

Triumph Trails

Central Oklahoma VTR Newsletter

May 2023



Dave Hogan

TR7 "Spidy"

Upcoming Events:

- May 6-7 McPherson College Car Show; McPherson, KS
Mike and Judy Piggott
- May 9 **Triumph Club Meeting**
Pelicans Restaurant MWC
5:30pm eat and visit 7pm meeting
- May 20 Black Raven Pub, Harrah, OK
Hunter and Jenny Rench
- May 21 SCCA Autocross, Location TBA
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,

Another month of amazing accomplishments and adventures has come and gone. We experimented with another meeting venue, gathered for Garage Day, had member representation at the British Breakfast Club meet at Sequoia State Park, and had a well-represented showing at the South-Central Regional Meet in Sugarland, TX.

We held our monthly meeting at the Black Bear Diner in Moore, OK. The change in venue was to consider another location for our meetings. As with most options, the Black Bear Diner has its pros and cons. We had 26 members in attendance. Hunter distributed a poll to the Club membership to vote for our options. With 24 votes cast, the results are: (1) continuing at Pelicans, **14 Votes**; (2) switch to Black Bear Diner, **8 Votes**; (3) continue searching for another venue, **2 Votes**. Our meetings will resume at Pelicans May 9th. Please join us.

Margaret and I hosted Garage Day April 8th. We couldn't have asked for a nicer day. The weather was gorgeous, the turn-out was outstanding, and a fun time had by all. The cars were a major attraction in our neighborhood. Our neighbor friends and acquaintances were drawn to the cars like moths to a flame. We had a continuous stream of visitors during the get-together. Participation events included an Easter Egg hunt, with Lonny Wall, Mike Piggot, and Drew Holiday battling for first place. The outcome is still debated today.

John, Donna, and Jennifer Barron represented our Club at the British Breakfast Club run to Sequoia State Park. John drove his TR3A, Jennifer drove Elmer, and Donna drove her Miata. John reports they had an awesome time, with several driving events and amazing dinners. Thanks for representing our club in such fine fashion.

This year's regional meet was a first for Margaret and me. I must say it was a grand experience. Our Club was well-represented. We had 14 members in attendance to include: Margaret and me, Mike and Judy Piggott, Drew and Chris Holiday, Ron and Sandra Feken, Jimmy and Carolyn Glidewell, Lonny and Kay Wall, Brian and Katie Plotkin. I am proud to have represented the Club as your president. The outstanding participation and accomplishments of our members made it easy to showcase our Club. Each of our attendees won an award, with several winning more than one. A special shoutout goes to Drew Holiday. Drew walked away with an award in every event he participated in. There are literally too many to list. Congratulations to each one of you.

Remember to join us at Pelicans in Midwest City for our monthly meeting May 9th. Until then, happy motor-ing.

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 27-29	Red River Shootout, Denton, TX	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

We will have monthly meetings at Pelican's, 291 N. Air Depot, Midwest City, OK 73110 5:30 Eat and Greet, 7:00 Meeting, usually on the second Tuesday of each month.



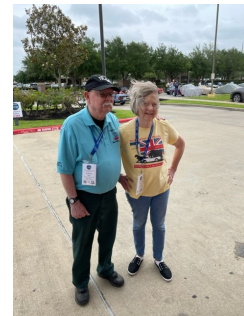
Mike Piggott, Activities Chairman

4/30/23

Garage Day



Regionals Sugarland, Texas



Regionals Sugarland, Texas

Car Show



Regionals Sugarland, TX Autocross



The Journey of “Spidy”

Spidy , as pictured on the cover, has been owned by three COVTR club members. He has come a long way from being abandoned in a field to becoming a multiple award winner. The following is his story written by the three club members who have owned him.

THE GENESIS OF SPIDY

By Lonny Wall

One day I noticed an ad offering a TR7 for sale in Purcell, Oklahoma. I had owned two previous TR7s and really enjoyed them for their performance, comfort, and modern ride and feel, as well as air conditioning. I was down to one Triumph and thought that if the price was right, I could buy it, fix it, drive it, and sell it. I called the phone number and learned that the car had been owned by his new wife and that it had been sitting for a few years. He indicated that the engine had been rebuilt and it had been painted but the engine had locked up and there it sat.

