

Triumph Trails

Central Oklahoma VTR Newsletter April 2023



Steven England

TR3

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Mom's TR

By Stephen England

mossmotoring.com

Upcoming Events:

April 8 Garage Day Get-together; Tuttle, OK

Host: Doug and Margaret White

April 11 - Triumph Club Meeting Black Bear Diner in Moore

5:30 Eat and Visit 7:00 Meeting

April 14-16 The Lodge at Sequoia State Park, Hulbert, OK

Host: British Car Breakfast Club Contact Donna Barron

April 19-22 SCVTR Regional Convention; Sugarland, TX

Leaders: Doug and Margaret White

April 22-23 SCCA Autocross, Remington Park, OKC

Contact: Drew Holliday



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NEWSLETTER INFORMATION

Newsletter Editor: *Triumph Trails* is the official monthly publication of COVTR. © Copyright 1993-2023 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

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, car shows, road tours, technical inspections and lots of fun.

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.



A Message from the Club President

Greetings, Team Triumph. We've had a busy and productive month. March saw our Eischen's Chicken Run, our regularly scheduled meeting, and the SCCA Autocross at Remington Park. The turnout for the Eischen's Run was exceptional. There were over 30 club members and friends in attendance and 10 Triumphs making the drive. The weather was beautiful, and a good time had by all. I want to thank Dave and Mary Jo Hogan for hosting the event. Great job!

The monthly meeting went well. John Gauldin informed the club of many parts, car bodies, and support items available from Mark Danforth. I contacted Mark and arranged for several of us to visit his shop and look around. It was well worth the time, and I encourage you to reach out to Mark if you need certain items. He may have what you need. John G. and I have his number.

Also, we voted to change our meeting venue for April. We will have the April 11 monthly meeting at Black Bear Dinner in Moore. The address is: 920 SW 25th St., Moore, OK 73160. Meeting times remain unchanged with dinner at 5:30pm and formal meeting at 7:00pm. Please join us.

Margaret and I attended our first Autocross event this month. We were joined by Dave Hogan, Kate Golden, and Hunter Rench. Drew Holliday raced his Spitfire and performed exceptionally well. His times were extremely competitive, and I'm still astounded at his driving skills. Thanks for the rides, Drew.

Lastly, Margaret and I are hosting Garage Day on April 8. Please join us for the event and let's get our cars ready for regionals. Until then, happy motoring.

Doug White
President

2023 COVTR Activities Calendar

Feb 10	Drive Your Triumph Day, email a photo to: driveyourtriumphday@gmail.com	
Feb 18	Café 33 Steakhouse and Whiskey Bar; Perkins, OK	Kay and Lonny Wall
March 11	Eischen's Chicken Run; Okarche, OK	Dave and Mary Jo Hogan
March 18-19	SCCA Autocross, Remington Park, OKC	Drew Holliday
April 8	Garage Day Get-together; Tuttle, OK	Doug and Margaret White
April 14-16	The Lodge at Sequoia State Park, Hulbert, OK	British Car Breakfast Club
April 19-22	SCVTR Regional Convention; Sugarland, TX	Doug and Margaret White
April 22-23	SCCA Autocross, Remington Park, OKC	Drew Holliday
May 6-7	McPherson College Car Show; McPherson, KS	Mike and Judy Piggott
May 20	Black Raven Pub, Harrah, OK	Hunter and Jenny Rench
May 21	SCCA Autocross, Location TBA	Drew Holliday
June 3	COVTR Picnic; Edmond, OK	Kay and Lonny Wall
June 4	SCCA Autocross, Frederick, OK	Drew Holliday
June 24	Knights Car Show and Cookout; Shawnee, OK	Mike and Judy Piggott
July 8	Route 66 Museum Tour, Sapulpa, OK	Hunter and Jenny Rench
July 9	SCCA Autocross TPC, Muskogee, OK	Drew Holliday
Aug 5	Progressive Dinner; OKC/Edmond, OK	Holliday/Colson/Gauldin
Aug 6	SCCA Autocross, Remington Park, OKC	Drew Holliday
Aug 26	Drive-In Movie Night, Guthrie, OK; Beacon Theater	John and Donna Barron
Sept 17	SCCA Autocross TPC, Remington Park, OKC	Drew Holliday
Sept 22-24	Brits in the Ozarks; Springdale, AR	Open
Sept 27-Oct 1	VTR National Convention, Dillard, GA	Doug and Margaret White
Oct 8	SCCA Autocross, Remington Park, OKC	Drew Holliday
Oct 13 ?	Red River Shootout, Somewhere, TX TBD	RRTC, Carlton Northrup
Oct 21	Chili Cook-Off; Edmond, OK	John and Jan Colson
Nov 5	Ponca City Veteran's Day Parade; Ponca City, OK	Kip Miles/Lonny Wall
Nov 10-11	Fall Foliage Tour; Wister State Park; Wister, OK	Rench's and Hogan's
Nov 12	SCCA Autocross, Remington Park, OKC	Drew Holliday
Dec 9	Christmas Party	Greg and Susan Tiffany

