

Triumph Trails

"Enjoy the Ride"



1959 Standard 10 Estate Wagon
© VTR Nationals, La Crosse, WI



UPCOMING ACTIVITIES

- Sep 6 Coffee & Cars @Life Church, 178th & Penn
- Sep 9 COVTR Meeting
- Sep 13 British Car Breakfast Club (8:30–10 am)
- Sep 13 Guthrie Road Car Show, Guthrie, OK
- Sep 13-14 Autocross Event 10 & Event 11
- Sep 18-21 Brits in the Ozarks, Fayetteville, AR

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

As August draws to a close the heat is beginning to subside. Vacation opportunities are dwindling (unfortunately) and a somewhat slow month of activities has provided a respite to prepare for the busy months ahead.

A special word of thanks go out to Ron and Sandra Feken for stepping in and sponsoring the progressive dinner on Friday, August 8. After a good time of BBQ and fellowship at Ron and Sandra's neighborhood clubhouse, we progressed to Andy's Custard for a good time of fellowship and something sweet - always a great combination!

Looking ahead, Coffee and Cars makes a return to Life Church at the corner of Pennsylvania and 178th (Edmond Rd/ 2nd St) in Edmond on Saturday, Sept 6th. It should be a beautiful late summer's day to indulge our obsession with Triumphs and other assorted. Autocross 10 and 11 will be held Sept 13th & 14th at Remington Park, a great time to participate or just spectate. Saturday the 13th is also the Guthrie Road Car Show with unique trophies and picturesque venue. Last, but certainly not least, Brits in the Ozarks, always an enjoyable adventure, will be held Sept 18th – 20th.

Get out, make the effort and pick your formula for fun. It's yours for the taking!

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

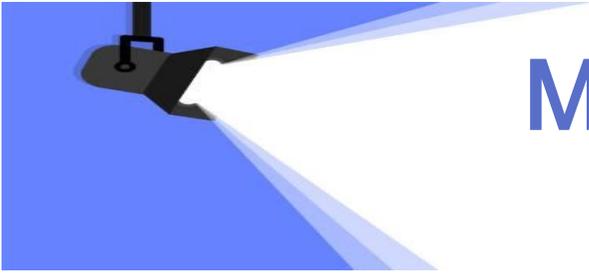
John Colson

The Garage Burgers Fundraiser

We had a wonderful turnout at the Garage for burgers and brew. By my count we had 13 cars in attendance and 24 members. The food was great, and the discussions were fun. Some of us on the Regional Planning Committee cornered Mike and picked his brain for a while. That was very productive. All in all, it was a very enjoyable afternoon. Although, the drive home was a bit **HOT!**







Member Spotlight

Dennis Eckhout

My Triumph Story: It All Started with an ... MG

Part I - The Spitfire Era

By Dennis Eckhout

My Triumph story began, ironically, with a couple of MGs. You see, I grew up in Detroit, the Motor City, during the muscle car era. Our folks drove full-sized behemoths, but a big V8 stuffed into a mid-sized car was the rage. Most of our dads worked for Ford, GM, Chrysler, or one of the supplier shops that lined the city's industrial corridors. The kids in the neighborhood were all car kids. By elementary school, we had our allegiances to one of the Big Three. We built model cars and listened to stock car races every weekend so we could brag at school Monday morning that our brand won on Sunday.

Against this backdrop, we read car magazines. Every month, *Road and Track*, *Car and Driver*, and *Motortrend* were the journals of choice. They didn't cover just American cars, they captured the imports, particularly sports cars, mostly from England, Italy, Germany, and Japan. They sold us on the passion and romance of spirited, open-air driving: firm handling; disc brakes; notching through four-speed gearboxes; the wind in your hair; and bugs in your teeth.

By the time I was old enough to drive, most of the kids I knew, like myself, got a family hand-me-down or only had the money to buy a clunker. However, two brothers who lived down the street and were a couple years older, had stashed away enough cash to actually get decent cars. Mitch bought a brand new 1972 MGB, maroon with a black interior. The brother, Doug, bought a slightly used MG Midget. Years of magazine stories and ads materialized before my very eyes. It was a revelation.