I made arrangements to meet him and his wife in Purcell and Kay and I headed there to look at the car. I'm sure you've heard the term “Ran when parked”, well this car did not run before it was parked. I did not have high hopes for it, but the price was right so why not look.

When we got there, I met the gentleman, and he took me to see the car. WOOF, what a dog! The first thing I noticed was that it was black. There are two ways it could be black. It was the color selected when it was repainted or it was a SPIDER!! There were no Spider decals on the car, but when I checked the commission number, I found that yep, it was a genuine Spider! The top was rotted to oblivion and while they had tried to put a blue tarp over it, the tarp had deteriorated to strips of blue fabric. The seats were rotted out, the door cards were junk and the carpet, what you could see of it, was totally rotten. It was full of rotting leaves up to the armrests and smelled like a moldy basement. I popped the bonnet and was pleased to see that the under hood was totally stock! no butchery or attempts to de-smog or funky aftermarket parts. The boot was in good shape with a spare and all the jack and tools. Woo Hoo! I bought a SPIDER!!

Kay was not that impressed, but I had drug home cars in worse shape. She gave me the benefit of the doubt. I borrowed a tow bar from a friend and wagged the poor neglected baby home to a better life.

Step one was cleanup and stripping the interior. I really needed to check out the engine, but that interior offended me. I had had two Triumphs that had mysterious engine lockups and thought I knew what the problem was. The key clue was that the engine had been rebuilt. I pulled the engine, then separated the transmission from the engine and sure enough, a bolt had backed itself out of the right side of the torque plate (the plate between the engine and the bell housing) contacting the flywheel and, acting like a screw jack, locking up the engine. I removed the clutch and flywheel and one at a time removed the bolts attaching the torque plate to the engine and applying some lock-tite. I reassembled everything, reinstalled the engine and after buying a battery and cleaning the fuel tank and fuel system, fired that puppy up!! magic!

Then I installed new carpet, door cards, waist seals, and started in on the seats. I really really wanted factory Spider seat covers, but alas, they were made of unobtainium. I found a retired upholsterer who would work with me, and he made from scratch the multicolor striped seat covers and rebuilt the rotted seats with new foam and straps. He told me how many hours those seat covers took and didn't charge me NEAR enough. I gave him a bonus. Upon searching I found a Spider owner in Chicago who made from the proper 3M decal material a complete set of Spider decals. He made several sets, and I was able to buy one set from him. A new top and brake work and I was on the road with my new (ish) Spider!!

I drove and enjoyed the car for a while, then a new project came to me. I was MUCH younger then. I decided to sell the Spider to finance the new project and to gain workspace for working on it. Thus begins the saga.

Spidy Part 2 by Jerry Stewart

I cannot remember the exact date I purchased Spidy but I do remember the circumstances very clearly. I had been looking in the Daily Oklahoman newspaper for a few weeks for a small sports car. I ran across this add of someone selling their Triumph TR7 Spider. After reading the add I remembered that many years ago while stationed at Hill Air Force Base in Utah, a friend of mine purchased a brand new TR7. I recall how the wedge shape was very radical for its time. After taking me for a short ride around the base, I was impressed that you could actually buy a real European sports car that didn't cost thousands.

I called the number listed in the add. A gentleman named Lonny Wall answered the phone and proceeded to give me the details regarding his Triumph. I made arrangements to meet Lonny at his shop in Edmond, Oklahoma. Upon arriving I was introduced to the future Mr. Spidy, his Triumph TR7 Spider. I would be lying if I told you that it was love at first site. To say that Spidy needed a little TLC was an under statement (See photo of Spidy in my Shop). The only really nice things about Spidy were the new seats and new vinyl top. Lonny had new seats made to match the original style and color. The upholster did a fantastic job! After listening to Lonny explain the history of Triumph Motors and all their models and the existence of COVTR, I was hooked. I think the visit lasted about three hours with several bottles of beer being consumed. I think what actually made the deal for me was perhaps the word "Spider" in the TR7 and perhaps being part of the COVTR family. Lonny even offered to pay my first years dues...
SOLD!