Our monthly meeting will be held at Black Bear Diner in Moore. 920 SW 25th., Moore, OK 73160. 5:30 Eat and Greet, 7:00 Meeting, usually on the second Tuesday of each month.

Details of Upcoming Activities

Change of Venue for April Club Meeting

We will have the April 11 monthly meeting at Black Bear Diner in Moore. The address is: 920 SW 25th St., Moore, OK 73160. Meeting times remain unchanged with dinner at 5:30pm and formal meeting at 7:00pm.

British Car Breakfast Club's Sequoyah Lodge Driving Event April 14-16

The British Car Breakfast Club has invited COVTR members to join them for a weekend driving event at Sequoyah State Park Lodge near Wagoner, OK. Call for reservations at 918-772-2545 Interested People Contact COVTR member, Donna Barron

COVTR Travel plans for the 2023 SCVTR Regional Convention April 19–22

Looks like we'll have a lively group! The count is 7-12 cars going from COVTR. Our tentative plan is to begin our travel from OKC at 7 am on Wednesday the 19th. The trip is approximately 8 hours driving time for our group. Mike and Judy Piggott are willing to lead the drive. ETA Sugarland...5:00PM. Just in time to figure out our dinner plans! Mike will finalize the plans and send out more detailed information.

Red River Shootout

Time for friends from RRTC and COVTR to come together and celebrate our Triumphs

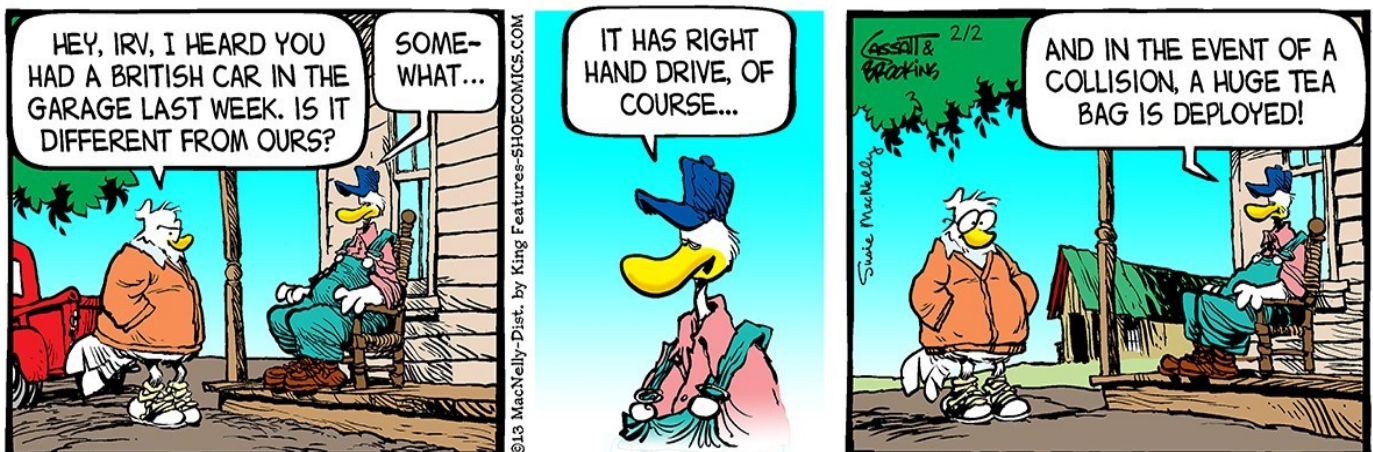
When: Oct 27 – 29

Where: Holiday Inn Express 600 N Stemmons St, Sanger, TX

Holiday Inn Express. \$130/nt Block of King and Queen rooms are reserved until Sept 26. 7 day cancelation policy.

