Exhaust Notes

Newsletter of the St Louis Triumph Owners association
www.sltoa.org Vol 28 Issue 3 November 2026



Fall Colours Drive

Pg 4

CALENDAR

8 Nov 26—SLTOA **Veterans Run XIII.** See below.

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

12 Dec 26—**Annual SLTOA Christmas Party**, Jefferson Grill, Kirkwood, 4 to 8 PM, $25 per person. See pg 3.

10 Feb 27—**Drive Your Triumph Day**.

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.

21-24 Jun 27—"TRA In the Highlands," TRA national meet, Seven Springs Mountain Resort, Champion, Pennsylvania. Hosted by the Western Pennsylvania Triumph Association. Details/Info/online registration at https://www.triumphgregisteramerica.org/tra-2027-meet.

10-14 Aug 27—**VTR National**, in Valley Forge, Pennsylvania, hosted by the Delaware Valley Triumphs, call up https://www.dvtr.org/vtr2027.

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.

15 Nov 26—Boeing Sports Car Club **Autocross No. 8,** Family Arena, St Charles. Last event of the season; show around 9-9:30 AM, $50 for six runs. For more information or to sign up for the event, contact Racer Steve at sshab@yahoo.com. For info or to reserve your spot contact Joe Delozler (618)444-7353.

19 Nov 26—MG Club of St Louis **RUBCO**, Uncle Bill's Pancake House, 3427 S Kingshighway Blvd, St Louis

22 Nov 26—St Louis Region SCCA **Thanksgiving Rally**, details to follow. Monitor

https://www.stlsccaorg/roadrally/schedule/.

14 Nov 17—Jaguar Association of Greater St Louis **Annual Meeting**, 2 PM at the Firefly Grill, 101 Chesterfield Towne Center.

9 Jan 27—JAGSL **Annual Awards Dinner**, 6:30 PM, Deer Creek Club, 9861 Deer Creek Hill, St Louis.

17 Feb 27—JAGSL **Chocolates & History Tour**, 9 AM. Monitor https://www.jagstl.com/ for additional details

10 Apr 27—JAGSL **Private Car Collection Tour, 9 AM**. Monitor https://www.jagstl.com/ for additional details

Sunday, 8 November 2026

VETERANS RUN XIII

Meet at the insurance office lot behind McDonald's and Burger King,

400 Columbia Centre Dr, Columbia, Illinois

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

Mid-point rest break in Waterloo

Finish at Miller's On Main, 608 N Main, Columbia about 1:30 for lunch

All donations go to a veterans service agency

Open to all cars/drivers

'Tis the season!

ANNUAL SLTOA CHRISTMAS PARTY

Saturday, 12 December 2026 @ 4 PM



At PJ's Tavern/Jefferson Grill

127 W Jefferson Ave, Kirkwood



$25 per person, club subsidized. OR, take the option of paying $25 and add $20 for a new SLTOA membership or renewal

Dinner will include:

Tossed Green Italian Salad and Roast Beef in Demi Glaze

Roast Turkey with Herb Gravy

Garlic Mashed Potatoes and Broccoli in Butter Sauce

Deserts

Cash Bar

Santa Jack and Chief Elf Bonnie will collect for Toys For Tots

Registration now available – including PayPal info – at

https://sltoa.org/sltoa-christmas-party/. Or, mail your check to SLTOA Treasurer Ben Franklin

2 Hardith Hill Court, St Louis, MO 63119

yankandlimey@gmail.com

Checks payable to SLTOA – please make your reservation by 1 December



Santa just sent me a reminder that the SLTOA club is getting ready for their annual Christmas/Holiday event and he wanted me to remind you to bring along a gift for "Toys for Tots." It's a wonderful organization headed up by the Marines where children with little can receive a great surprise from those of us who have a lot.

Please remember when you come to the holiday party on December 12th, to bring along a toy or two (unwrapped) to share with these children

– Chief Elf Bonnie



Presidential Notes



By Dave Massey

Fall has definitely arrived and we rolled the clock back an hour so the sun is now setting at or before dinner time. In this past summer it was too hot to work on the cars but now it is getting too cold. Oh well.

The Fall Color tour is now history. I was unable to attend as Linda and I were in Oregon that day. We visited Ft. Clatsop in Astoria where Lewis and Clark and the Corps of Discovery spent the winter of 1805-1806. It's a national park so I got one more stamp in my National Parks passport. Later that day we drove through Portland to the Multnomah Falls, the tallest fall in the State of Oregon. It is a popular attraction. So popular that there is a dedicated parking lot with dedicated access to and from I-84 and I'm guessing they get 2,000-3,000 people a day.

There was a brief discussion amongst some of the Board members as to whether "Owners" in the club name "Triumph Owners Association" should have an apostrophe. "Owner's" was offered up as was "Owners'" but another opined that it should be "Owners." For you grammar nerds out there, the first would indicate that this is an organization possessed by a Triumph owner.