I picked up Spidy a few days later to start the restoration work. I realized very quickly that I had neither the talent nor skills necessary to perform a full or even a partial restoration. He needed a considerable amount of body work due to years of neglect and past hale damage. Body rust was actually minimal. As normal for a convertible vehicle exposed in the elements, the floor boards were pretty bad. I fiberglassed all the rusted out areas which turned out pretty good. The body was another story. I was no match for all the work that was required. To be honest, I had no interest or desire of restoring Spidy beyond a regular every day driver. All I wanted was a little sports car that Sue and I could tool around in and look cool.

Since I had no intention of bringing Spidy beyond the point of "just looking good," I contacted Maaco Auto Body and Painting in North OKC (Now CARSTAR Jeremiah's Collision). After explaining to Jeremiah what I had and what I needed, he was interested in seeing the car. The next day I drove Spidy to Maaco's sitting on a five gallon plastic bucket. The seats had been removed for protection....no seat belts either! After Jeremiah saw the vehicle he was quite impressed. I suppose he had the foresight of seeing the finished product. Actually, he had never seen a TR7 before. He stated that he would put his best body and paint man on the project. We agreed on a price, which was more than fair, and I left Spidy for his makeover. I have included several photos of the restoration process at Maaco.

Spidy Part 2 by Jerry Stewart Continued

I picked up Spidy about a month later. The body work was beyond excellent for the price I paid. It took Sue and me another couple of months to put Spidy back together. Monster Graphics in Edmond was able to make us exact copies of all the graphics for a TR7 Spider in the original 3M reflective media. I have included the first photos of Spidy after we completed his restoration.

After Spidy was reassembled, we had a real unintentional show car thanks to the beautiful body work and paint job of Jeremiah and his crew. Our first car show was the Nationals in Houston, I don't remember the year. Spidy took first place in his class. A real shocker for us since the car was just an ordinary TR7 Spider that looked really good. Surprisingly, Spidy took first place in his class in every Triumph show from that point forward.

It's important to note that it wasn't just Sue and me that put spidy back together. We had the help and support of every COVTR member at the time. It was a fantastic group of true Triumph lovers. However, I would be remiss if didn't give special thanks to two COVTR members that made our journey with Spidy a lot easier. John Gauldin and Lonny Wall's help was paramount in the restoration process and the success of Spidy. Without their help, he would have been just another Triumph TR7 daily driver.

Several years later I sold Spidy to Dave and Mary Jo Hogan, very good friends and members of the COVTR. Dave continued to improve Spidy's appearance and now he's probably back to original condition. Spidy continued to win shows in his class thanks to Dave's hard work and attention to details. It's my understanding that Spidy is now in the Senior Class of Triumph TR7s. That's a real testament to Daves dedication to perfection.



Spidy Part 3 by Dave Hogan

As is my habit when purchasing any Triumph, I spend a great deal of time inspecting the vehicle and repairing any issue that I may find that is in need of attention. This includes drivability, originality and appearance. As I am also a perfectionist, this process can consume a great amount of time as every section of the vehicle is thoroughly inspected individually with items that are in need attention being noted and addressed as they are located.

I referenced the Bill Piggott Triumph Originality Guide book for TR2 – TR8 to determine how the TR7 was originally equipped. Occasionally, it is difficult to locate original parts to replace those that may have deteriorated overtime. Some parts are no longer available or may have been replaced by a newer part that is not an exact match for the original.

Trying to prepare any Triumph for a VTR National Convention is a very time-consuming process if the owner would really like to be competitive in the Concours Car Show competition. I have always entered my Triumphs in the VTR Concours as Showroom Stock competitors. This category is the most demanding of the vehicle when being judged.

My first participation in a VTR National Convention with Spidy was in 2014 in Dobson, NC. Spidy scored quite well garnering 377.5 points out of a possible 400 for 3rd Place in the Concours Showroom Stock category in the TR7 marque class. Not a bad showing for its first outing. First Place in the TR7 marque was won by a light blue TR7 that also was selected for “Best of Show” for the entire VTR National event.