When calling in for reservations mention block code RRG for the discounted rate. Booking link: [https://www.hiexpress.com/redirect?](https://www.hiexpress.com/redirect?path=hd&brandCode=EX&localeCode=en®ionCode=1&hotelCode=DFWSG&PMID=99801505&GPC=RRG&cn=no&viewfullsit)

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Used with permission from Jeff MacNelly Archive, Philip Rosemond, curator.



GARAGE DAY!

COVTR ANNUAL GARAGE DAY IS COMING

SATURDAY, 8 APRIL 2023

2:00 PM

HOME OF DOUG AND MARGARET WHITE

4605 TIMBER RIDGE ROAD, TUTTLE, OK

Let's get ready for regionals! What a great way to rally together to support the club. It's a great drive to get the cars out, or drive what you please. Fun for all!

Bring your favorite beverage to enjoy and maybe some assorted finger food to share.

Please RSVP to Mike Piggott (918) 766-4488 or Doug White (918) 916-6076



BY DESIGN VTR NATIONALS 2023



Original Giovanni Michelotti artwork, modified by Rick Andreoli.

Vintage Triumph Register National Convention

SEP
WED
27

SEP
THU
28

SEP
FRI
29

SEP
SAT
30

OCT
SUN
1

Celebrating the Vision of *Giovanni Michelotti*

This year's event will be held at The Dillard House in Dillard, GA. The Dillard House boasts breathtaking views of the surrounding Blue Ridge Mountains. These beautiful cars, many of them from the mind of Giovanni Michelotti, were designed to draw you to such places and experience all that they were created for. Your drives will take you to places of beautiful waterfalls and folklore and even a day experiencing a German-inspired mountain village. Come prepared to satisfy your driving desires, take in the breathtaking scenery and enjoy southern cooking like you never have before.

HOSTED BY THE GEORGIA TRIUMPH ASSOCIATION
AND THE BRITISH AUTO OWNERS GROUP



FOR MORE
INFORMATION VISIT



VTR2023.ORG

Eischen's Chicken Run

Hosted by Dave and Mary Jo Hogan



A total of 34 individuals participated in the drive to “the oldest bar in Oklahoma”. It was a great weather day to enjoy the sunshine and warm temperatures riding in a British sports car. As usual, the fried chicken was piping hot and quite delicious.

The following article was recommended by COVTR member, Ron Feken.

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TRIUMPH REPORTER

The Newsletter of the
CONNECTICUT TRIUMPH REGISTER

Newsletter editor:

Neville Wardle

Branford

January, 2023

Continuing the Legend

Page 5

ONE HUNDRED YEARS OF TRIUMPH

Part 2: the first Triumph motor car

In 1923 Siegfried Bettmann and his partners formed the Triumph Motor Co and began the work of breaking into the car business. Their first car was the 10/20 which went into production in 1923. We examine the business they were entering and the car that they chose to build.

The development of the automobile starts in the late 18th and early 19th centuries as steam became a practical source of power that offered the possibility of travel that was not limited by animal power. We associate steam mostly with railway locomotives but the Frenchman Nicholas Cugnot built a working, steerable steam powered road vehicle in 1769.

Cugnot's vehicle was heavy, slow, and not very efficient but by the 1870s the technology had advanced to the point where the French inventor Amédée-Ernest Bollée was able to manufacture 50 steam powered automobiles.

In Germany, Karl Benz was busy inventing an engine powered by petrol. By 1880 he had built a reliable two-stroke engine that could be put to use in automobiles. Gottlieb Daimler and Wilhelm Maybach were also hard at work developing small petrol engines that could be used to power automobiles, giving the German industry a significant lead.

In England, on the other hand, the Law was busy working on brakes to stop cars in their tracks. In the 1860s Parliament passed what are popularly known as the Red Flag acts, more correctly the Locomotives on Highways Act (1861) and the Locomotive Act (1865). The latter restricted the speed of "road locomotives" to