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Meeting Minutes – 20 October 2026



Not quite a record, but close: 28 members managed to shoehorn themselves into the meeting room at Fallons in Olivette for yet another highly entertaining SLTOA monthly confab. The group included a number of new faces and there were at least three TRs out in the lot.

The usual small talk took place in and around the delivery of the meals and yes, the weather and sudden onset of autumn pretty much dominated the commentary. Hard to believe it's October already (shameless plug: GO BLUES!). Over at the sea services corner, consisting of our former USN and former USCG members, sea stories abounded, usually starting with, "Oh yeah, I can top that…"

Acting president Dave Massey initiated the formal (so to speak…) proceedings at 7:04 PM. He noted the excellent turnout, adding "we must like the food here."

Minutes

The membership voted to approve the September meeting minutes as published in *Exhaust Notes*.

Treasurer

Treasurer Ben Franklin was unable to attend the meeting, but he forwarded the update info via text.

- The current balance is $5558.21, with three membership renewals and payment of the $255 annual renewal with VTR.
- Ben also noted the bank charged the $3 debit card service fee, despite the club turning in the card. "…I'll send a snooty email of complaint"

Creig Houghtaling proposed the club buy nametags for all new members, should run about $500. Discussion followed.

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Fall Colours Drive – 24 October 2026

Perfect day for a drive, with a large turnout of 17 cars and 32 participants. The trees down by the river at the Alton start point were still predominately green (organizer Ed Kaizer: "That's why I wore my yellow-tinted sunglasses…lots of color") but once the group headed up into the bluffs for the first stop at Principia the foliage did get quite colorful.

Big surprise as we pulled into Eckert's Grafton Farm: a B-25J and TBM-3E flew over, grabbing everyone's attention. The aircraft, owned and operated by the Missouri Wing of the Commemorative Air Force out of Smartt Field, St Charles, were apparently on their way to a 200th anniversary celebration at Jefferson Barracks Air National Guard Station.

The drive pretty much followed the standard route with a few minor variations. From downtown Alton, everyone proceeded to Principia for a stop at the college's Mississippi River overlook; through Elsah; a second stop at the National Memorial of Military Ascent (primarily commemorating the Army Rangers who scaled the bluffs at Point du Hoc, France, on 6 June 1944); over the scenic drive through Pere Marquette State Park; and then to the Grafton Grill for lunch. The place was an absolute madhouse but both service and food were good.

All-in-all, a fine day for an LBC sojourn…





See Ben. See Ben drive to the starting point. Drive, Ben, drive! (photo by Ben Franklin)



Driver's meeting: Ed puts out the word



Entering Principia





Continued on pg 6









Elsah



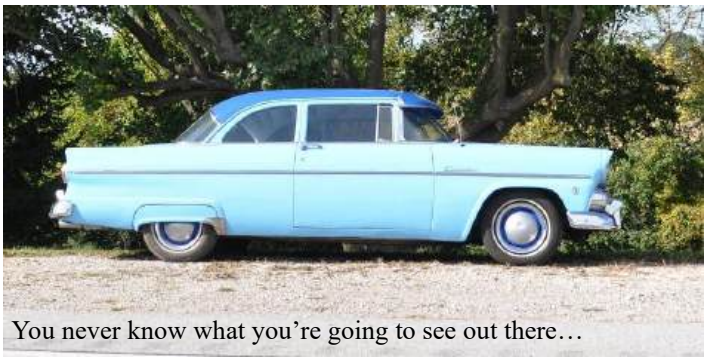








Continued on pg 7



You never know what you're going to see out there…















Photo via Ben Duncan

Continued on pg 8



Randy & Donna Trone



Ben & Maddie Duncan



Ben Franklin



Mike & Sonja Poropat



Rogie Breese



John Lamberg & Brenda Runkles



Chris & Michelle Smalley



Sam & Patty Sheppard

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Creig Houghtaling & Ed Kaizer



Jeremy & Nikki Dearing



Glenn Frasca



Simon Griffin


David Pollard & Steve Veluz


Jack & Bonnie David



Jesse & Rosemarie Lowe


Simon Griffin

Drew Boone & Benito Veluz

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Mission accomplished, time to head home

They're All Works In Progress

Stephen Paur – I had a ground wire break under the dash, the courtesy lights failed. Also, do you have badges on the back of your car? For a year mine was flapping around, I installed a rubber gromet, problem solved.

Richard Rhyner – What am I working on? Everything.

Bob Berger – The Spitfire's running, but it's running really lean, I suspect it's the jets. I need someone who knows SUs…get them tuned and I promise to never touch them again. But again, it's running, great week for a drive and I brought it here tonight.

Jesse Lowe – The TR7's still for sale, it took first place at the show. I've replaced everything Lucas-related. **Question**: Didn't you have a buyer lined up? **Rsp**: She was and she wasn't.

