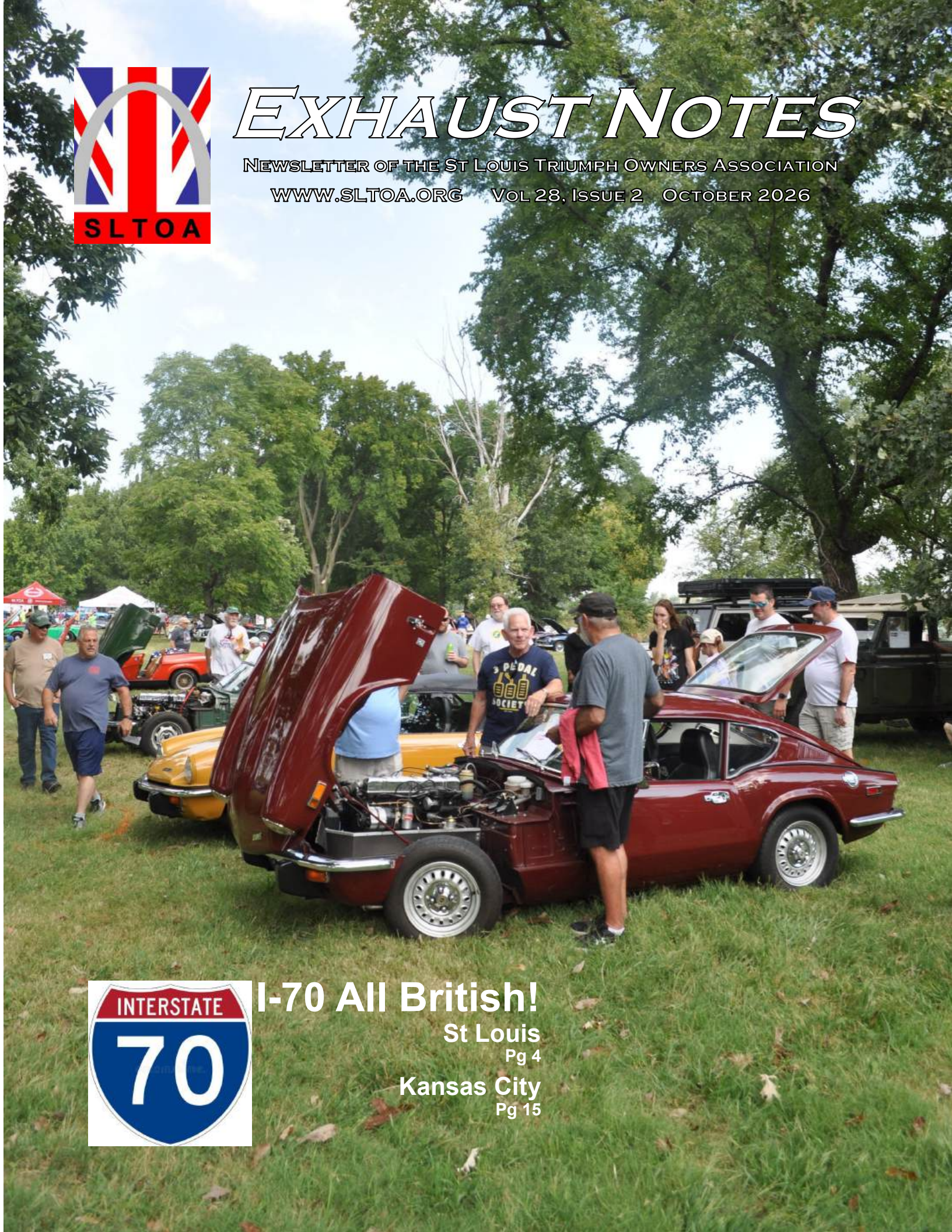




EXHAUST NOTES

NEWSLETTER OF THE ST LOUIS TRIUMPH OWNERS ASSOCIATION

WWW.SLTOA.ORG VOL 28, ISSUE 2 OCTOBER 2026



I-70 All British!

St Louis

Pg 4

Kansas City

Pg 15

CALENDAR



20 Oct 26—SLTOA monthly meeting, Fallons.

24 Oct 26—Annual SLTOA Fall Colours Drive. See pg. 3.

8 Nov 26 —SLTOA Veterans Run XIII. See pg. 3.

17 Nov 26—SLTOA monthly meeting, JJ's Restaurant, St Charles

Dec 26—Annual SLTOA Christmas Party, Jefferson Brill, Kirkwood. Details to follow.

21Feb 27—Annual SLTOA Polar Bear drive, in development.

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.

10-14 Aug 27—VTR National, in Valley Forge, Pennsylvania, hosted by the Delaware Valley Triumphs.

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.

26 Sept 26—2026 Rib Run Rally, hosted by the Kansas City Triumphs Sports Car Club. TSD rally followed by BBQ, start and finish at The Fuel House, 611 W 2nd Street, Bonner Springs, Kansas, 9 AM show time. Fourth annual race across the Kansas countryside, new route this year with some fantastic memorabilia

16 Oct 26—Friday Nights at the Sonic, Big Bend & Kirkwood, should continue through the month.

17 Oct 26—Cars & Coffee/Amp Up, 143901 Manchester Rd, 8-11 AM, should be the last gathering of the season.

17 Oct 26—Props & Pistons, 9 AM-12 Noon, hosted by Spirit Sky Club at 604 Spirit Airpark East Dr, Spirit of St Louis Airport, Chesterfield. Free general attendance, \$35 to display your car, all proceeds go to Wings Of Hope. Limited sports available, register early at <https://spiritskyclub.com/events/props-pistons-2026>.

