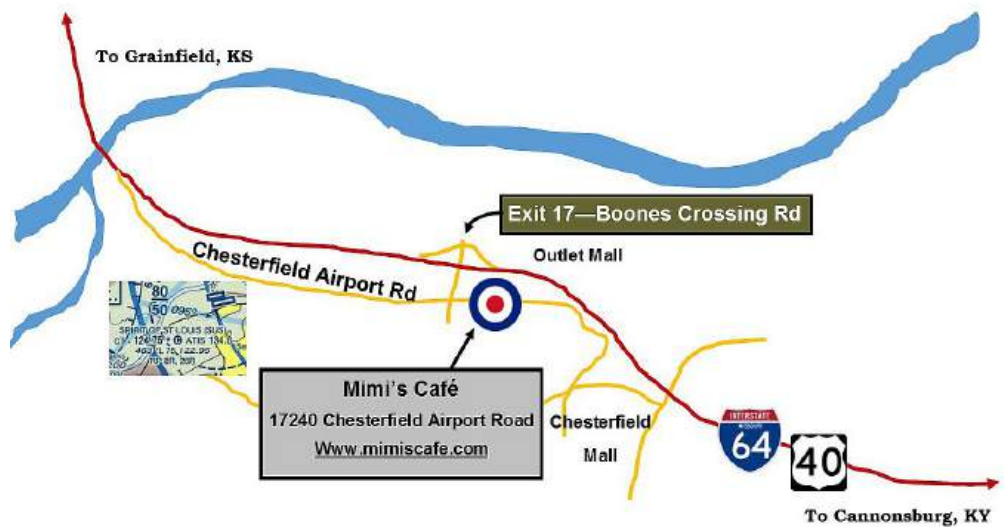
NEXT MEETING

18 August 2026



17240 Chesterfield
Airport Road
Chesterfield

Arrive after 5 PM or
thereabouts, discuss
issues, sip beverages et
laissez les bon temps
rouler



And Finally....

The right tool at
the right time,
eh?