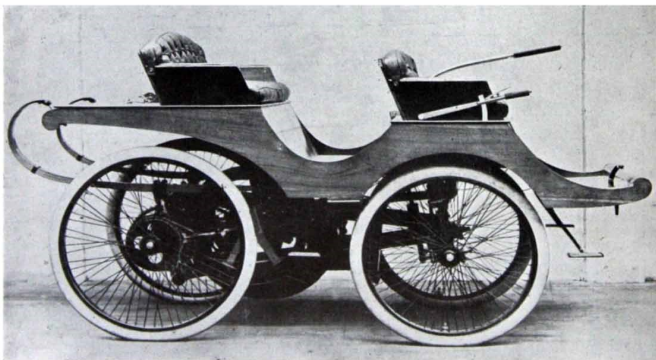


1872 Bollee steam car. Wikipedia, used under license

4mph in the country and 2mph in towns and cities. The red flag provision required a man carrying a red flag to walk in front of locomotives that were pulling multiple wagons, but the speed limits applied to automobiles. This legislation reduced the appeal of this novel form of transport and provided little incentive for British inventors to enter the field. This would not be the only time politicians influenced the development of motor cars in England.

In 1896 the legislation, which was being openly flouted by the small but growing band of wealthy car enthusiasts, was modified to exempt vehicles of less than 3 tons from many of the provisions and allowed a speed limit of 14 mph. This stimulated a number of pioneering companies such as Lanchester, Daimler, and Wolseley to build British cars in hopes of catching up with the French and the Germans.

Frederick Lanchester built one of the first English cars in 1895, using a single cylinder engine at first but eventually fitting a two cylinder engine. Several more experimental prototypes followed before production began in 1900 with six demonstrators.



1895 Lanchester

Public Domain

ONE HUNDRED YEARS OF TRIUMPH, cont'd

The Daimler Motor Company, founded in 1895, had bought the rights to use Gottlieb Daimler's name and patents. The company initially sold imported vehicles but in March, 1897 the first Daimler built in Coventry took to the road. The company was able to produce three cars a week by the middle of 1897.



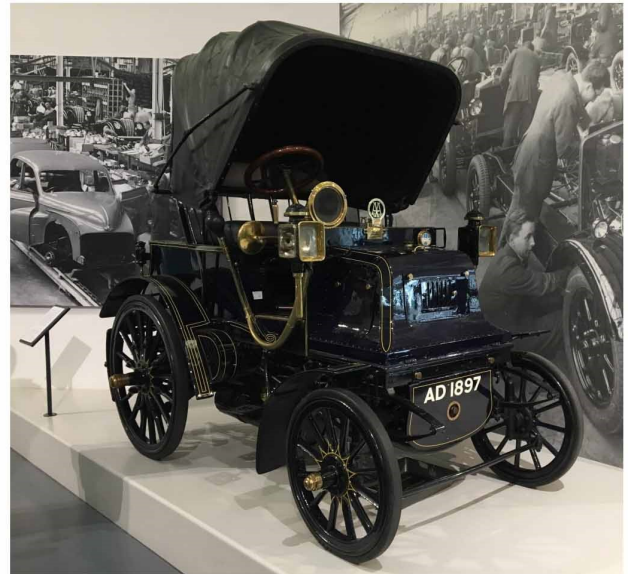
1896 Wolseley tri-car. British Motor Industry Heritage collection. Photo by the Editor

In 1896 Herbert Austin, who was working for the Wolseley Sheep Shearing Machine Company, built a tri-car capable of 12 mph. His third design for Wolseley would have four wheels.

By 1900 Wolseley decided that building cars was not likely to be profitable and created a separate company, the Wolseley Tool and Motor Company, selling it to the military engineering firm Vickers, Sons and Maxim. Herbert Austin would go on to form his own com-



1903 Tricar Photo <https://triumphbicycles.wordpress.com/>



1897 Daimler. Jaguar Heritage Trust. Photo by the Editor



1899 Wolseley British Motor Industry Heritage collection. Photo by the Editor

pany and change the entire car industry with the Austin 7.

While this early development of motor cars had been going on Siegfried Bettmann and the Triumph company had been riding the boom in bicycles. By the end of the 1890s this boom had run its course and in 1899 the company was in financial difficulties.

Bettmann and his partner Mauritz Schulte managed to survive a stormy meeting of shareholders and faced the reality that they would need to diversify. This took the form of motorcycle production. The first motorcy-

ONE HUNDRED YEARS OF TRIUMPH, cont'd

cle was produced in 1902 using an engine made by the Belgian company Minerva. By 1905 the company was producing its own 3hp engine.

One of the early Triumph motorcycles was capable of being built as either a 2 or 3 wheeled bike. With handlebar steering and pedals it is far more a motorcycle than an early car. It's not clear if this went into production, although Triumph advertised a similar model as a light delivery tricycle. The idea was not developed further.