18 Oct 26—MG Club of St Louis Sharon Horzmann Memorial Drive. In development, 8:30 AM start, monitor <https://stlouismgclub.com/> for starting location and other details.

22-24 Oct 26—24th Annual Brits in the Ozarks All British Car & Cycle Show, hosted by the British Iron Touring Club of Northwest Arkansas, at University of Arkansas Agripark, Fayetteville. Host hotel is the Holiday Inn Convention Center of Northwest Arkansas, 1500 S 48th St, Springdale,. Proceeds benefit the ALS Association. Thursday AM driving tour followed by a 6 PM cookout and preshow party at the Holiday Inn. Car show Saturday, 10 AM to 2 PM, 6 PM awards dinner with guest speaker Tim Suddard, founder and publisher emeritus, *Classic Motorsports* and *Grassroots Motorsports* magazines. For info email britsintheozarks@gmail.com.

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.

25 Oct 26—MG Club of St Louis Sporting Clay Shoot, Black Hawk Valley Hunting Preserve, 1259 Brevator Rd, Old Monroe, Missouri. Monitor <https://stlouismgclub.com/>.

25 Oct 26—Greater Midwest 47th Annual Automotive Swap Meet & Car Show, hosted by the Horseless Carriage Club of Missouri. At the Fox School District Service Center, 849 Jeffco Blvd (LeMay Ferry/US 67), Arnold, gates open at 6:30 AM and close at 4:00 PM. Car show is display only, no judging, opens at 8:30 AM. Free entry, limited to approximately 50 vehicles. For info call up www.hccmo.com or call Keevin Schier at (314)648-1428.

26 Oct 26—MG Club of St Louis Tech Session, at It's Alive Automotive, 11714 St Charles Rock Rd, 6-8 PM.

29 Oct 26—MG Club of St Louis RUBCO, 9-11 AM. Location TBA, monitor <https://stlouismgclub.com/>.

31 Oct 26—Gateway Classics Trunk or Treat, 9 AM-12 Noon. No admission fee; bring your classic dressed in its spookiest attire, check out the classic rides and grab some treats.

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.

13-15 Nov 26—Red River Shootout, hosted by Central Oklahoma VTR in Lawton, Oklahoma. Host hotel is My-Suites, (500)248-8500, mention you are with the COVTR group. Friday night social gathering at Mike's Sports Grille; Saturday morning breakfast followed by a driver to Medicine Park with lunch provided; Sunday, breakfast and good-byes.

15 Nov 26—Boeing Sports Car Club Autocross No. 8, Family Arena., last event of the season. 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.

22 Nov 26—St Louis Region SCCA Thanksgiving Rally, details to follow. Monitor <https://www.stlsccaorg/roadrally/schedule/>.



It's officially autumn, therefore it's time for SLTOA's

Annual Fall Colours Drive

Saturday, 24 October

Start at the McDonald's in Alton off the end of the Clark Bridge, 10:00 AM

The drive will include stops at the National Memorial of Military Ascent (the Point du Hoc memorial), Principia, Eckert's Grafton Farm and Pere Marquette SP

Followed by lunch at the Grafton Pub, 225 W Main St, Grafton

Come one, come all!

Monitor <https://sltoa.org/2026-annual-sltoa-fall-colours-drive/> for last minute details

Sunday, 8 November 2026

VETERANS RUN XIII

**Meet at the insurance office lot behind the McDonald's and Burger King,
400 Columbia Centre Dr, Columbia, MO,**

10:30 AM, with cars rolling at 11:00 AM

Route in development, additional details including the end point restaurant TBA

All donations go to a veterans support organization



By Dave Massey

One wouldn't know it was October by the weather. Seems more like August. But the days are getting shorter and we may be starting to think of putting the cars up for the winter. But this ever-lasting summer does provide us an opportunity to drive well into the officially fall season. The weather cooperated for the All British Car Show in Creve Coeur Lake Park. There were a few of us who weren't able to make it out there. Creig Houghtaling, Jim Dooley, Kevin Blume, Jeremy Dearing and I were attending Six Pack Trials in Nashville, Indiana. This was an easy 5 hour drive and the weather cooperated for us there as well.

Those of you who participated in the Trials we held here in St. Louis in 2019 will remember the welcome party, the various drives to interesting destinations, model and photo competitions and the participants' choice car show. This event followed this standard format as well. St. Louis was well represented at Six Pack as we did take home a few trophies. Kevin Blume received a second place in Late TR6 and Jim Dooley took a first in Modified Late TR6.

There was also an interesting competition: Identify the car part by feel alone. There was a largish box with a pair of sleeves which looked suspiciously like they were appropriated from a sandblast cabinet with the glove ends cut off. One would stick one's hands in each sleeve and fumble around and try to identify the 25 or so small TR6 parts through touch alone. I was able to identify only 16 of the 25 parts but that turned out to be good enough for a second place. To be fair, this is the very first time I encountered an injector from an original PI TR6. And it was 28 years go that I sold my

(Continued on page 19)

MEETING MINUTES—15 SEPT 26



Good night for an SLTOA meeting, with 23 members attending, a number of Triumphs in the parking lot (along with the Sheppard's Ford Interceptor ex-police car) and a full house at Maggie O'Brien's on south Lindbergh. At one table Ben Franklin showed some car show photos from his recent return trip to England (one wag commented he probably went to recharge his accent). His vote for the most exotic car on display? The 1971 Plymouth Road Runner. A couple of members took the time to explain the background of the 1981 Triumph Acclaim that was on display.

