

Triumph Trails

"Enjoy the Ride"



Triumph Renown Saloon
At 2025 VTR Nationals, LaCrosse, WI



UPCOMING ACTIVITIES

- Aug 8 BBQ & Frozen Custard @Feken's
- Aug 9 Coffee & Cars @Coal Creek Winery, Tuttle
- Aug 9 British Car Breakfast Club (8:30–10 am)
- Aug 12 COVTR Meeting
- Aug 23 Autocross Event 8
- Aug 24 Autocross Event 9

Open dates: Aug 2nd, Aug 16th, & Aug 30th

Check the COVTR website for up-to-date information and details.

2025 Officers & Committee Chairs

President



John Colson

Vice President



Doug White

Secretary



Kate Golden

Treasurer



Mike Piggott

Activities



Fred Broach

Past President



Ron Feken

Member-at-Large



Jennifer Barron

Newsletter



Fred Broach

Webpage



Andrew Holliday

MISSION STATEMENT

The Central Oklahoma Vintage Triumph Register (C.O.V.T.R.) was established in 1982 by Triumph owners and enthusiasts for the purpose of preserving the future of the Triumph Marque. Triumph ownership is encouraged but not a prerequisite for membership. The C.O.V.T.R. sponsors a monthly meeting, monthly SOB's (Saturday Outing Bunch), car shows, road tours, technical inspections and lots of fun.



A Message from the Club President

Well...it's summer now, sure 'nuf. Are we ready yet for some cool, crisp autumn morning drives? Thank goodness for zip out rear windows! I come to appreciate them more with each passing year!

It has been a busy month with the VTR Nationals occupying center stage. Unable to attend, I've asked Mike P to give us a summary and color commentary on the event. His account to follow. With Coffee and Cars still in flux, about the only other activity this month was our fundraiser/lunch run to Smitty's Garage last Saturday. We had a good turnout of 13 or 14 cars and some 25 or so club members. We enjoyed a good burger (and chili) and the opportunity to introduce some young adults who had never seen (noticed?) our cars before.

Coming up in August, Ron and Sandra Feken have kindly volunteered to host our annual "Progressive" Dinner on Friday, Aug 8, from 5-8 PM, adding a little different twist with a pool party and a trip to Andy's Frozen Custard to complete the evening and cool off even more. (I may even have to zip the rear window back in!) Sat Aug 9 brings a different time and venue to Coffee and Cars, combining it with Hot Rods and Hot Air festival at the Coal Creek Winery in Tuttle and a full weekend of festivities. Winding up the month will be Autocross Events 8 and 9 at Remington Park, Saturday and Sunday the 23rd and 24th.

Something for everyone - Enjoy!

Keep on the sunny side. See ya' down the road!

John Colson



Well, unusual for Oklahoma, but the rain lingered into July this year. Rain, or the threat of rain, kept a lot of cars tucked cozy in their garages. A few brave souls, rolled the dice and got out any way.

Coffee & Cars

About a half dozen cars made it to the Coffee & Cars at a new location, the Life Church at NW 178th and Penn. All went well, even though it misted on us most of the time we were there.

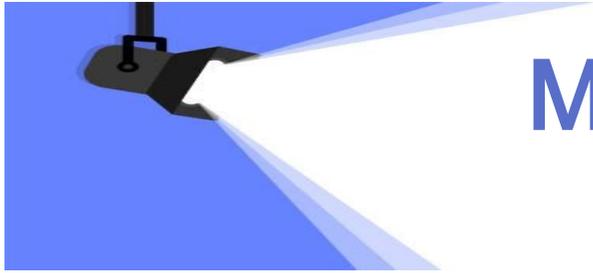
British Car Breakfast Club

The storms move around us for the morning drive to the Old School Bagel Café on NW 23rd Street. There were a few that took a chance on the weather and brought out their classics, and others came in their daily drivers. We all had good conversation anyway.