At the time, I was enrolled at community college and had a decent-paying part-time job. It just so happened that the neighbor girl who had been our family babysitter was dating a fellow who was selling his Spitfire Mk III. It pressed all the buttons – British Racing Green, luggage rack, Dunlop tires, camber compensator, and overdrive. Even though I already had a car, the parents OK'd my acquisition of this Spitfire on a "temporary" basis until I went off to the big university. (Hint: the one that OU is playing its second home game against.)

Memories of my cars are connected to the adventures I had with each one. The Spitfire had its share, even though I only owned it for about a year. I got my first traffic ticket, according to the officer, for taking a corner on two wheels. "Honestly, officer, I was just showing my friend here the superior handling characteristics of the camber compensator" I remember myself saying.

A few weeks later on a three-hour trip to a friend's cottage on Lake Huron, the muffler blew out. For the next hundred miles, the din of open, raw exhaust relentlessly blasted my head. When I arrived, my gracious hosts proposed that I should mend the hole with some of the plentiful Stroh's and PBR beer cans scattered about and secure it with a couple of old radiator hose clamps. It worked great for the two days the car was mostly parked by the beach. But on the way home, the paper-thin aluminum heated up and my patched muffler blew out again. Darn, I thought, I should have double-layered it.

The interstates around Detroit aren't exactly sports car friendly. Today, we worry about pickup trucks and SUVs; imagine being surrounded by 60s era land yachts. One Saturday, I decided to take the Spitfire to work. A couple of my co-workers came out to the parking structure to take a look, when one of the young African American women (we were all college students) hinted that she would like a ride. Anxious to show off a bit, I said sure. After work, we went out to the garage, dropped the top, buckled in, and headed out northbound I-96 through the urban middle of the city. We were quite the sight; this mismatched pair weaving through traffic in this odd foreign car. We were quite the sight in her neighborhood too, where British Racing Green Spitfires were rarely, if ever, seen between the monstrous Coupe De Ville fins and Deuce and a Quarters.

There are many other adventures, but the last of those I'll share is the time I was taking a Sunday cruise along a parkway leading to a municipal beach not far from our house. Someone had lost a sizeable chunk of metal off their car and left it in the middle of the left lane. There was a stake truck to my right, and I hadn't quite seen the object in time, so I steered on to the shoulder, still at fairly high speed, so as not to hit it. When I re-entered the roadway, my little Spitfire sling-shotted across the lane into the truck's left rear wheel. I ended up in the muddy median pointing the opposite direction with the truck nowhere in sight. A kind motorist stopped and help me push my damaged LBC back to the road. Covered in muck, I was able to drive the Spit, also covered in muck, home. The passenger door was flattened, the window glass shattered, the top bent sideways, and the windshield pushed out of the frame (but not broken).

The interesting thing about this mishap, besides the fact that I wasn't hurt, is that it was all fixable, by me, in my dad's garage. Luckily, the car hit the truck's tire square in the center of the passenger door and bounced off. The bonnet was not damaged, the tub was straight, and I was able to reposition the door latch post with a couple of well-placed hammer strikes. In one junkyard, I found

(and this is incredible) a complete passenger door with glass in British Racing Green. It was a straight remove and replace job. In another, I found an intact top and windshield frame. Again, they bolted right on. A glass shop swapped my still-good windshield to the replacement frame. After I vacuumed up the broken glass, buffed out the door, and swapped the interior panel and handles, my car was none the worse for the wear.

In the summer of 1973 before I headed off to Michigan, I said goodbye to my little friend, my British Racing Green Spitfire. Somewhere, deep in the boxes that contain my life, are photos I remember taking with a Kodak flip camera. They remain hidden for now, but here's a picture of a car that looks just as mine did as I bid it farewell.



Next Month – the TR6 era



The Hill Country Triumph Club will host next year's South-Central Vintage Triumph Register event.