As a result of that first showing, I had several issues to address on Spidy including:

- wrong carpet color on back shelf area behind seats – should be black not silver, replaced with black matching carpeting to correct**
- hole in vinyl covered black back panel behind seats – replaced with new panel**

Upgrades: Installed LED lamps from Litezupp in Tail Light and Turn Signal assemblies

Installed LED lamps for indicators for dashboard headlamps, fog lamps and hazard flasher

Replaced cracked Driver’s seat frame with a used replacement as new frames are no longer available

Spidy Part 3 by Dave Hogan continued

Modified dashboard plastic mounting area that originally held clock to install a Smith's Oil Pressure Gauge in its place + installed t-fitting and braided oil line to Oil Pump

Installed relays to isolate headlamp motor/light activations from Headlamp Dash Switch due to high current draw

My second participation in a VTR event was at the South Central VTR Regional in Kerrville, TX in April 2015. Once again I competed Spidy in Showroom Stock Concours. This time TR7 and TR8 were combined into a single class. Spidy won Second Place with First Place won by a white TR8 that also won Best of Show for the entire event. However, another good showing for Spidy with fewer deductions

Moved from Norman to Edmond. Stored both TR6 and TR7 at Max and Linda Speegle's garage until move completed and garage emptied to allow space for both 1976 TR6 (TREVOR) and 1980 TR7 (Spidy) in garage.

My third participation in a VTR event occurred in April 2016 at the South Central VTR Regional in Norman, OK. I again competed Spidy in Concours Showroom Stock and finally captured First Place.

My next participation in a VTR National Event was in October 2016 in a VTR National event in Pottsboro, TX. I showed Spidy in Concours Showroon Stock and garnered another First Place – however this was a National Event with only 9 points of deductions from the 400 total. I have finally prepared Spidy for competition at the national level.

The next event was staged as a VTR National Event in New Braunfels, TX in April; 2017. I entered Spidy in Concours Showroom Stock and was rewarded with another First Place at the National level.

However, once you have won First Place twice at the VTR National level, your Triumph is moved to Senior Class. The purpose is to allow other competitors to compete for First Place in the next and future VTR National Conventions. To receive a Senior Award, your Triumph must score a minimum of 350 points to receive the award. Since that time, Spidy has garnered a Senior Award in each event entered.

Since that time, I have also entered my 1976 TR6 in VTR South Central Regional events and it has one both Second and First Place in Concours Showroom Stock.

Spidy Part 3 by Dave Hogan continued

While at the VTR National Convention in Dobson, NC, the Englishman that designed the TR7 body style was in attendance and gave a presentation on his efforts in creating the Wedge design. When he came out to the Show Field, he came over to Spidy and asked several questions about this special TR7 model. He had never seen a TR7 Spider edition. I asked if he would sign my Entry magnet and he did so. His name is Harris W Mann. My entry magnet with his signature is provided in this article.





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

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

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TRIUMPH REPORTER

The Newsletter of the

Newsletter editor:

Neville Wardle

ONE HUNDRED YEARS OF TRIUMPH

Part 3: Triumph finds a winner

The first cars built by Triumph were quite large and expensive and sold in relatively small numbers. Noting the success of the Austin Seven, Triumph decided to follow suit with their own small car, the Super Seven.

As Bettmann and Holbrook were busy building 10/20s in relatively small numbers, the world was changing around them.

The British economy had enjoyed a short-lived boom after World War 1 but as the boom ended the 1920s became a decade of high unemployment and deflation. In 1924 Conservative prime minister Stanley Baldwin chose Winston Churchill as his Chancellor of the Exchequer. Churchill's decision to return the UK to the Gold Standard at the pre-war parity rate of £1 to \$4.86 meant that British exports were priced out of many markets, interest rates were higher than they otherwise would have been and the economy entered a long period of deflation and depressed demand. While the brunt of this policy fell on people who could not have afforded a car anyway it also affected the market Triumph was selling into and the downward pressure on prices ate into profitability. Between 1921 and 1929 wholesale prices fell by 25 percent.

In the car world, Herbert Austin introduced a small car that aimed to offer 4 wheeled transport to those who could just about afford a motorbike and sidecar.

Austin had resigned from Wolseley in 1905 and founded his own company in an old print works in Longbridge outside Birmingham. The new company did well and on the eve of the Great War was the fifth largest car builder.

Austin had a good war, Longbridge making a valuable contribution to the war effort. His decision to focus post-war production on the 1914 20hp model was a mistake, and the car sold slowly in the brief post-war economic boom. In the early Twenties Austin was in trouble and the receivers were called in.