MG Club Cookout

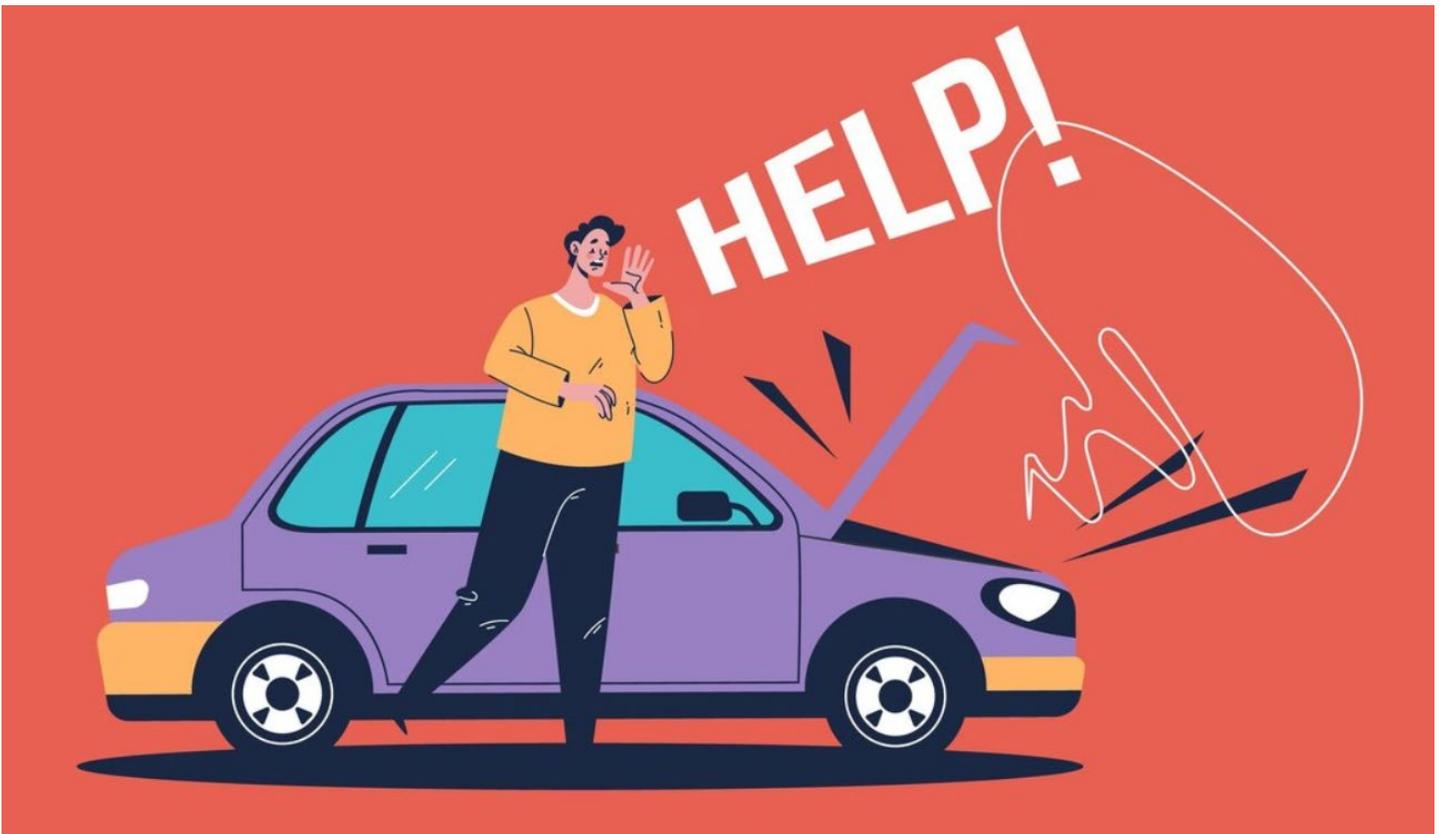
The cookout at Don Sable's Shop turned out to be more of a Model T gathering it seemed. There were three of us from the COVTR, and a few from the MG Club, but most were driving T's and A's. There were all kinds of BBQ meats, salads, beans and all the fixin's. The Sables' fed us good and we met some new friends that came up from the DFW area for the feast.

A big Thank you to Don and Becky for having us.



Member Spotlight

Missing In Action



We are in desperate need of articles for future *Triumph Trails* Newsletters.

PLEASE consider telling your Triumph story for the “Member Spotlight” section, or sharing some handy advice for the “Tech Tips”. Also, if you run across an old article that you think might be of interest to our membership, please pass it along as a “Blast from the Past”.

Thanks for your support. Let’s keep it up.

FRED

VTR Nationals, La Crosse, WI

Drew and/or Kate won

- Autocross Spitfire class
- Autocross Fastest Time of Day
- Funkhana
- Craft and Model (Kate)
- 1st Place TSD Navigator
- 3rd Place Modified Prepared Concours
- The Carolinas Cup (again)