AND, no surprise, there was a *lot* of discussion about the ongoing high heat and high humidity. Meanwhile, over at the aviation corner, commentary on executive and distinguished visitor (DV) aircraft, primarily focused on Gulfstream's jets with a segue into discussions on the "Boneyard" at Davis-Monthan AFB, Tucson, Arizona (hey, we're an eclectic bunch).

Acting president Dave Massey kicked off the proceedings at 7:10 PM, thanking "y'all" for attending (a couple of members immediately advised him that the proper term for addressing a group is "all y'all"). The group then voted to accept the August minutes as posted in the *Exhaust Notes*.

Treasurer

Ben noted it had been a busy month, resulting in a balance of \$5754.69. The bank charged the club a \$6 debit card service fee; the executive committee voted to turn in the card, as it's rarely used.

Membership

Creig Houghtaling saluted "our best new members," Ben and Madelyn Duncan. They own the famous green TR6 from Pittsburgh ("He actually drives it!").

Events

Concerning the Eckert's run of 22 August, Stephen L. Paur rated it as "a great drive, we only got lost twice" (rsp from the floor: "But that's normal." Rsp2: "Now who was the navigator?")

- The participants enjoyed good weather and a good turnout, 11 cars, at least half were British

(Continued on page 20)

ALL BRITISH CAR & CYCLE SHOW—19 SEPT 26

A fine summer's day for the 44th edition of St Louis' All British Car & Cycle Show. The turnout by SLTOA was a little light this year, but the members still provided a good representation of Triumphs. The group included new members Rick Griffin and Ben and Madelyn Duncan, who had their 1960 TR3A and 1976 "Speckled Trout" TR6, respectfully on display. As per usual, our members gladly discussed things Triumph with visitors to the show, or held forth in the shade of the club awning.

Stan Roark, president of the Terre Haute Area British Auto Club, said he was in town to buy his dream car, a TR6. The owner of three MGBs, Stan said he was looking for an overdrive transmission and had acquired a hardtop. He added his intent was to get his 1970 MGB finished and then turn his attention to the TR6.

According to the event organizers with the MG Club of St Louis, a total of 149 cars took to the show field. In the end, Gary Sudin's E-Type took the Chairman's Award while Paul Summers of the MG Club took best in show for his 1935 Morgan trike racer.

All in all, a great day. Our thanks to the MG Club for putting together another excellent event.



Photo by John Moore



Photo by Benjamin Franklin



The 2026 ABCCS Triumphs

1935 Morgan Trike—Paul Summers 1st place Group T/ Best of Show (MG Club of St Louis)

1955 Morgan Plus 4—Don Ostermann

1960 TR3A—Rick Griffin 2nd place Group W

1966 TR4A—David Layton 3rd place Group W

1971 Spitfire MkIV—Sam Sheppard 2nd Group Z

1974 TR6—Ben Franklin 1st place Group X

1976 TR6—Steve Wilson 2nd place Group X

1977 Spit6—John Lamberg 3rd place Group Z

1982 Morgan Plus 8—Gary Crosby 2nd place Group T

1959 TR3A—Steve Moore 1st place Group W

1963 Morgan DHC—Mike Poropat 3rd place Gp T

1968 Morgan Roadster—Sonya Poropat

1972 GT6 MkIII—Frank Pallazo 1st place Group Z

1976 TR6—Ben Duncan 3rd place Group X

1977 TR7—Michael Bakalor 2nd place Group Y

1980 TR7—Jesse Lowe 1st place Group Y



Chairman's Award: Gary Sudin's 1966 E-Type



Best of Show: Paul Summer's 1935 Morgan



Overheard

"I'd love one of those new Morgans with the BMW running gear, but I decided to stay married."

"We have 25 MGBs in our club and 20 aren't running."

"The first car I ever owned was a '61 Dodge Lancer. I liked it but it was ugly."

"My first car out of high school was a '65 Corvair Monza 140, with the four one-barrels. Great fun but on those skinny bias play tires, it was a handful."

"I'm confiscating your candy bar as contraband."

"You were a Scoutmaster!?"

"Thank you on behalf the band and myself and I hope we passed the audition."

"I've been reading about a new disease, angloautofilia." "That beats the alternative: angloautophobia."

"I think he's been out in the sun too long."

"This is for my hydration" (NOTE: he was holding a Coors)

"The TR3 is much more highway oriented than my MGA."

"Hmmm, I wonder why the SWAT team just drove by..."



Mike Poropat



David Layton



Steve Moore



Ben Duncan



Steve Wilson



Ben Franklin



Michael Bakalor



John Lamberg



Sam Sheppard



Jesse Lowe, invoking
an ancient Cajun curse
(photo by John Moore)

BENCH RACERS DRIVE—26 SEPT 26

Another fine day for a drive and another darn good turnout: 20 cars total, including 10 Triumphs. The drive started StL BreadCo in Wildwood with the drivers crossing the Missouri River for a patrol of St Charles County. Andy Stark's Bench Racers in north St Charles county served as the end point, with three food trucks to chose from.

Once again, the route was developed and evaluated by the team of Steve Moore (designer) and Creig Houghtaling (evaluator/recce), hereafter known as StevenCreig.™ Our thanks to them and thanks to all who came out and joined us on this jaunt.



The lone TR6 (hey, someone's gotta show up first...)