Bettmann's focus on bicycles and motorcycles reflects his innate conservatism, but was also probably quite prudent. Of the two hundred or so companies that had attempted to produce cars in England, about half had fallen by the wayside. On the eve of the Great War which was to prove so profitable for Triumph, about 100 companies were in the car business, producing about 16,000 cars a year (source: Peter King, "The Motor Men"). Ford, with its factory in Manchester, led the way with 7,300 vehicles followed by Wolseley (3,000), Humber (2,500), Rover (1,800), and Sunbeam (1,700).

The war stopped car production for the duration but fostered new methods of mass production that would benefit the car companies once they could resume building cars.

The post-war years saw an expansion in the industry with 183 companies making cars in 1922. This was the competitive environment that awaited Triumph when Bettmann's objections were finally overcome and the company threw its hat in the ring.

Bettmann's partner Mauritz Schulte had been unable to persuade Bettmann to branch out into car production and was eventually given a generous golden handshake when their working relationship became too strained. Schulte's successor, Claude Holbrook, was perhaps a bit more persuasive, the postwar economic outlook perhaps a bit more favourable, and in 1919 an experimental car was built.

Further progress was impeded by the lack of space in Triumph's factories for car production, and in 1921



Triumph bought the Dawson Car Company, primarily for its factory.

The Dawson Car Company was one of the new companies that entered the car industry following the end of World War I. It was founded by Alfred Dawson who had been the works manager for Hillman, a car builder with its roots in bicycles and motorcycles.

Dawson made just one model with a choice of four body styles, but did not sell the chassis separately for bodywork of the customer's choice. The cars were very expensive at £750 in 1921 and only around 70 cars were built before Triumph bought the Clay Lane plant.

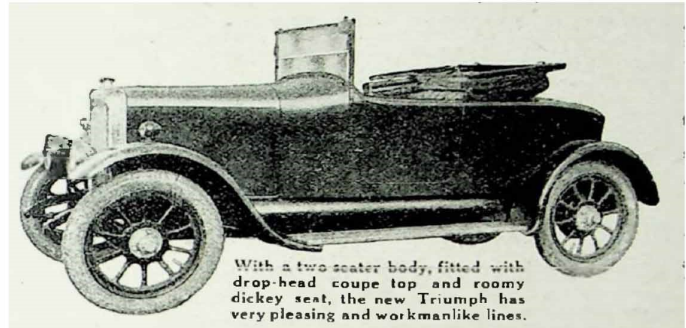
Triumph did not buy the Dawson company to copy their car. If Bettmann was going in to car manufacture it would be on his terms. He had after all turned down an offer to take a stake in the Morris business when it ran into financial difficulties in 1921.

ONE HUNDRED YEARS OF TRIUMPH, cont'd

That said, Triumph, with very little experience in car design, did not come up with their first car on their own. The design and production of the new car was overseen by Arthur Aldersen of the Lea-Francis concern who was paid on a contract basis. Triumph paid royalties for every car sold to Lea-Francis.

The Triumph 10/20 (the 10 refers to the taxable horsepower rating of the engine, the 20 to its actual horsepower) went into production in the Spring of 1923.

The Autocar reviewed the new car in its edition of May 11th, 1923. The review, which is reproduced on pages 10 and 11, was a road test more than a technical



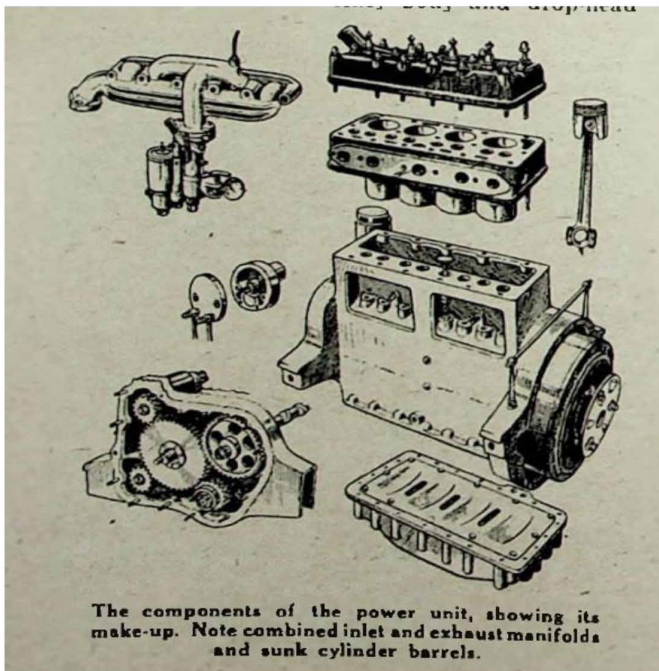
With a two seater body, fitted with drop-head coupe top and roomy dickey seat, the new Triumph has very pleasing and workmanlike lines.