Mike and Judy won

- 3rd Place Autocross Spitfire
- 1st Place TSD Driver

John and Jean Scott won

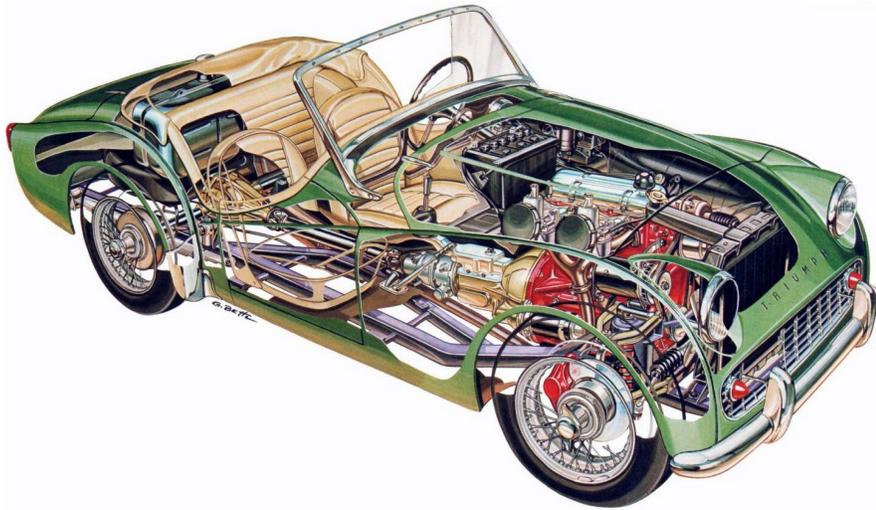
- 1st Place Concours Stag

Jimmy and Carolyn awarded trophy for

- TR3 in Senior Class.







Tech Tips

Please share tips or tricks you have discovered in your experience working on Triumph cars.

“How to” articles would be most appreciated.

Submit your article to: centralokvtr@gmail.com

BONNET RELEASE CABLE BROKEN!

(TR4 - TR6)

by Ken Streeter, with input from Triumph Service Bulletins, 6-Pack, TRF, Jamie Barnhardt, Steve Benelisha, Jim Bosley, Robert Carley, Shane Ingate, Larry Miceli, Robert Shaw, and others from the triumphs mailing list. Copied from the VTR.org website with permission.

A broken bonnet release cable on the TR4-TR6 can cause no end of difficulty in getting the hood up to fix the problem! This is a common problem in North American TRs with LHD steering, since the hood release cable is quite long and cumbersome, having been intended to be on the right side of the car.

However, before you dismantle anything, ask someone to push down on the bonnet near the latch area; this will remove any “reload” on the mechanism which may be your problem. Be careful and be sure to press the bonnet as close to the edge as possible to avoid the common dent in this area. If this works for you, the problem may be improper bump adjustment, over-adjustment of the latch pain, or, most frequently, lack of latch lubrication.

If simply having somebody push on the bonnet near the latch while operating it doesn't work, the summer 1994 issue of the 6-Pack (TR-6 club) newsletter published a reprint of a Triumph Technical Service Bulletin dealing with broken hood releases. In summary, you will need to remove the glove box, to gain access to one of the holes through the firewall. (There are plenty of likely holes for the heater control, choke cable, etc.) You may want to also remove some of the heater hot air hoses to get more room under the dash.

With a long screw driver, and lots of patience, you should then be able to reach and activate the lock release mechanism. It is somewhat difficult to see what you are doing, both when

you are disassembling the under-dash components, and then when you are trying to pry the hood latch open with the screwdriver. You have to visualize the operation of the hood latch i.e., in which direction it pulls to free the hood catch. You also have to be careful with the screwdriver or pry bar, as you are close to the battery.

TR IGNITION TIMING

Original: Ken Gillanders, January 1985; Transcribed by: David Templeton, June 29, 2002
Copied from the VTR.org website with permission.

Ignition timing is a poorly understood, very important and a frequently done wrong part of a tune up. While most distributors are designed to be timed with a strobe or an electronic timing light and running, the TR distributor is designed to be timed with a static light and with the engine stopped. If a Triumph 2 or 3 is timed with a strobe while running all you will get for your trouble is a poor running engine with badly retarded ignition timing.

What follows is the factory timing method and it seems to work the best:

1. Remove the coil to distributor low-tension lead at the distributor, usually located in the distributor base and next to the cylinder head.
2. Connect a static light (any 12-volt lamp) between the distributor terminal and a convenient hot lead (the battery will do).
3. Using either the crank or by pulling the fan, move the pulley around in a clockwise direction as viewed from the front. Place the hole drilled in the rear half of the pulley $3/8$ " to the left of the timing pointer¹. **DO NOT** turn the pulley in a counter clockwise direction, as the crankshaft motion is not directly transmitted to the camshaft due to the timing chain tensioner. The fan must be moved in a smooth and continuous movement clockwise to the correct location.
4. Loosen the clamp at the base of the distributor and very slowly turn the distributor in a counter clockwise direction until the static light just comes on and then clockwise until it just goes out. This is the exact point of ignition and it is possible that the light may come on as you tighten the clamp, making it necessary to readjust until the light just goes out. Then reconnect the low-tension lead and you are ready to go.