There, that's better



We had three Austin-Healeys make





Bench Racers continued from page 11



Creig Houghtaling and John Willerton



Ben & Madelyn Duncan



Kathy Kelly

Bench Racers continued from page 12



Ben Franklin



Dave & Linda Massey



Jeremy Dearing



Sam & Patty Sheppard



Steve Wilson



Dave Pollard



Steve Moore



Simon Griffin

Bench Racers continued from page 13



Bruce Steinke



Mark Fogerty



Aidan Pollard



Murray Baker



Jack & Bonnie David



Luke Ramsey



Drew Boone



Ben Lewin



Jim Reiter

KANSAS CITY ALL BRITISH—6 SEPT 26

So you're spending Labor Day weekend in Shawnee, Kansas, what do you do? Exactly; you drive to Merriam (SSW of Kansas City, along I-35) and the Merriam Marketplace and take in KC's All British Car & Cycle Show, hosted by our cross-state compadres with the Kansas City Triumphs Sports Car Club. Like our show on the 19th, hot and pretty humid, but the show drew a good-sized crowd who saw a great variety of cars. Well done, KCTR!





One of the standouts: a 1964 Alvis TE 21, powered by a 3-liter straight six.





Meanwhile, over in the corner...



By the editor

The HSD runs!
Well, sort of...

For those of you who've attended the meetings and those who've read the monthly "They're All Works

In progress" column in the *Notes*, for several months there hasn't been any updates concerning my '80 TR8 (aka the "High Speed Doorstop"). The plan was to swap out the plugs and plug wires, plus do an oil change, but I kept deferring due to the high heat and humidity of the past several months. I vowed that as soon as summer finally departed and autumn arrived, I'd get out and do the work on the car.

So, I was very pleasantly surprised Tuesday 23 September when I returned from Daphne, Alabama to find temps in the mid-60s. And, sure 'nuff, the following Saturday I got out in the now comfortable garage and finished installing the new plugs and plug wires (as an aside, doing the plugs on TR8s is, uh, highly entertaining...access to the four plugs on the right side of the engine is easy but getting to the plugs on the left side involves a lot of contortions and somewhat earthy commentary.

Came the test and the car fired right up, but it ran a bit lumpy. I figured I'd better get the shop manual out and ensure I didn't inadvertently put the plug wires in wrong (hey, anything's possible...perhaps I'm temporarily driving a V7?). otherwise, the HSD got a long delayed bath and I wiped down and vacuumed the interior. The next step is to get the car out for a few test runs of increasing length. Assuming it doesn't stall on me again (Creig's pretty sure he fixed that problem), I should be able to get the 8 out for the upcoming Fall Colours Drive and hopefully the last Boeing autocross of the season.

Speaking of the Fall Colours excursion, yes, once again we're at that time of the year, ie, fewer events remaining, shorter calendar, etc. Besides the Fall Colours we have the 13th edition of the Veterans Run scheduled for Sunday, 8 November and I do believe the MG club's planning at least one more group drive prior to the onset of winter. Otherwise, planning's underway for our annual Christmas party as well as February's Polar Bear.

Speaking of the Bear, for the newer SLTOA members, it is the longest-running event in the history of the club. A number of St Louis Triumph enthusiasts got together at some point in 1982 and formed SLTOA; in February 1983, six members ventured out on a cold winter's day in three Triumphs, thus initiating Polar Bear. Ever since, the club's started each year's events schedule with a Polar Bear drive.



REPORT FROM SCOTLAND



Ed Note: Following the release of the September issue of *Exhaust Notes*, our Scottish member/correspondent, Andrew Milne, forwarded a video eulogy for the late Craig Ingraham. With Andrew's permission, we're providing the transcript of the video. If anyone in the club would like to see the video, which is a .mov file, please contact the editor.

Craig Ingraham – A Memory

By Andrew Milne

I first met Craig about 20 years ago when we both worked at Accenture in Chicago.

At our first meeting I felt a strong rapport with this man. We seemed to understand each other and found we had several common interests the most important of which was cars, especially British cars made by Triumph.

Over the ensuing years we communicated by Email to discuss many subjects of mutual interest – politics, religion, law in various countries, education, history, the human condition and many more.

He loved the UK, having spent time in England. He used to ask me many questions about the UK government, the House of Lords, the differences between English and Scottish law, etc.

We were both great admirers of Winston Churchill and many discussions ensued about that great man.

I used to enthuse about his questions and enjoyed researching the answers. On one occasion, when my wife asked what I was doing, I answered "I am writing my thesis for the Ingraham University in St Louis.

I was greatly saddened to hear of his passing and I will miss very much the regular exchanges that we had over so many years.

Rest in peace, my friend.

ADMIT IT, YOU WANT THIS CAR

Hey there bunkie, you say you'd love to own and drive an original Mini, but you'd prefer one with additional power? Well stand up and cheer, here's the answer to your search: a 1960 Mini with the 850cc engine replaced by a Chevrolet small-block V8.

Needless to say, there were a number of mods. The Mini body was mounted on a 1958 Chevrolet Impala frame, which was shortened 37 inches (!). Bodywork modifications included front fender flares, a spoiler and rather substantial (how's that for an understatement?) rear fender extensions. The owner added stainless steel running boards and bigger tires mounted on alloy wheels.

There's a 350 ci Chevy V8 under the hood, delivering power to the rear wheels via a three-speed Turbo 400 auto trans. The car also received a new wiring harness, alternator, radiator, carburetor and four-wheel disc brakes (definitely a good idea...). Then there are the side exhausts...



No word on whether or not the multiple car show trophies were included in the sale.