Stripped of his managing director role, Austin retired to his country home, Lickey Grange, and set about designing his small car with the assistance of 18 year old draughtsman, Stanley Edge.



1923 Austin Seven. British Motor Industry Heritage Trust.

Photo by the Editor

The Austin Seven was launched in 1922 with an initial price of around £200. Sales were modest at first but as the price dropped in the following years it became a great success, eventually selling around 26,000 cars a year by the late Twenties. It is fair to say that it altered the direction of the British car industry and its arrival did not pass unnoticed by other companies.

Triumph, however, had just launched its debut car which was definitely not aimed at the same market segment as the Austin Seven. While Herbert Austin was busy building Austin Sevens as fast as he could, Bettmann and Holbrook took the 10/20, lengthened the wheelbase by six inches, fitted a bigger engine and improved bodywork and came up with the 13/35. It was displayed at the 1924 Olympia Motor Show, complete with four-wheel hydraulic brakes, the first British car to be fitted with hydraulic brakes as a new model. The 10/20 also received hydraulic brakes and continued in production.

It is not clear whether the 13/35 ever went into production. Robson and Langworth (Triumph Cars: the Complete Story) appear to suggest it did, but the Pre-

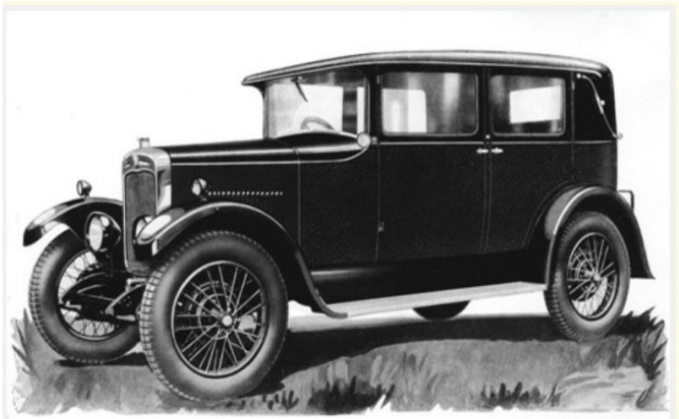
ONE HUNDRED YEARS OF TRIUMPH, cont'd

1940 Triumph club has records of only one car, which suggests at best no more than a small number of cars were built.

The 13/35 was developed into a 15 horsepower car by boring the engine out to 2169cc. The wheelbase was further stretched to 112 inches and the track was slightly widened. This no doubt increased the weight beyond the 2129 pounds of the 13/35 and performance was best described as leisurely, with a top speed of 55mph. The price was between £395 and £495 depending on the body style.

It's not clear how many Fifteens were sold. The Pre 1940 club has records of 110, with three surviving with their original bodywork. Robson notes that sales figures were not quite as good as those of the 10/20. Production continued to the end of 1929, with some chassis being exported to Australia.

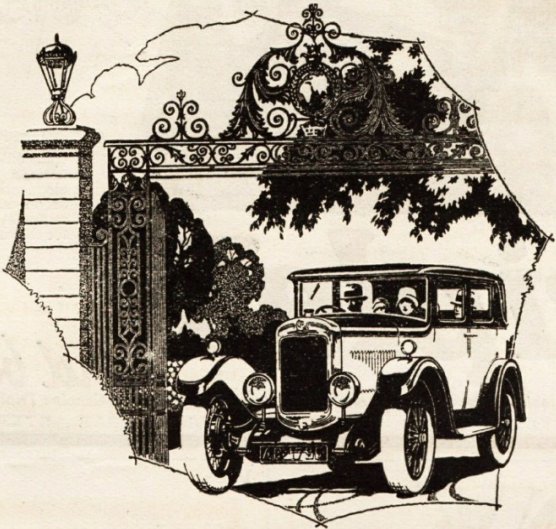
As the Twenties wore on the success of the little Austin Seven must have been an obvious indication to



Triumph 15. Picture courtesy of Pre-1940 Triumph Motor Club Bettmann and Holbrook of a perhaps more lucrative market to exploit. They started to plan their own entry into this market, intending to produce a car to a higher specification than the Austin and at a slightly higher price rather than competing head on.