$3/8$ " measured on the circumference of the crankshaft is about 8 deg, which is more initial timing advance than the factory recommends, the engine, however seem to run more effectively at 8 deg than 4 deg of advance.

¹ The timing pointer is attached to the timing chain cover, just off to the right of the centerline as viewed from the front of the car.

Blast from the Past



TSOA

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 3273
GRAND CENTRAL STATION
NEW YORK, N. Y. 10017

VOLUME 13, NO. 1
JANUARY, 1967

TRIUMPH LAUNCHES NEW GT-6



The Standard-Triumph Motor Company introduced its latest import, the Triumph GT-6.

This new car, a six-cylinder, two seat fastback coupe, has many features of its Grand-Prix racing prototype — a 95-horsepower, 122 cu. in. engine; four forward synchromesh gears; rack-and-pinion steering with a column designed to collapse on impact; four-wheel independent suspension and front-wheel disc brakes.

Chris Andrews, president of Triumph in the U.S., noted that the proven performance/design features employed in the GT-6 helped its prototype finish one-two in class at Le Mans.

“This car is a big step forward in our long-range plans for a broader product line,” the executive said. “The TR-4A, the Spitfire, and the model ‘2000’ sedan have demonstrated strong appeal to specific segments of the public.”

“The GT-6 is an ideal complement to that line. It is an all-year, durable coupe for everyday use,” he said. “The GT-6 has a character of its own and will appeal to the owner who wants a car with personality, something distinctly different and with high performance qualities. And it won’t tear the budget to shreds.”

Radial-ply tires, wire wheels, heater/defroster, windshield washers and backup lights are standard equipment on the GT-6.

The all-steel body has replaced the fiber glass version used at Le Mans in 1964.

The interior features a walnut instrument panel, pile carpeting, bucket seats, a padded, leather-covered steering wheel and easy access to the luggage space through a hinged rear panel. It looks like another winner from Triumph!



COVTR on the Internet

Check out our **webpage**, www.TriumphsOKC.org. It includes lots of useful information, and a schedule of upcoming events.

On **Facebook**, we have a “group” to which you can join, read and share posts, ask questions, and contribute to discussions.

To join the group, click on Groups in Facebook, then search for COVTR. In the results, select “Join” the COVTR group.

The COVTR will be hosting the 2027 South Central VTR Regionals.

Now is the time to put on our thinking caps and start the planning process. A number of members have indicated they are willing to serve on the Regionals Planning Committee. That is a good start. This will be a huge undertaking to make this the best Regionals EVER, and we will need all of us to contribute. As the planning process progresses, please consider areas that you would be willing to serve. Thank you all in advance for making this a success.



The Vintage Triumph Register was founded in 1974 and is dedicated to the maintenance, preservation and enjoyment of the Triumph marque. The VTR emphasizes camaraderie and social interaction among Triumph owners. As the only North American organization which recognizes each and every Triumph model, we hope you'll want to join us as we strive to achieve these goals.

Membership includes technical consultants, connections to other Triumph enthusiasts, National and Regional conventions, club support and more. Ownership of a Triumph is not a requirement for membership. **To join**, go to the Vintage Triumph Register website, <https://www.vintagetriumphregister.org/secure/signup>, fill out the form and pay your annual dues.

NEWSLETTER INFORMATION

Newsletter Editor: *Triumph Trails* is the official monthly publication of COVTR. © Copyright 1993-2025 COVTR. All rights reserved. Articles for publication are due to the Editor by the 15th of each month. We welcome all types of articles including technical, personal interest, and stories about your Triumph experience. Opinions expressed are those of the Editor or Contributors. Classified ads from members are welcome. Business card ads are \$10.00 for twelve issues, payable to the Treasurer in advance. COVTR, 4600 Gracelann, Shawnee, Oklahoma 74804

Triumph Trails is the proud recipient of the National Newsletter Award from Vintage Triumph Register of America awarded at the 2012 and 2017 National Convention.

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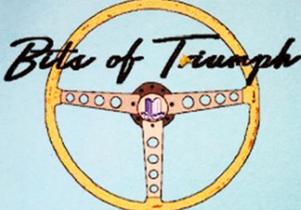
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*Embroidery Inspired by
Triumph & their Drivers*

Space Available

August Coffee & Cars 14th Anniversary

August 9th | 6AM-10PM
Coal Creek Winery & Event Center
210 N Sara Rd, Tuttle 73089

We're switching things up with added experiences and entertainment so this will be a ticketed event.

GET YOUR TICKETS BEFORE WE SELL OUT:
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