Here is what we know:

- When:* April 20th thru April 23rd, 2026
- Host Organization:* Hill Country Triumph Club
- Host City:* Marble Falls, Texas
- Headquarters:* Dos Conchas Ranch
- Accommodations:* Hidden Falls Inn

Stay tuned for more details.

Mark Your Calendars
UPCOMING EVENTS



Red River Shootout 2025
 November 7-9
 All members of COVTR and RRTC invited
 for weekend of camaraderie & driving to
 celebrate our Triumphs

Veranda Inn
 19 Rooms held until Sept 7 reference Red River Triumph Club (\$85 or 95/nt)
[Welcome to the Veranda Inn, Nocona TX](#)
 Must call **(940) 825-5111** to reserve *(no online reservations)*
 1523 East Highway 82, Nocona, TX, 76255
 Alternate is Red River Station Inn 940-825-3107 *(no held rooms)*

- Schedule**
- Friday dinner at Nocona brewery 6p-9p
 - Saturday morning drive including lunch stop
 - Saturday afternoon time to explore local wineries, shopping (hats, antiques, gifts), Artillery Museum, & Art Gallery.
 - Saturday dinner at Red River Pizzeria 6p-9p

Nocona, voted top 5 small towns in America!
[Nocona, Texas](#) | [Places to go in Texas](#) | [Museums](#) | [Leather Goods](#)



We are on the books for our **Christmas Party** at *Clark Crew BBQ* for Saturday, December 13th at 6:30 PM. There is no fee for their private room that holds 50 people, however, if we don't fill it up, they could seat others in that area, if they need the tables. We will all just order off the menu, and pay separately, simple and easy.

[3510 Northwest Expy, Oklahoma City, OK 73112](#)

VTR Nationals, La Crosse, WI

(Continued from last month, with a few words from Mike Piggott about his experiences and impressions of this years VTR Nationals.)

I was asked by our newsletter editor to provide a brief narrative of the most recent VTR National Convention held in La Crosse, WI. To address this request, I thought it appropriate to review all the events provided by the host club, Minnesota Triumphs Sports Car Club, over this four-day happening. I chose to report on all the events, not just those in which I had more interest or the time to participate. I discovered that "brief" was not possible and still do the subject justice. I have identified those events where I (and/or Judy) had first-hand experience, with an asterisk. My conclusion is that no normal human being can even begin to participate in all the activities offered!! There is truly something for everybody! I almost forgot because I was unable to attend them, but there was also two "tech sessions" offered along with a list of local attractions ranging from Old Country Cheese to St. Rose Convent Chapel.



***Welcome Reception**...an hors d'oeuvres with cash bar get together on the evening of the first day of events. This was a good one but exhibited all the usual problems, lack of seating, long serving line, and too many folks attempting to make a full meal of it. Judy and I had plans for the evening so left after a brief appearance. We received mixed reports on the event, but all were positive concerning presentation and execution.

Photo, Model & Craft Competition...all the convention attendees are asked to vote for their favorite in each category. Drew placed in the Model competition with his cutaway tranny; Kate Golden won first in the Craft Competition.

***Silent Auction**...great opportunity to pick up some new and used car stuff and some gift cards at good prices and the proceeds go to support the event. Shoppers love this event!

Breakfast Run...only one was scheduled and Judy and I don't like early morning commitments.

Dinner Runs...several were offered but Judy and I were busy for dinner with friends and relatives the entire week. We were unable to participate but were told all were very enjoyable.

***TSD Rallye**...this event was put together by a third party specializing in TSD rallies. Drew (navigator) and I (driver) invested some cerebral effort and came away with a 1st Place, enduring one missed turn and a lot of rain. Beautiful, exciting four-hour drive!!

Poker Run...Judy and I did not participate as the run was very complicated and many hours long, we just didn't have time. The competitors were disappointed with the odd scoring methodology. The winner was the worst hand! Go figure...again DNF

***Funkhana**...a laid-back fun competition for all levels of enthusiasts. This one had axe throwing, fishing for magnetic fish, corn hole, etc. Well done...I think Drew had the best overall score. Judy and I completed the course and felt good about it. As usual, I finished in Judy's doghouse...a cornhole story.