Carl Fisher – I painted the front clip because it didn't match the rest of the car; it's closer. I'm looking for someone to rebuild the power steering rack. **Creig Houghtaling**: Are you a member of the Triumph Wedge Owners Association (TWOA)? There's a place that does them (discussion followed on possible installation of electric power steering)

John Lamberg – I'm still trying to figure out the three screws on the top of the valve cover. I called British Parts Northwest, they're sending the right screws and spacers.

Sam Sheppard – I'm getting an odd rattle or knocking sound with the engine (**crowd response**: "OOOOO…"). It's not rhythmic, I don't think it's a bearing, I assume it's either an accessory or a timing chain issue. **John Lamberg**: Drink two beers and forget about it, or turn up your radio. **Sam**: I don't have a radio. **Dave Massey**: When I first bought my TR8, I used a stethoscope. The engine was fine, it turned out to be the catalytic converter.

YFE – Plugs and wires are replaced, all that's left is to change the oil and do a number of trial drives before the Vet's Run.

Glenn Frasca – After September passed, I finally I finally got in the car. I trusted Todd completely for the engine rebuild, got a five-speed but didn't trust the guy who installed the engine…that was me. Went out for a drive, a 7/16 wrench popped out on the corner. I recovered it, that was one stupid on me. **Creig Houghtaling**: Engine still smoking like a chimney? **Glenn**: No

Steve Wilson – I've been struggling with a tuneup of the TR6. I replaced the old rotor and the old cap, the rest is new. When you take off there's a slight miss. I'll buy a new cap and rotor, they're only $35.

Rich Etz – The power window in the Corvette works, but it clicks. No spark, electronic ignition is shot. I need to slip into auto repair mode, have plenty to do.

Creig Houghtaling – Had the TR7 out, rough roads and the engine started growling. It could be the muffler, it could be something else. I also helped a friend with problems with his car, it didn't run well. Got it timed properly and now it runs fine. I think the problem was with the harmonic balancer (discussion followed). .

Ben Duncan – You remember the last time I was here, I got my new dash and gauges installed. I put power on it, immediate smoke. Pulled the dash again, wired the voltmeter correctly, no smoke.

Rogie Breese – It runs!

Dave Massey – Right now, not a whole lot going on. During the drive back from Indiana the differential started leaking. I ordered a new pinion seal, the car runs great.

VETERANS DAY 2026

Andy Ackerman
MGCStL
US Air Force





Bob Aguilar
KCTR
US Navy

Larry Brown
(right)
US Navy





Jim Clark
US Army

Jack David
US Army





John DeLuca
US Air Force

Jim Dooley
US Army





Ben Duncan
US Army

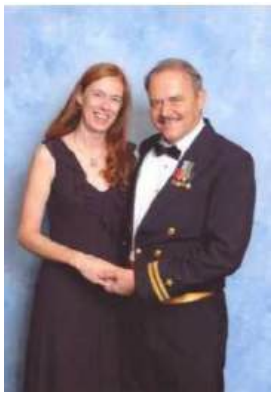
Arlie King
US Air Force





Mark Morgan
US Navy

Glenn Owens
MGCStL
US Navy





David Pollard
US Navy

Jim Preuss
US Navy





Chris Smalley
US Air Force

Ken Suhr
US Army





Mark Trabacz
US Air Force

Thank you, Gentlemen

Backwards Glance: the TR6 in Competition

Sixty years ago, the Sports Car Club of America's (SCCA) racing classes were pretty straightforward. They included Formula A through Formula C, Formula Ford, Formula Super Vee, Formula Vee, A through H Production, A through D Sports Racing, A through C Sedan and a couple of modified classes (typically, homebuilt sports cars, exotic foreign sportsters with American V8s stuffed into the engine bay, that sort of thing).

Triumphs competed in a number of classes; for example, Spitfires competed in three classes, F, G and H Production, depending on their specifications. Class placement by the SCCA was a function of engine size, car weight, allowed modifications/upgrades, changes to carburation or fuel injection, etc. Over the years, as vehicles aged or otherwise proved non-competitive, the SCCA would typically drop them into a lower class, say from D Prod to E Prod.

No surprise, British sports cars proved highly popular in the SCCA's racing events, both at the regional and national level, covering multiple classes. For example, at 1965's end-of-season American Road Race of Champions (ARRC), held over 27-28 November at Daytona International Speedway, eight Spitfires ran in the G Production race. Dick Gilmartin finished fourth, with Steve Froines finishing sixth. Regrettably, four Spits failed to finish the race, including Don Davenport's car. Emmet Brown won the event in an MG Midget.



Dick Gilmartin in his G Production Spitfire, Virginia International Raceway, 11 April 1965 (photo by Roger Blanchard)

The F Production race followed and Brian Fuerstenau won in the Group 44 TR3, followed by Lee Midgely in a TR2. Five other TR3 drivers finished the race, while two DNF'd, including Jim Dittemore. In the combined C and D production race, Lotus Elans took the top three places, followed by Steve Froines and Bob Tullius in D Prod TR4s, finishing fifth and sixth respectively, while Dick Stockton finished ninth in his TR4. Four TR4s didn't finish the race..