The car went up for sale in Baraboo, Wisconsin, about two months ago. The asking price was \$25,000.

THEY'RE ALL WORKS IN PROGRESS

Steve Moore—I got the TR3 out of the garage, took it for a spin, runs great and I will take it to All British. Haven't done much with either car due to the heat, but evening drives in Washington are great!

Pat Kasate—I'm not working on anything.

Creig Houghtaling—I'll show you photos of my grandbabies!

Tony Duncan—Ben's been working on the '74 TR6, all rusty. The pistons were rusted solid, rocker arm's broke on No. 5. We tried hard but the car's just too rusty, time to move on.

Ben Duncan—Finished redoing the dash, put all the gauges back in. I started it, immediately got smoke from the volt meter. I worked on it some more today in 95° weather, looks like I need to pull the dash again. One step forward, two steps back. **Dave Massey**: Do you need some gauges? **Ben**: It may be the wiring.

YFE—Still need to finish the plugs, plug wires and do an oil change, but in the meantime I attended the Kansas City All British show, great fun.

Rich Etz—I haven't worked on the Triumph. The electronic ignition in the Corvette is show, am looking to do a switch. On my wife's Cobalt, two lines are rusted out. There are places that make pre-bent lines, I ordered one replacement made in the US, got it and it was all rolled up, so I had to order another line from a company in Nova Scotia. It comes in sections. The order got stuck in customs, finally got and installed them, the car runs fine.

Ben Franklin—I was out of town, both fun and work. Went to a car show located at a pub, there was a bunch of American stuff. My car, put on a new cover Saturday; started the car, let it run for a few minutes, went out and the floor was with fuel. I texted Creig, "Get over here!" We weren't able to replicate the problem and couldn't determine the source of the fuel. Fingers crossed, hope I can get it to the All British show.

Sam Sheppard—Replaced the battery in the spit, haven't otherwise worked on it. I'm getting it clean for the ABCCS.

Karl Schmitt—About a year ago, on one of Steve's excellent long drives, I noticed a problem with the brakes that was strange. I decided I probably had brake fluid issues or air in the lines.

I recently went through the same thing. The brake pedal went to the floor, no brake fluid, probably a problem with the seals. I checked the brakes, made sure everything was tight. A few evenings later, I had dinner with Sam, told him the brakes worked like an air pump. It turned out Sam had the same issue. Got home safely, contacted Creig and Steve, pulled the cylinder inlet port and was astonished how much mud was in there. I've been sucking dirt into my master cylinder. I pulled it apart, pretty sure that was the problem. The cylinder's

basically scrap after 46 years, the new master cylinder has arrived. I always hone them before I put them in the car. (**Note**: Karl passed the inlet valve around. Discussion followed on types of brake fluid. "Silicone's known to convert seals to gray rubber. Natural rubber seals will melt with silicone").

Jesse Lowe—I'm still selling the TR7, got it through inspection. Pam, the owner of the Bricklin, has looked at it.

Jack David—I'm here for the food.

Kathy Kelly—Thanks to Steve, I got all my lights working. Drove it 100 miles, Saturday it wouldn't start, turned out to be the Alternator. I'm getting it rebuilt. I have a plethora of TR6 parts, if anyone needs something, contact me. **Steve Moore**: You can take a GM alternator and replace the Lucas alternator.

Creig Houghtalin, Rd 2—Bob Berger's Spitfire, we got his engine running so it's alive. The problem with it not starting was the cards. We finally took the float valves out, got it running and fixed it from there. Hopefully he'll be at the ABCCS. It's a Spitfire, twin SUs.

Tony Duncan, Rd 2—Ben here has an 8-track in his TR6 (rsp from the crowd: "Wow!" Comment from the floor: "What, disco tunes?" "No, "In A Gadda Da Vida," Iron Butterfly)).



Presidential Notes (Continued from page 4)

74 TR6 with the hard top so missing the hard top mounting bracket is also understandable.

The Fall Color Tour is coming up quickly but as I write this it looks like the predominant color will be green. But never fear. The Veterans Day Run will follow in a couple of weeks and there should be plenty of color by then.

In the meantime, as long as the weather holds out, keep them on the road.

Welcome New Members!

Ben & Madelyn Duncan

St Louis, MO
1976 TR6

Rick Griffin

St Charles, MO
1960 TR3A

Minutes (Continued from page 4)

- We had a couple in an MGB join the procession at one point. Per Steve Moore, the driver said "...she was running late, couldn't get to the gas station start point and decided to wait along the route."

Next up is the drive to Bench Racers, 26 September. Creig said he and Steve did the test run earlier two hours before the meeting, "it'll make for a nice, one-hour drive."

- Meet at 10:30 at the Wildwood St Louis BreadCo, depart at 11:00 AM
- There was some discussion as to what constitutes the BreadCo parking area, general consensus was "look for the Triumphs and gather there."
- The participants will cross the Missouri River and then take the scenic route to Andy's Bench Racers, north St Charles.
- The route map will get posted shortly.

Ed Kaizer's working up the Fall Colours Drive, scheduled for Saturday 24 October.

- Ed's coming up with a few ways to change the route a bit, but we'll still do the regular stops, including Principia and Eckert's. He's still working on identifying the end point/lunch stop.
- Yr Fthfl Ed announced he was going to be out of town on 24 October and requested photo assistance from the membership.

Prez Dave next brought up the 8 November annual Veterans Run, noted it was the last drive for the year.

- Creig said he and Steve Moore would work up this year's route, end point, etc.
- More details in the November and December *Notes*. The info will also get posted on the web page.