***Autocross**...Great course with a one-hundred-yard flying start!! Unique and challenging...Drew won his class and dominated the FTD competition. (I was third in same class, bested by the same car with two different drivers). The thirty-mile drive to and from the site, north along the Mississippi river was gorgeous!!!

The Art of the Navigator...this event is a first in my experience. It was advertised as a casual, "come as you are" outdoor gathering of experienced and novice navigators. Participants were invited to bring their stories, tips, tricks for navigators enjoying the ride in comfort and style. Judy and I were unable to attend but I do believe it would have been fun and enlightening, Goose Island site was near the Car show site and would have been great to visit aside from the show. I observed several "turtle crossing" signs...what a thought!



Many conventions offer localized drives to points of interest. Often these involve local historical sites or wildlife-oriented operations.

Tour to the **National Eagle Center**, Wabasha, MN... I am told that the Eagle Center was a beautiful drive and very enjoyable activity. The center is dedicated to rehabilitating wounded/abandoned eagles and restoring them to nature.

Hixon House Tour and Tea...started the morning with a trolley tour of La Crosse and a step back in time to c. 1900 at the Hixon House, a lumber baron's home and one of the most finely documented and restored houses in the upper Midwest. Another of the many activities/drives that Judy and I were unable to participate in. Too much to do!



Norskedelan (the Norwegian Valley) is a nature and heritage center dedicated to preserving, interpreting, and sharing the cultural heritage of the area surrounding Coon Valley, WI. We are sure this would have been an ideal tour and drive.

Boat Cruises on the Mississippi River...the organizers arranged for paddlewheel boat rides on the Mississippi River. These were most popular events and enjoyed by many of the participants. Two outings were provided and both were sold out. They were very enjoyable experiences for those who made time to participate.



Self-Guided Tours...these tours are unguided, but the host club provides maps and other pertinent information to allow participants to easily visit/drive the suggested routes. The Minnesota club provided detailed information and directions for visits to:

***Shrine of Our Lady of Guadalupe** 7.3 miles...Judy, family and friends were able to visit this religious site while I was at the Autocross event. Very nice and pleasant!

***Grandad Bluff**, City of la Crosse 4.5 miles...Judy and I enjoyed this short scenic drive multiple times on this trip. It was a very convenient and picturesque destination to take friends and visitors on brief driving adventures in our Spitfire.

Vernon County Road P...This route lives in the heart of SW Wisconsin's Driftless Region. Twisty roads, bluffs, and the coulees of the Kickapoo River valley provide excellent eye candy.



VTR Board Meeting...standard fare at these conventions. I've never been on the board of directors, so I have never attended. It is an opportunity for our VTR brain trust to meet face to face. I wasn't invited!

VTR Members Meeting...an opportunity for our general national membership to meet and share thoughts and suggestions. I've never attended one of these. Judy and I are usually out driving or otherwise enjoying ourselves.

***VTR Judges School**...an opportunity for all novice judges and old timers to meet, share thoughts and ideas, and be updated on the latest and greatest changes in Concours judging. Our Chief Judge, Paul Higley does a wonderful job of sharing changes and discussing judging philosophy. Judging teams are formed and assigned responsibilities at this meeting. A "must attend" event for all folks interested in learning the intricacies of Concours judging.



***VTR Judges Breakfast**...this is considered "payback" to those who generously volunteer to judge. The judges are invited to gather for breakfast on the early morning of the show to begin preparations. This event was exceptional! Well done...great breakfast and comradery!! It got the judging teams off to a good start that morning.



***VTR “Moving Events” Awards Presentation** and Social Hour...the hosts wisely elected to present the Funkhana, Autocross, TSD Rallye and Poker Run awards separate from the Concours and Participants Choice Car Show awards. This allowed the later scheduled VTR Awards Banquet to begin and end in a timely manner. It also offered an opportunity for the more raucous “moving award” crowd to gather in a less formal environment. Well planned and executed by the host club.