A good number of well-known (or "future well-known") drivers participated in other classes, driving a wide variety of vehicles. They included Randy Canfield, H Production Austin-Healey Sprite; Bob Sharp, Datsun 1500; Don Davenport, G Production Spitfire; Dr Lou Sell, C Prod Lotus; Gaston Andry, Formula B Lotus-Alfa; Bill Rutan, Formula C Quantum-Saab; Jerry Titus, B Prod Shelby GT350; Don Yenko, B Production Corvette; Mark Donahue, also in a B Prod GT350; and Ralph Salyer, C Modified McLaren-Elva.

Four years passed and in 1969 Triumph introduced the last of the line, the company's final "traditional" sports car, the mighty TR6…. examples of which immediately went into competition, with teams and with individual race drivers. Bob Tullius scored the first victory with the TR6, taking the C Production race at 18 May's 17th Annual Cumberland Sports Car Races in Western Maryland. Brian Fuerstenau followed up on 14 September, winning at Nelson Ledges in Ohio.



Road & Track, February 1969

Tullius' Group 44, Inc dominated Triumph's C Production efforts in the eastern United States while Jim Dittemore, driving for Triumph Competition Director R.W. "Kas" Kastner, held forth in the west. Dittemore had previously driven a TR 250 for Kastner and had shared driving chores with Tullius in the TR250K at Sebring's 12-hour race on 23 March 1968.

The TR6s prepped by the two teams embarked on a multi-year series of appearances in the ARRC. The 1969 event, staged at Daytona over the weekend of 29 November, saw Dittemore place third in the Kastner TR6 behind Porsche 911s driven by Milt Minter and Robert Hindson. Regret to say, neither Tullius nor John McComb finished the race in their TR6s. In the D Production race, Brian Fuerstenau finished third in the Group 44 TR4.

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John McComb in the Group 44 TR6 (Group 44, Inc)

On 10 April 1970, Lee Mueller took the C Prod race at the SCCA's National in Reno, held on the runways of the former Stead Air Force Base. That same year, Kas Kastner left Triumph and teamed with John Brophy to form Kastner-Brophy Racing; Jim Dittemore, driving one of the team's TR6s, placed second at the SCCA National at Ontario Motor Speedway in Southern California on 20 September. Two months later, on 29 November, Bob Tullius entered the only TR6 in the ARRC, held at Road Atlanta, Georgia. The Datsun 240Zs of John Morton and Bob Sharp dominated the proceedings; regrettably, Tullius DNF'd.



Jim Dittemore in the Kastner-Brophy TR6 (Kastner-Brophy)

The new Datsuns continued their winning ways at Road Atlanta in November 1971, scoring a 1-2-3-4 sweep led by Morton. Thomas "TJ" Kelly of Miami Beach placed fifth in his TR6, while Tullius and Lee Mueller in the Kastner-Brophy TR6 both failed to finish the race. In 1972's end-of-season event Bob Sharp won again, followed by Tullius in the Group 44 TR6; Carl Swanson, driving a 6 for Kastner-Brophy, placed sixth. Lee Mueller, who had switched to a Huffaker Engineering MGB, placed second in E-Production behind Logan Blackburn in another MGB.

By this point, it was becoming painfully obvious that the TR6s were at a disadvantage against the 240Zs. At the 3-4 November 1973 finals – now titled the Champion Spark Plug Road Race of Champions – Z-cars made up most of the grid. Jim Ray finished seventh in his TR6, but Tullius and J.K. Jackson both DNF'd. A year later, 260 and 240Zs took seven of the top ten spots in C Prod, interspersed with a couple of Porsches. However, John McComb managed a fourth place finish in the Group 44 TR6. (Side note: One of the Datsun 260Zs in the race was entered by St Louis' own De Brecht Imports. Unfortunately, the car, driven by Gerry Mason didn't complete the event).

Big changes took place before the start of the 1975 racing season. Tullius and Group 44 moved up to B Production, competing with a Jaguar E-Type V12. He drove the car at the Champion Spark Plug Road Race of Champions at Road Atlanta on 2 November and won; Lee Mueller, in a Huffaker E-Type V12, failed to finish. As for the TR6s, during the off season the SCCA dropped them a class, to D Production; according to Kas Kastner, part of the class change process included pulling the fuel injection from the 6s and installing carbs. In any event, John McComb won the D Production national championship at Road Atlanta for Group 44, with Lee Mueller finishing second in a Huffaker Jensen-Healey.

McComb went on to drive other cars, including the Group 44 TR8, Ferraris and Mazdas in International Motor Sports Association (IMSA) races. The team's D Production champion TR6? A somewhat well-known Californian named P.L. Newman acquired it. His team repainted the car, tacked on the number 75 and competed in a number of SCCA events. Behind the wheel of the ex-Group 44 TR6, Newman took the SCCA D Production event at Road Atlanta in late 1976, the first of his four national championships.