Creig noted we need to start talking about the Christmas Party. Dave asked if the Jefferson Grill was still okay with everyone...good food and good surroundings.

- Rsp from the floor: "More cheesecake!"
- Haven't settled on a date yet, Creig stated it normally took place in early December on a Saturday.
- Ben Franklin suggested Saturday, 12 December
- Dave Massey: "Dave Pollard normally handles the arrangements, I'll ping him."

Moving into the New Year, Polar Bear, usually the weekend after the Superbowl

- Steve Moore said the Saturday that weekend is 20 February, "We'll start with that."

A discussion on future meeting locations followed. Last month's meeting at the 1356 Public House went very well, "...nice place, we'll definitely do it again."

- For October's meeting, a return to Fallons on Olive near I-170. Creig said he'd call and make the reservation.
- Stephen Paur recommended JJ's Restaurant in St Charles for the 17 November meeting. Last meeting of the year, followed in December by the Christmas Party.

YFE announced he'd spent Labor Day weekend in Shawnee, Kansas Labor Day and took the opportunity to attend the All British show hosted by the Kansas City Triumphs

- Excellent venue in Merriam, Kansas, great variety of cars, great turnout.
- Interestingly enough, two Alfa-Romeos were also in the show, alongside a Porsche 911. They were parked off to one side.

Concerning major gatherings, Prez Dave reminded everyone the upcoming weekend included the local All British show, 6-Pack TRials over in Indiana, the Austin-Healey Conclave in Galena and Triumphfest in Flagstaff, Illinois

- "If you don't make a car show, it's your own damn fault."
- Question from the floor: "Can we still register?" Rsp: Yes, you can register online or at the ABCCS.

Stephen Paur reminded everyone about Oktoberfest in downtown St Charles: "German food, music, a lot of fun." He added he was planning to enter his TR6 in the car show.

- Richard Etz: "That's a great show!"

Prez Dave asked if anyone had additional event information and then shifted to the monthly owner updates on their vehicular works in progress. Following the around-the-room commentary, he concluded the meeting at 8 PM, reminding everyone to travel safely over the coming weekend.

Our thanks to Maggie O'Brien's and our server Delia for the excellent food and service.



LBC COMMENTARY CORNER



Glenn Warrington • Following

Service Advisor covering - Cars - Caterham, Lotus, Mazda, Microlino, ...
10m

While the British Motor Corporation was still trying to figure out how to build a coherent executive saloon, Triumph delivered a mechanical masterstroke right out of the gate. The Mk1 2000 utilized MacPherson strut front suspension paired with highly precise rack-and-pinion steering, a combination that provided surgical turn-in accuracy completely alien to anyone driving a heavy, wallowing Humber Sceptre. It wasn't just a sales success; it redefined how a British family vehicle was expected to behave at the limit of adhesion.



Negative Camber (Continued from page 17)

Finally, as you've probably noticed, next year will mark SLTOA's 45th anniversary. In and around our usual coverage of club activities and events in Exhaust Notes, expect periodic photos, vignettes and stories of the club over the years. We'll kick off the anniversary celebration with this question: who among our current membership has been a member the longest? It should be interesting to see what kind of response we get.

Oh yeah, one last thing...November's *Notes* may come out in a slightly different format. For the 18.5 years I've served as editor, I've produced the *Notes* using MS Publisher. Well, as you may have heard, a few months ago Microsoft announced it was killing Publisher...not replacing it with something else, just terminating it; as this issue goes to press, MSPub should evaporate any day now. After looking at a number of alternative software, it looks like I'll be switching production to MSWord. There shouldn't be a problem maintaining the newsletter's quality BUT, as a former Microsoft employee, I can say with authority that doing newsletters in MS Word is a major pain in the keister.

Ah well, press on regardless! See you at the next meeting.

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's on Facebook!

www.facebook.com/home.php
Group_134416339926824@ap=1

The Ghosts We Drive



17 October 2026 in Fairhope, Alabama

<https://sabcc.org/>



24th

BRITS *in the* OZARKS

ALL BRITISH CAR & CYCLE SHOW

Host Hotel
Holiday Inn
Convention Center of
Northwest Arkansas
1500 S 48th St,
Springdale, AR 72762

BENEFITTING THE ALS ASSOCIATION
"Fighting Lou Gehrig's Disease"
October 22-24, 2026
University of Arkansas Agripark
Fayetteville, Arkansas

Thursday Oct. 22nd

- ♦ 9 am: Driving tour –
Holiday Inn departure
- ♦ 10 am – 9pm:
Torchy's Tacos
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 –
Holiday Inn

SPECIAL GUEST
TIM SUDDARD

**FOUNDER & EMERITUS PUBLISHER OF CLASSIC
MOTORSPORTS & GRASSROOTS MOTORSPORTS MAGAZINES**

Registration Online



or contact
britsintheozarks@gmail.com



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PRESENTED BY
Jeff & Lisa
Kellogg

ALS
ASSOCIATION

Greater Midwest 47th Annual AUTOMOTIVE SWAP MEET & CAR SHOW



Sunday, October 25, 2026

Rain or Shine - Gates Open 6:30 AM, Close 4:00 PM

**Fox School District Service Center
849 Jeffco Boulevard (Lemay Ferry/Hwy 67)
in Arnold, MO 63010**



SWAP MEET

- Automotive Parts Tools & Equipment
- Restoration Items Memorabilia
- Cars for Sale Literature / Books
- Toys (pedal cars, models, bikes, etc.)
- Related Automotive / Flea market items