***VTR Awards Banquet**...the formal banquet and presentation of the Car Show awards and the VTR Special Awards. This is the official finale of the entire event. The banquet is usually ho-hum with midcore food and an exhausting awards presentation following. The host clubs banquet raised the bar in the food category. The selections were extraordinary, and the serving was excellent! Their choice to separate the moving events and other awards was “spot on”. One of the best banquets and award presentations ever! It might even have been worth the cost.





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

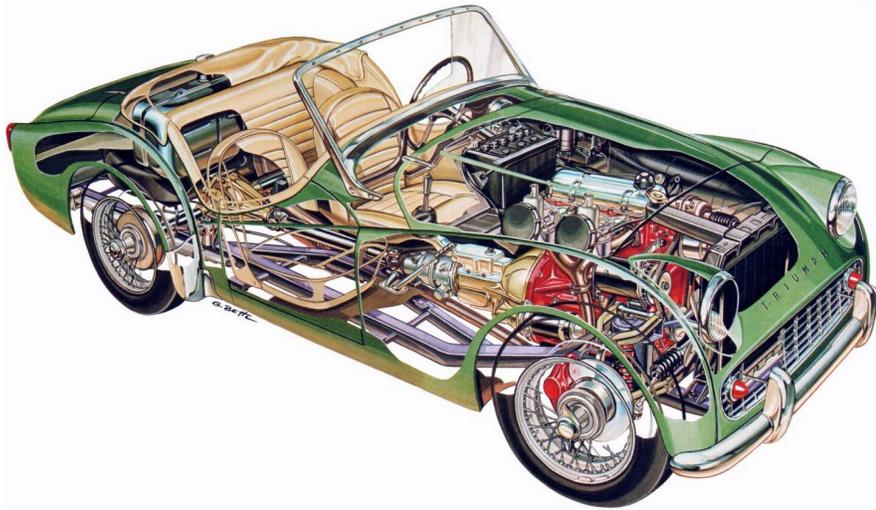


42nd Annual Guthrie Road Celebration



Saturday, September 13th, 8:00 am – 3:00 pm

Mineral Wells Park, 901 S Division St., Guthrie, OK USA



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



BRITISH SERIES BOLT HEADMARKINGS

Submitted by Ron Feken

First off, let me say...there is a LOT on this topic that I still do not know. That being said, please feel free to email us at sales@britishfasteners.com at any time to add your 2 Cents.

This article was written in hopes that it will help people identify British Whitworth, British Fine, UNC and UNF hex bolts. Similarly to US bolts available across the country, the markings on British bolts and screws can give you more information than you think. Let’s look at a few!

It is typical to find British series bolts with letters stamped on the head like the picture above. With this particular bolt, the letters “R S B” at the top of the bolt are short for “Regis Screw & Bolt” (A British manufacturer).

The letter “R” on the underside of the hex tells us about the thread type and grade too.



TENSILE GRADES & VALUES:

TENSILE GRADE	MIN - MAX UTS - N/mm ²	MIN - MAX Hardness Brinell
GRADE "O"	625 775	179 229
GRADE "R"	700 850	201 255
GRADE "S"	775 925	223 277
GRADE "T"	850 1000	248 302

Handwritten notes on the left side of the table:
 BSF
 RCL
 UNF
 UNF

Based on the Tensile grade and values chart above, you can see that Whitworth and British Standard Fine bolts were made with a letter “R” stamped on the hex. Therefore, if you have any British bolts that have a letter “R” stamped on them, you can count on the being a Whitworth, BSF, UNC or UNF thread.

Below is another example. The letters “R O” on the bolt below stand for “Rubery Owen”. Again, the second, lower “R” tells us that the bolt falls into the BSW/BSF range of tensile strength and the thread is either a Whitworth or BSF size. The letter “R” is also compared to grade 8 steel.



Thank you to Clive W, for adding that both BSF/BSW and UNC/UNF hardware can be found with an “R” grade rating.