appraisal. It was generally approving, although it must be born in mind that reviews of the time were seldom critical. Reading between the lines one gets the impression that the car was underpowered and perhaps overweight. Presumably Autocar readers in 1923 were sufficiently familiar with the test route to know whether getting up Saintbury Hill in third gear as far as the tree on the right was praiseworthy or not.

The Light Car and Cyclecar provides an interesting technical review of the newcomer. The design of the engine attracted their attention and was described as “ingenious”, though to modern eyes the idea of 16 cylinder head studs must seem perhaps excessive. The cooling arrangements sound a little optimistic although the Autocar reviewer did not report any overheating on their test drive. Not shown in the diagram is the tap that could be opened as a check on whether the oil pump was doing its duty.

A glance at the chassis drawing reveals a number of interesting features. Cooling is by thermo-siphon, the introduction of water pumps lay several years in the future. The electrical system was 12 volts, using two 6 volt batteries, while the fuel tank was at the rear. An Autovac took care of drawing the fuel from the tank, S.U. had not yet developed electric fuel pumps.

Close inspection will reveal that mechanically actuated brakes operated only on the rear wheels. In 1923 this was far from unusual. In a 1929 paper (“Safety in Four Wheel Braking Systems”) presented to the Institution of Automobile Engineers, Maurice Platt (https://www.gracesguide.co.uk/Maurice_Platt) noted that “only five years ago an analysis showed that 70 per cent of the cars available in the British market



The components of the power unit, showing its make-up. Note combined inlet and exhaust manifolds and sunk cylinder barrels.

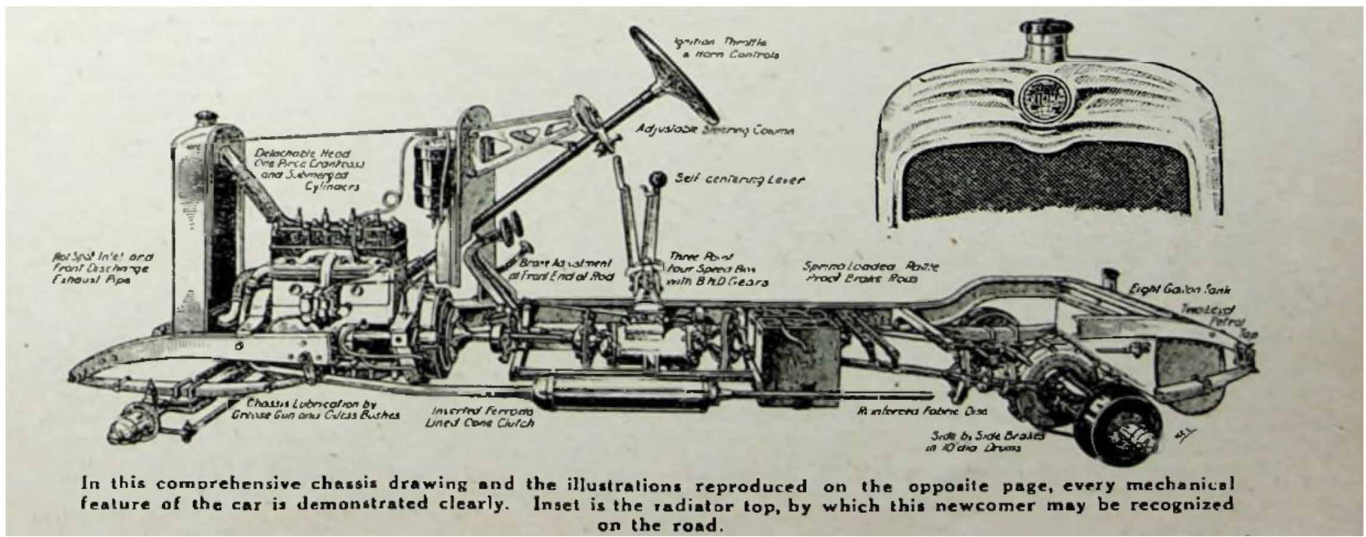
Ingenious Engine Construction.