One side-by-side vendor space approximates two standard car parking spaces: One end-to-end vendor space approximates four standard parking spaces. **Pre-registered vendor space - \$35 for side-by-side space / \$65 for end-to-end space. Day of event - \$45 side-by-side / \$85 end-to-end.** **Contact: Keevin Schier (314) 648-1428**

CAR SHOW

**Display Only:
No Judging**

- Antique, Collector & Special Interest Vehicles
- All makes and models invited; must be 2001 or older
- Pre-registration recommended: drive-ins welcome if space is available
- Show opens at 8:30 AM, must be in place by 11:00 AM
- Entry is FREE
- Car Show Limited to Approximately 50 Vehicles

Contact: Keevin Schier (314) 648-1428

Sponsored by the Horseless Carriage Club of Missouri (HCCM), Inc. or visit our website:

www.hccmo.com

DETACH HERE

DETACH HERE

PRE-REGISTRATION Swap Meet & Car Show Deadline is October 16, 2026



TRIVIA NIGHT



**BENEFITING THE GREATER ST. LOUIS
HONOR FLIGHT & DUO DOGS,
ASSISTANCE DOGS**



TEST YOUR TRIVIA KNOWLEDGE AGAINST OTHER ENTHUSIASTS!

SATURDAY, NOVEMBER 7, 2026 • 7:00PM– 11:00PM

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50/50 • SILENT AUCTION • DOOR PRIZES • RAFFLES & MORE!



**\$160.00
PER TABLE OF 8**

**\$20.00
PER INDIVIDUAL**

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BRING FOOD & SNACKS!
NO OUTSIDE BEVERAGES
ALLOWED**

MUST BE 21 YEARS +

**Make checks payable to Archway Olds Club and send in with your name, phone
number, email and return address to:
Trivia Night • PO Box 510892, St. Louis, MO 63151
Questions? (314) 497-0798**

HOSTED BY THE ARCHWAY OLDSMOBILE CLUB

PRE-REGISTER BY OCTOBER 30, 2026





Red River Shootout

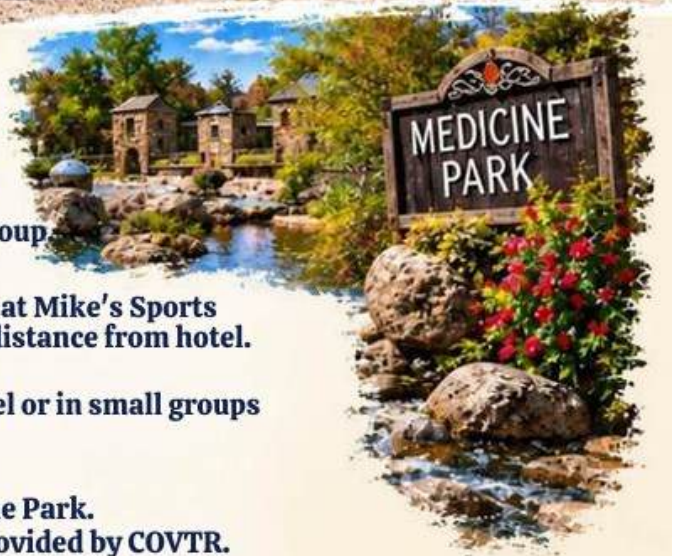
★ Nov 13-15 Lawton, OK ★



**Hotel
MySuites**

Reservation: 1-500-248-8500

Mention you are with the COVTR group.



Friday Night

Social gathering at Mike's Sports Grille. Walking distance from hotel.



Saturday Morning

Breakfast at hotel or in small groups else where.



Saturday

Drive to Medicine Park.
Lunch will be provided by COVTR.
Afternoon time to explore on your own.



Sunday Morning

Breakfast in host Hotel and good bye's.

*Good Cars
Awesome Drives!*

Great Friends



CARS
FRIENDS
ROADS
HISTORY

★ VINTAGE TRIUMPH REGISTER ★
NATIONAL CONVENTION
VALLEY FORGE
★ 2027 ★

HISTORY NEVER
LOOKED THIS FAST.



REGISTRATION OPENS
★ **OCTOBER 19th!** ★



AUGUST
10 – 14, 2027



SHERATON
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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

Interim President: Dave Massey

dave1massey@cs.com

Vice President: vacant

Treasurer: Benjamin Franklin

yankandlimey@gmail.com

Webmaster/Publisher: Sam Sheppard

samueledsheppard@gmail.com

Membership: 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.

Editor:

Mark Morgan
1225 Dunloe Rd
Manchester, MO 63021
(314)607-1507
sltoaed@gmail.com
rangermk@sbcglobal.net