Below is a picture of another popular bolt. First, you will notice the letters “R S B” which we previously discussed as “Regis Screw & Bolt”. You will also notice that the singular letter this time is a letter “S”.

Based on the chart above, you will see that bolts and screws stamped with the letter “S” are typically UNC or UNF threaded. I have also noticed that a vast majority of the hardware we have in house that is UNF threaded also has the indented circle in the middle of the hex.



The indented circle makes these types of bolts extremely popular with customers completing auto restorations. Clive W tells me through email that the indented circle signifies a UNF or UNF thread.

There is also the following information available for comparison.

TENSILE STRENGTH
 Grade 'R' 45-50 Tons/Inch²
 Grade 'S' 50-55 Tons/Inch²
 Grade '8.8' 50-55 Tons/Inch²

Here is another clear example of a British bolt. The hex is clearly marked “UNF” and the letter “S” which suggests that the tensile strength is similar to the other UNF bolts I have. The other feature of this particular bolt is the three lines pointing towards the center of the hex. These lines also signify a grade 5 bolt, which is typical of UNF and UNC hardware.



You can also see the letters “FBL” which are the manufacturer markings. I am unsure as to what the real company name is for “FBL”.



Here is another UNF, grade “S” bolt. Again, I am unsure what the markings “3 F” stand for. Does anyone have any ideas?

Next, we have more proof of the British lettering system. This bolt made by Richards and Allan UK is marked with the letter "R" and also the tensile strength range 45-55



Lastly, this bolt is the only one that I have that shows the actual term for its thread type. The photo is a little dark but the bolt in hand clearly reads "BSF" and the grade "8.8". This is odd as no other manufacturer that I have seen marks their bolts with a numerical grade such as an 8.8. Such a stamping should be a lot more recognizable to North Americans who use this type of numbering grade more frequently. It is for this reason that I assume the bolt is a lot newer than the others.



Registration, hotel, and event information here>>> <https://stta.wildapricot.org/VTR2026>



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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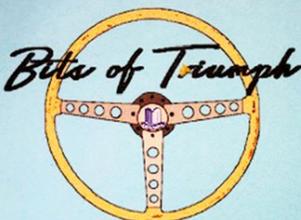
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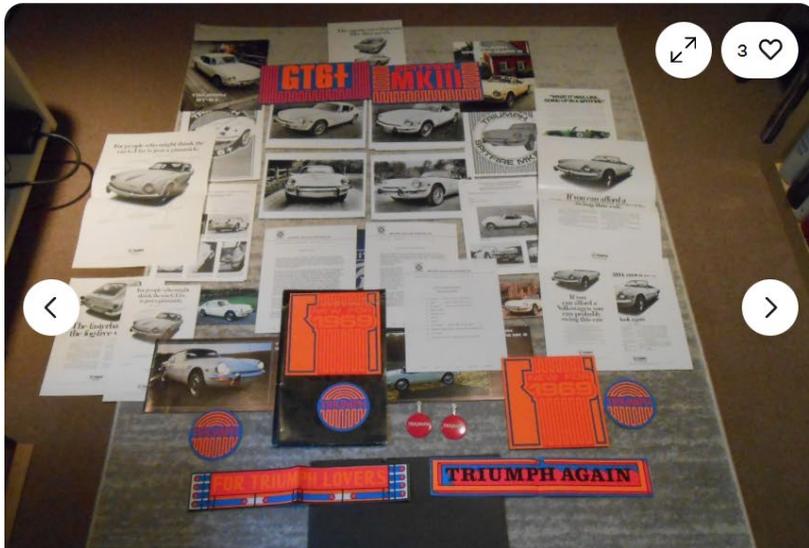
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Embroidery Inspired by Triumph & their Drivers

Space Available

This Press Kit is being sold on eBay by a friend of Ron Feken. He said if one of our club members is interested, he would sell it cheaper to them.



1969 Triumph Spitfire Mark III GT6+ Press Kit Original Mailing Envelope 35Pieces



Dave's Leyland and Triumph parts (4341)

100% positive · Seller's other items · Contact seller

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