Newman takes a victory lap (photo via Cars For Sale)

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That was pretty much it for TR6s racing in SCCA events. The last recorded efforts were by Dennis Wilson who raced a TR6 in IMSA's GTU class. He placed fifteenth overall/seventh in class on 15 May 1977 at Mid-America Raceway (Al Holbert won in a Chevrolet Monza; otherwise the field was heavy with Porsches of various types) and followed with DNF at Hallett, Oklahoma on 24 July 1977.

Comedian/podcast host Adam Carolla now owns the Paul Newman TR6; a Kastner-Brophy TR6 is also in private ownership and regularly runs in vintage events.



Adam Carolla's collection; he regularly races the cars in vintage events. The McComb/Newman championship car is at the left (*Car & Driver*)

The TR6 remains highly popular in vintage racing, with owners competing in the several events around the country sponsored by groups like Historic Sports Racing (HSR), Sportscar Vintage Racing Association (SVRA) and Vintage SportsCcar Drivers Association (VSCDA).

And, as you well know (or should know), we have a TR6 vintage racer in SLTOA, built and driven by member Jim Dooley. Jim's heavily modified '74 TR6 took a first place award at this year's 6Pack TRials in Indiana. Along with other vintage racers, Jim continue to fly the proverbial flag for the competition history of the Triumph TR6.



Jim Dooley's 1974 TR6 vintage racer

Sources: "1975 CSPRRC Oct 31-Nov 2 Road Atlanta," VIR History.com, n.d.; "1974 Triumph TR6," Vintage Sports Car Drivers Association, n.d.; *Racing Sports Cars*, https://www.racingsportscars.com/; "Paul Newman," SCCA, n.d.; Rich Ceppos, ":Adam Corolloa Has a Thing for Paul Newman," *Car & Driver*, 5 December 2019; "Lee Mueller Wins National Racing Championship with TR7," *Triumph Newsletter*, September-November 1979; "Runoffs Archives: 2007 Runoffs Results," SCCA, n.d.; Kas Kastner's Forum, https://www.tapatalk.com/groups/kaskastnersforum/tr6-dp-12-t377.html;



By the editor

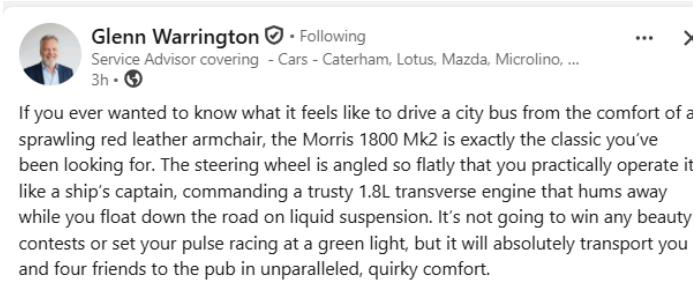
Short one this month. What with the demise of MS Publisher, this marks the first (and hopefully, last) Exhaust Notes done in MS Word. Putting the text, photos and graphics together in Word was a challenge, to put it mildly and I admit to engaging in all sorts of colorful "commentary" during the process. However, I've communicated with a couple of other Triumph club editors and a couple of alternatives have come up. We'll see if I can get some other editing software up and running in advance of December's issue.

Otherwise, we're getting down to the end of the year and what a year it's been. Thanks to several members including the route design team of Steve-N-Creig™, we've enjoyed a long series of truly excellent drives, including St Patrick's, the May Drive, Targa DeSoto, the Winery Drive, Exckert's, Bench Racers and Fall Colours.

As this issue goes to press we're just a few days from the thirteenth edition of the Veterans Run. Once again, the route looks great (Creig and I did a test run a few days ago) and the weather forecast says mostly sunny with a temp of 60° at 11:00 AM. Soooo, probably tops up driving to the starting point in Columbia, followed by tops down, eh?

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LBC Commentary Corner



Glenn Warrington • Following
Service Advisor covering - Cars - Caterham, Lotus, Mazda, Microlino, ...
3h •

If you ever wanted to know what it feels like to drive a city bus from the comfort of a sprawling red leather armchair, the Morris 1800 Mk2 is exactly the classic you've been looking for. The steering wheel is angled so flatly that you practically operate it like a ship's captain, commanding a trusty 1.8L transverse engine that hums away while you float down the road on liquid suspension. It's not going to win any beauty contests or set your pulse racing at a green light, but it will absolutely transport you and four friends to the pub in unparalleled, quirky comfort.





Admit It, You Want This Car

Submitted for your consideration: since we're talking Triumph vintage racers, how 'bout this 1966 TR4A, posted in Barn Finds (https://barnfinds.com) in mid-October.