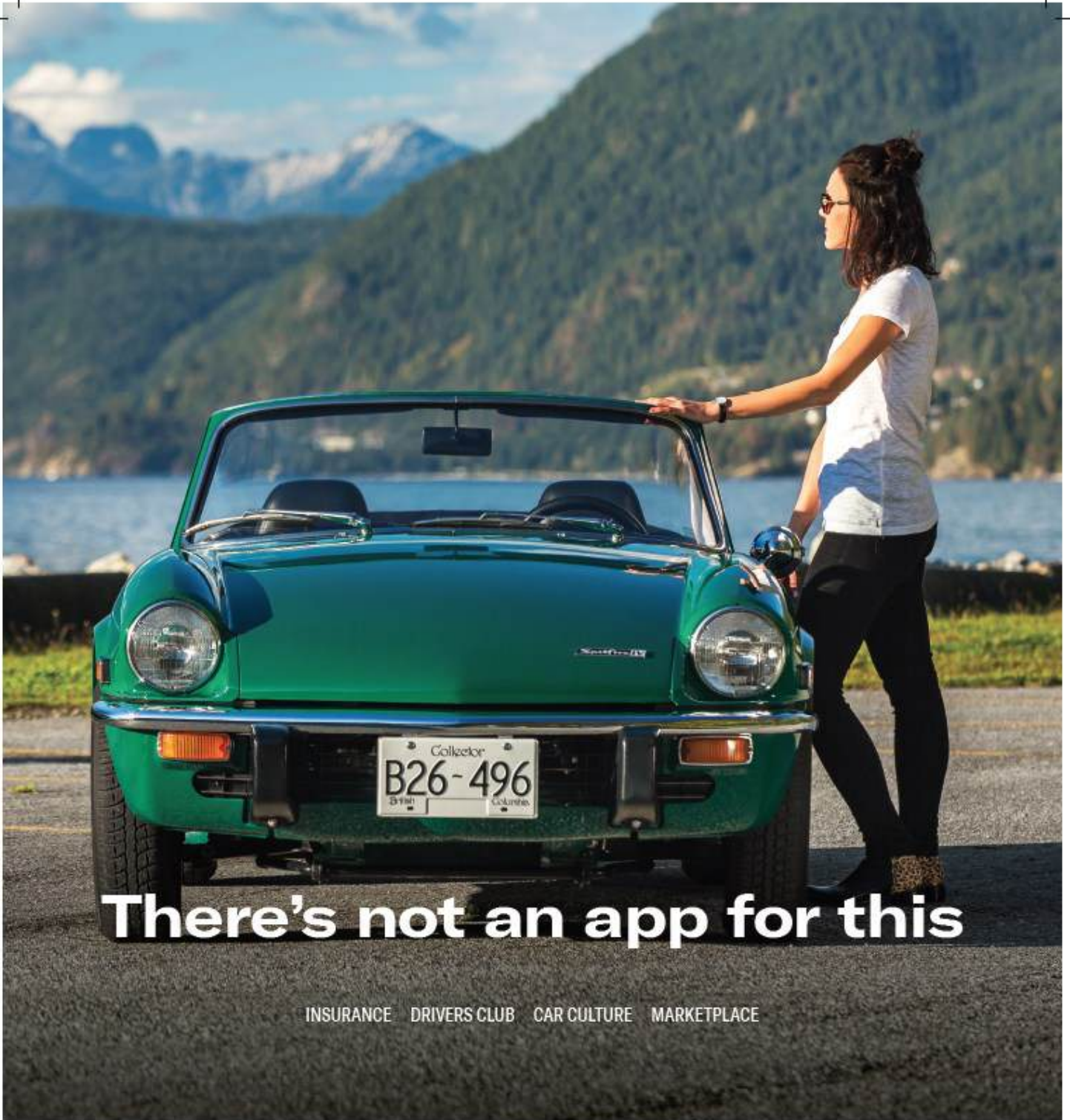
Foreign Correspondents:

Jan Meesters, Belgium
Andrew Milne, Scotland
Jamie Kopstein, Brazil
Dick Sweetman, Florida
Joe Hefley, Washington

Photographers:

Ben Franklin
Creig Houghtaling
John Moore
Stephen L Paur

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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)



60 TR3A—Owned since 1985, have clear title, have numerous spare parts collected over the years, they'll be included. Have additional photos with the top and side curtains. In Springfield, Missouri, asking \$15,000, would like to find a good home for this Triumph. Contact Michael Fleming, gooman410@gmail.com. (Sept 26)



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

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



73 TR6—Started a frame-off restoration, have decided to sell. The frame has been reinforced, sand blasted, sealed inside and out and finally painted.

It's a rolling chassis with the rear end and axles fully replaced with Richard Good custom parts. Same with the brake system and suspension front and rear. I have a brand new rebuilt transmission, a Toyota retrofit from upstate New York (I can get the name for you). Multiple sets of carbs. Probably \$15k worth of stuff that I will let go for a significant discount. I won't cut corners to put it together and simply don't have the time anymore. It is a project that needs someone that will dedicate time to it. I have quite a bit invested and for someone who has the time to pick up where I left off, this would make a great project and provide you a great head start. Contact Dan Schmidt (314)323-1266 (Jan 24)



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

Space.com. (October 2025).



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 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.

(Continued on page 33)

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 theslvr-dude@aol.com (May 26)



76 Spitfire

1500—Totally restored, body off frame, re-built from the ground up. Everything replaced or rebuilt. Over-

drive 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 con-

dition 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).



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

Free To A Good Home

—As is, where is. Three TR6 trailing arms (two rights and a left); TR6 steering rack, it works; and one TR2/3/4/4A wheel, good shape, tire is old. Contact Dave Massey, dave1massey@cs.com (Sept 26).



BEST OF CRAIGSLIST



1979 Triumph Spitfire—Needs a little work. Runs and drives almost new battery. Weber carb. Cd with boom box speakers. Summer car. Just paid the tags just needs smog. Kool car. Needs a drive shaft. Asking \$2700, in West Covina, CA, (626)731-3493. (Craigslist)(Oct 26)

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

NEXT MEETING

20 October 2026

9200 Olive Blvd

Olivette



Arrive after 5 PM or thereabouts, sample some grog and if the meeting needs livening up, demonstrate your Riverdance skills on one of the tables...



And Finally....

Welcome to the jungle...