The engine is divided into four parts, the largest of which is an aluminium casting, which carries the two main bearings and forms the crankcase and well, into which the cylinder barrel block carrying the side-by-side valves drops. There is no water-jacketing round the skirts of the cylinder barrels; the oil spray probably assisting in cooling them to some extent. The top of the barrel block is flat, the detachable head being bolted to it in rather a novel way. On the off side five long studs, anchored in the aluminium casting, pass up through the barrel block, on the upper face of which are recesses to take a shoulder on the stud. The remaining portions of the studs pass through the cylinder head, and the whole is then tightened up from above by capped nuts. The centre row of five studs is anchored to the barrel block, whilst the near-side row, consisting of six studs, is similarly attached and secured by capped nuts. The barrel block is held to the rear side of the aluminium casting by studs, which screw upwards through the ceiling of the valve-stem chamber.

Light Car and Cyclecar, Friday April 13th, 1923.

Courtesy Grace's Guide <https://www.gracesguide.co.uk/>

ONE HUNDRED YEARS OF TRIUMPH, cont'd



were braked on the rear wheels only". By 1929 that figure had dropped to just 1 per cent, but these improvements in braking were in the future when the 10/20 was born.

The dead hand of the law was in part responsible for this, braking systems being governed by the Motor Cars (Construction and Use) Order of 1903 which required two independent brakes capable of stopping two of the car's wheels on the same axle. The 10/20, like many cars of the day, complied with this regulation by having side-by-side drum brakes on the rear wheels (i.e., two sets of brake shoes operating within the same drum, one operated by the foot brake, one by the hand brake).

The 10/20 sold in relatively small numbers. Graham Robson's history of Triumph suggests only a handful of cars were built each week, although that was enough for Bettmann to deem it successful. The Pre 1940 Triumph Motor Club has records of just 59 cars, with two surviving with original style bodywork, suggesting that total production might have been around 300 cars.

The author would like to acknowledge the following sources:

The online Triumph Bicycle Museum , website at

(<https://triumphbicycles.wordpress.com/> which contains much of interest, including the ads and photographs in this article

Grace's Guide to British Industrial History, website at

<https://www.gracesguide.co.uk> providing thumbnail histories of many British industrialists and companies.

Triumph Cars the complete story by Graham Robson and Richard Langworth ISBN 0-947981-28-4

The car was well received by the motoring press, but the main challenge to sales was no doubt the price. At around £400 it was towards the top end of cars in its class. The selling price would of course have to cover the royalty paid to Lea-Francis which no doubt was something of a handicap.

The Light Car and Cyclecar published a list of prices for all cars with engines of 1.5 litres or less in their March 16th edition in 1923. Looking at two-seater models, only 5 cars sold at higher prices than the Triumph, two of which were imports that would no doubt have attracted a significant import duty. The 10/20 was priced at the level of well-established and well-regarded makes such as Alvis, Riley, and Wolseley. There were also plenty of good quality less expensive cars available from builders like Singer and Standard, as well as many companies who would go to the wall before the Twenties were out.

Bettmann and Holbrook may not have set the car world ablaze with the 10/20 but at least Triumph was now established as a manufacturer of cars as well as bicycles and motorcycles.

To be continued

Minutes of COVTR Membership Meeting March 14 , 2023

Officers Present: President – Doug White , Vice President – Hunter Rench, Treasurer – Mike Piggott, Secretary – Dave Hogan

Location: Pelican’s Restaurant, Midwest City, OK

Members present: 25 **Guests:** None

Meeting Opening: Doug White opened the meeting at 6:55 PM

Mary Jo Hogan led the Pledge of Allegiance.

Secretary Meeting Minutes: Drew Holliday motioned that we should accept the minutes of the February 2023 club meeting as printed in the Triumph Trails newsletter, seconded by Mary Jo Hogan. Motion passed.

Membership Report – Dave Hogan

Two new or returning members have joined our club in the past month. (NEW) Fred Broach – Yukon, OK (1966 Spitfire MKII); (RETURNING) Larry Young -Tulsa, OK (TR250). Margaret made a motion to accept the Membership Report, Roger Harms seconded – Motion passed.

Treasurer’s Report – Mike Piggott

Mike Piggott read the Treasurer’s Report for the month of February 2023. Mike made a correction to the February report which was overstated by \$30. Additional club dues collected of \$30 + Bitch and Brag of \$6. Judy Piggott made a motion to accept the Treasurer’s Report as read with John Barron seconding the motion. Motion passed.