The owner posted the car – located in Tulsa – on Facebook Marketplace, with a price of $5000 (!). According to Barn Finds writer Jamie Palmer,

> This car seems to be incredibly straight for a race car. All the shut lines appear great, and the only visible body damage is the common TR crease on the driver's front door. This happens when the door strap breaks and the door swings out too far and contacts the edge of the front fender. Been there, done that! Those beautiful aluminum wheels were produced by American Racing Products and were called the Libre style. You can get a modern version called the Retro 4 from VTO wheels…The roll bar looks pretty substantial for the time, although it would have to have SFI-type padding for current use. We're told Larry Bassett raced this car in Midwest SCCA regional races in the 1980s.

He noted solid floors, the absence of gauges save for the tach and the lack of a seat (okay, obviously a project!). The SU carbs have velocity stacks, there's an aluminum valve cover and the coil was relocated for cooling purposes.

Anyone willing to do some work and start running a Triumph some vintage events, possibly including the annual Kastner Cup? This looks like your ticket.



Minutes/continued from pg 4



- **Ed Note**: Post-meeting, John Willerton notified the executive committee the club has added 66 new members since the production and distribution of the first batch of nametags. He will submit the list to Fran Ann Engraving.

Membership

Membership chairman Creig Houghtaling noted that for the third month in a row, Ben and Maddie Duncan were our newest members.

Events

First up, the Bench Racers drive of 26 September. We had a good time with an eclectic mix of Triumphs, "Big Healeys" and other vehicles and fortunately the weather cooperated. Steve Wilson commented the pace of the drive was just about perfect.

- Creig noted he took the procession through downtown St Charles over the cobblestones, adding "we were testing your suspensions. Dave Massey responded, "Also our patience.

The Fall Colours drive, organized once again by Ed Kaizer, is coming up. Per Creig, members who plan to make the drive should check their email for the Google Map and turn-by-turn description.

- This year the club will avoid Power Line Road between Eckert's and Pere Marquette State Park, too much gravel.
- The drive will finish at the Grafton Pub
- Prez Dave advised he and Linda would miss the drive as they'll be on the Pacific Coast Highway. :Steve and Maria Moore will be somewhere in the Mediterranean.

This year's Veterans Run is scheduled for Saturday, 8 November, Yr Fthfl Ed advised the details will go out in advance via email.

- Standard start point at the State Farm Insurance lot in Columbia, Illinois, behind McDonald's and Burger King.
- The route's pretty much set up, ending location for lunch TBA.

Several members of the club had a grand old time at this year's 6-Pack TRials, held 17-19 September at Nashville, Indiana. Per Dave, a two day gathering with nice drives, a car show and banquet.

- Jim Dooley took first place in the late model TR6 category, Kevin Blume came in second (cheers)
- Creig took second place in the "ID the Parts" competition (more cheers)
- Dave added this year's TRials served last year as the location for the VTR National. "This year we got to stay in the lodge."

The members engaged in all sorts of commentary on 19 September's All British Car & Cycle Show. Jesse Lowe said he'd heard there were 140 cars on the field. The Triumph turnout was a tad light this year, partly due to several members and their cars gathering at the TRials in Indiana.

- John Lamberg, Spit6: "I got a trophy!" He added there were a lot of Austin-Healeys on display.
- Prez Dave said Gateway Healey was getting new, younger members. "I've been inviting them to all of our drives."
- The brakes on Bob Berger's Spitfire went south so he wound up participating with his Jaguar.

As for other local and regional events, YFE noted the Cars & Coffee gatherings end in October.

- The every Friday evening gathering at the Sonic at Big Bend and Kirkwood/Lindbergh should close up shop at the end of the month BUT, keep an eye on the weather. If the conditions allow, people could still show up well into November.
- YFE commented briefly on the P66 Rally that he stumbled across. He received notification from a local enthusiast and met up with the cars and participants when they pulled in for the night.
- New organization, doing a drive down Route 66 from Chicago to SoCal, the plan is to make it an annual event.
- Participants included a Corvette, Alfa Romeo, Ford Mustang, Chevrolet Camaro, VW Beetle (marked as Herbie, natch), plus a few Porsches. The standout was the replica/continuation Porsche 904, complete with flat six out back.

Continued on pg 16

Minutes */ continued from pg 15*

Christmas Party: planning is underway.

- Last year's party took place at Civil Life, good turnout.
- This year's party is scheduled for Saturday 12 December at the Jefferson Grill in Kirkwood, 4 PM to 6 PM (Ed Note: see pg 3).
- Concerning the menu, John Willerton raised the question: "I gotta know if you need cheesecake." The response from the group was thunderous and highly positive.

The meeting concluded at 7:46 PM, following the standard around-the-room updates on members' cars and other projects. Our thanks to Fallon's and our server Aida for the excellent food and service.



Presidential Notes */ continued from pg 4*

The second would indicate that this is an organization possessed but two or more Triumph owners. The last would suggest that this is an organization of Triumph owners not indicating possession by anyone. Which do you prefer?

As you can tell from the previous paragraph, I really don't have anything important to convey here other than I hope to see you on the Veteran's Day Run on November 8. The weather forecast is cool and a low chance of rain. Perfect weather for British cars.

Negative Camber *continued from pg 13*

As is tradition, we'll be taking donations in support of a veterans service organization; this year's recipient will be the Disabled American Veterans (DAV)..

Looking forward to a good turnout, y'all come!



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

SLTOA Swag



Hey there bunkie, you say you need to replenish your SLTOA gar, garb, geedunk and swag? Well, stand up and cheer and call up https://sltoa.org/merchandise/.

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.

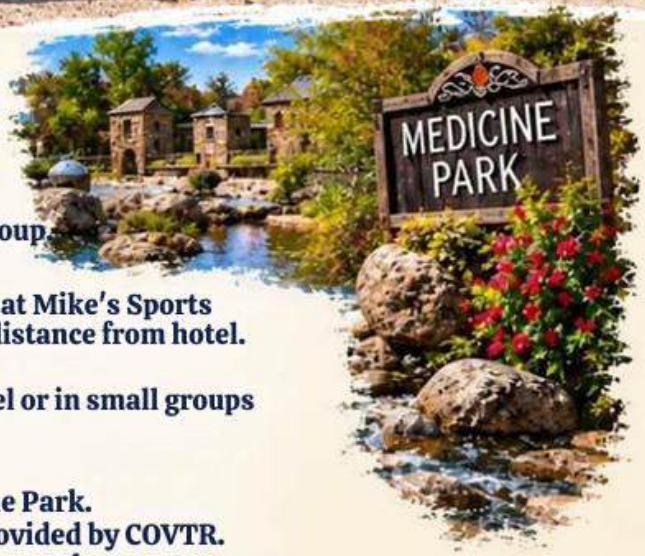
Promote the SLTOA brand with gear crafted uniquely for you!

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

ST LOUIS TRIUMPH OWNERS ASSOCIATION

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





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.

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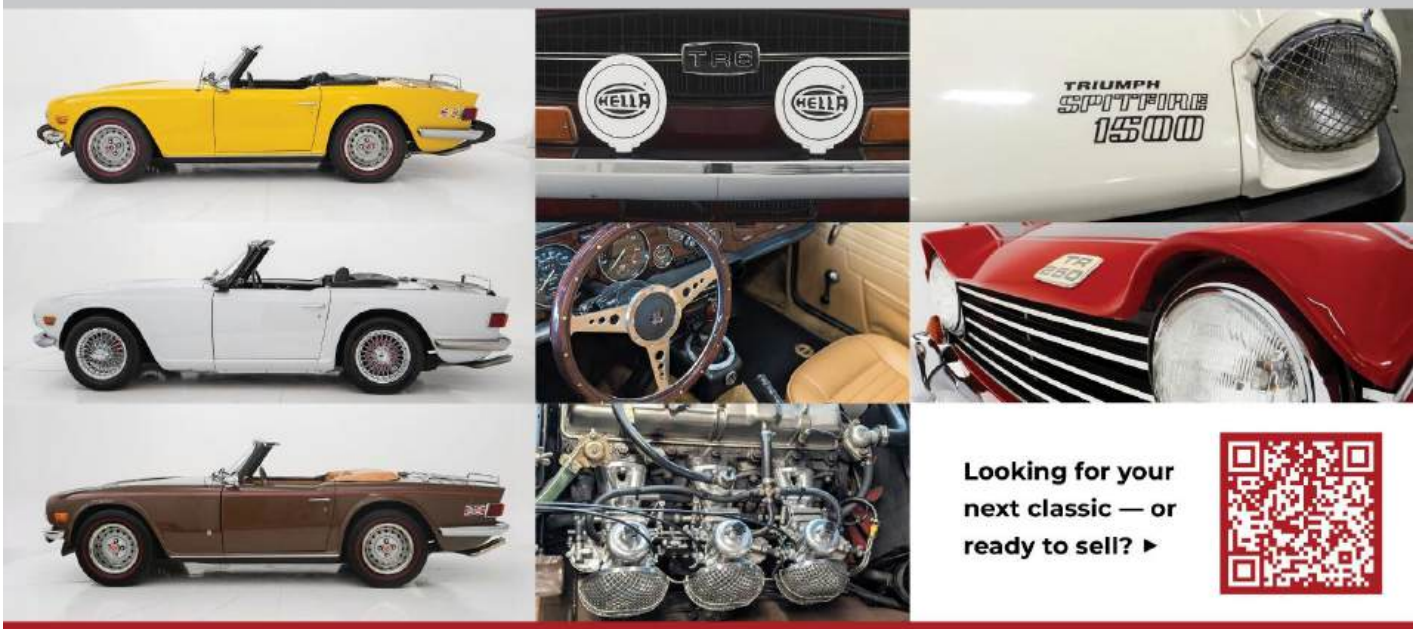
Specializing in classic European sports cars with a focus on British brands including Triumph, Jaguar, MG, and Austin-Healey.