Activities Report – Mike Piggott

Mike Piggott reported on the club events and activities that occurred during the month of February: On February 18, Lonny & Kay Wall led a lunch club drive to Café 33 Steakhouse and Whiskey Bar in Perkins, OK. The turnout was good with several members from the Green Country Triumph Club who met us there at the restaurant. The food and service were very good and the drive through the back roads to Perkins was a good one to get those Triumphs out on the roadways. Jennifer drove her recently restored Triumph Spitfire (Elmer) by herself for the first time on an outing of this length – way to go Jennifer!

Mary Jo reported on the annual Eischen’s Chicken Run which was led by Dave & Mary Jo Hogan on Saturday, March 11 to the world-famous bar/restaurant located in Okarche, OK. This luncheon/drive is to “the oldest bar in Oklahoma”. A total of 34 individuals participated in this annual luncheon driving event. Not everyone drove a Triumph; however, those that did not missed a great weather day to enjoy the sunshine and warm temperatures riding in a British sportscar. As usual, the fried chicken was piping hot and quite delicious. Our group was provided two long tables allowing all participants to sit together.

Doug White, Hunter Rench and Mike Piggott made a trip to Tulsa to visit the Green Country Triumph Club’s Meeting. This provided a fresh perspective on the other Oklahoma VTR club’s operations and

Meeting Minutes March 14, 2023 Continued

provided an opportunity for Doug White to be introduced to Green Country membership as our COVTR President. Green Country stated that they do not want to be in the SCVTR Regional hosting schedule, but do want to be included with us when COVTR hosts that event in the next scheduling cycle. It is uncertain when it will be COVTR's next turn to host the event.

Upcoming Activities/Events

Mike Piggott and Drew Holliday invited all interested parties to meet at Remington Park for the start of the SCCA Autocross event on both Saturday, **March 18** and Sunday, **March 19**. The autocross event is a challenging and exciting timed-ride around a twisting coned course set up by the Sport Car Club of America. Our two COVTR long time participants are willing to give any of our interested club members a ride around the course – it is really quite exhilarating. The best day to take a ride is on Sunday with the event starting around 9 - 9:30 AM. President Doug White encourages our club members to come out and support our participating Auto-crossers.

April 8 is our annual/traditional Garage Day Get Together. This is a fun day to gather and enjoy the fellowship and camaraderie of our Triumph friends. You may also pick up a few tips on preparing and maintaining your Triumph. This year's event will be held at the home of Doug and Margaret White, 4605 Timber Ridge Road, Tuttle, OK.

Old Business None discussed.

New Business

Due to challenges while continuing to use the Pelican's restaurant as our dinner/meeting location, President Doug White has been searching for a new location. He has identified the Black Bear Diner located at 920 SW 25th Street in Moore, OK as a potential new meeting/dining location. Our April 11 meeting will be held at this new location as a trial.

Drew Holliday provided a reminder to any potential COVTR members that plan to attend the South Central VTR Regional in Sugarland, TX > April 19-22 to send in their Registrations if they have not already done so.

John Gauldin offered information regarding the son of a former founding COVTR member – Glen Danford. Mark Danford has a business named Danford's "Mark of Excellence". He has a collection of Triumph parts and several vehicles including a racing Group 44 Spitfire and 2 - TR3s and 1 TR4. His business address is located at 5th and Western in OKC > 405 650-9898. Mark is trying to close out his Triumph parts and vehicles. Do call or stop by if you are interested.

Bitch & Brag None provided.

Door Prizes Door Prizes were not awarded at this meeting.

Meeting Closure

Judy Piggott made a motion to close the meeting, seconded by John Barron. Motion passed. President Doug White closed the meeting at 7:45 PM.

Dues Reminder!

Membership money is due as of January 1, 2023 \$15.00 per individual/\$30 for a couple . We do not send invoices but receipts are available. Please remit to:

Mike Piggott

4600 Gracelann

Shawnee, OK 74804

COVTR now on Facebook

How do I join the COVTR Facebook Group?

To join a group, go to COVTR Group and click Join Group in the top right corner. This will send a re-quest to join to Drew Holliday. Drew will accept the request to join the group.

COVTR Web Page

Check out our webpage created by our webmaster Drew Holliday.

Triumphsokc.org

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