We Buy, Sell, Restore, and Service Classic Cars ▸ Properly.

From well-sorted drivers to full frame-off restorations, It's Alive Automotive supports every stage of classic car ownership with **a focus on quality, service, and long-term value.**

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

▸ **Visit ItsAliveAuto.com for more details**



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

It's Alive Automotive, 11714 St. Charles Rock Rd, Bridgeton, MO 63044

Become a VTR Member

Membership in the Vintage Triumph Register has its benefits. A national club of Triumph enthusiasts spanning the globe needs you as a member.

Some of the benefits: *The Vintage Triumph magazine*, our award-winning, bi-monthly color publication.

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



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 Ben Franklin
2 Hardith Hill Court
St Louis,
Missouri 63119
ATTN: Membership

St Louis Triumph Owners Association

Intereim 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 plentious 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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Pictures found on the SLTOA web site are the property of their respective owners. Many pictures are linked to other web sites and are used only as a reference.

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, 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
- A calendar with info on local, 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 Christmas Party at a club-subsidized rate

You will receive the SLTOA Membership Directory, updated annually and made available following the close of the annual membership drive

Members on Facebook will also have access to the SLTOA Facebook page.

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 include monthly email delivery of *Exhaust Notes* are $20 annually. Payment by PayPal will include a processing fee.

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 at creig55@live.com



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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 Colner 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 unobtanium 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.

Classifieds continued from pg 24

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 theslvrdude@aol.com (May 26)



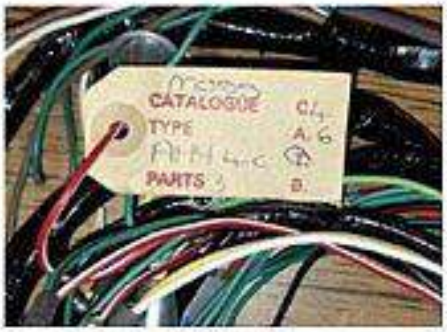
76 Spitfire 1500—Totally restored, body off frame, rebuilt from the ground up. Everything replaced or rebuilt. Overdrive transmission, full stainless exhaust, engine rebuilt in UK spec with high compression flat top pistons, UK intake with dual HS-4 SU Carbs. New Robbins top, all new interior and carpet 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).



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



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

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



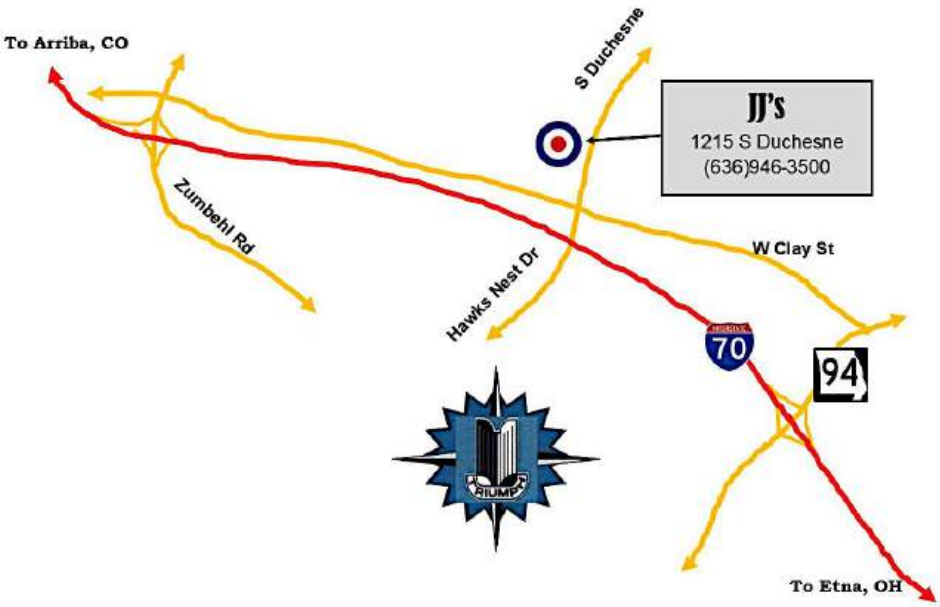
1975 MG--Rust free, Street racer…look at pictures. Nice 100% southern California rust free, Roll bar, Hard Top. The engine was rebuild to street racing specs, fast. Big carburetor and intake manifold, exhaust, etc. Out of collection. To many cars will let one go. Fun car. Title in my hand. MG is located in Hesperia California 92345. 1hr from Los Angeles, $2898 (*Craigslist*)(Nov 26)

Next Meeting

17 November 2026

1215 S Duchesne
St Charles

Arrive after 5 PM or thereabouts, eat, drink, converse and mull over the health implications of ordering the Monster Sourdough Melt



And Finally...

Ah, the joys of holiday shopping, trying to find a parking place...