To assist in this effort they hired Herbert Austin's draughtsman, Stanley Edge, no doubt aware of the role he had played in designing the little Austin. According to Robson and Langworth, Edge arrived at the Triumph drawing room at the Priory Street works and was quite surprised to find that "the staff was larger than that of the Austin Motor Co." (Triumph Cars: the complete story). Triumph's chief draughtsman, A. A. Sykes, told Edge that work on a prototype was well in hand and set him to work checking the drawings.

The Triumph Super Seven could not be described as an innovative design. The engine was a fairly conventional 4 cylinder sidevalve engine with three bearings on the crankshaft and the camshaft. The timing gear featured a Triumph-patented chain tensioner that avoided the need for adjustments. The original engine design had almost the same bore and stroke as the Austin Seven engine, but by the time the car went into production the stroke had been increased to give a displacement of 832 cc compared to the Austin engine's 747cc. While the car was sold as a Seven, the taxable horsepower was in fact 7.9 and the tax was £8 per annum. The actual horsepower claimed was 21bhp at 4000rpm, which suggests the engine was quite willing to rev by the standards of the day. The Austin 7 developed 10.5bhp at 2,440 rpm.



Powerful, masterly, the embodiment of dignity and refinement—Britain's great Triumph "fifteen." Beautiful coachwork is mounted on the perfect chassis in this Triumph masterpiece.

May we send full details?

There are Saloons from £375. Triumph Super Seven Models from £149·10s. Lucas electric equipment and Dunlop balloon tyres standard.

TRIUMPH

Triumph Motor Co., Ltd., 77 Priory St., Coventry. London: 218 Gt. Portland St., W.1.

ONE HUNDRED YEARS OF TRIUMPH, cont'd

The chassis was of conventional ladder construction but it did incorporate four-wheel Lockheed hydraulic brakes. The fuel tank was mounted in front of the dashboard and delivery to the carburettor was by gravity. Cooling was a thermosiphon arrangement.

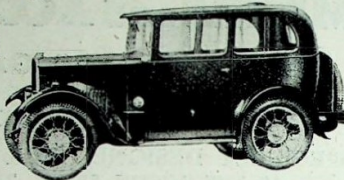
The Super Seven could be had as a bare chassis for £113 or supplied with a range of body styles either standard or custom built. The most common custom body was built by Gordon England, and is listed in the period advert from the Light Car and Cyclecar magazine.

The Super Seven was priced slightly higher than the Austin Seven, the lowest-priced Triumph selling for £149-10-0 against £135 for the Austin. That £15 difference might not seem significant until you consider that skilled workers like Stanley Edge would feel reasonably well-paid at £5 a week. The base rate of pay for agricultural workers, set by the Agricultural

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Super Seven

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1928 AUSTIN "7" fabric Saloon... £82	1928 SINGER "8" Tourer, as new... £78	1928 MORGAN Aero, o.h.v., J.A.F... £78
1928 AUSTIN "7" Cup model, blue... £78	1928 MORRIS Minor Saloon, as new... £108	1928 MORGAN Family, Slow model... £78
1928 AUSTIN "7" Tourer, as new... £75	1929 STANDARD "7" Teignmouth Sal... £165	1927 MORGAN Aero, o.h.v., J.A.F... £72
1927 AUSTIN "7" Tourer, smart... £62	1929 TRIUMPH Super Seven Saloon... £135	1928 MORGAN Aero, s.v., J.A.F., Inst... £72

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'Phone: Battersea 6188-9.

Wages (Regulation) Act of 1924 was £1-11-8 for a 50 hour week in 1930. A labourer in the engineering industries averaged just under one shilling an hour in 1930, meaning that neither the Austin nor the Triumph could really be considered cars for the working man (Note: there were 20 shillings to a pound.)

18 THE LIGHT CAR AND CYCLECAR SEPTEMBER 27, 1929.



New lines of grace and beauty

An entirely new radiator, new Saloon Landaulette, Coupe and 2+2-Seater bodies, safety glass, chromium plating, a wide range of colour schemes — these are outstanding Triumph features for 1930. And there are models from £149-10s.

NEW HALL, OLYMPIA
Stand 19

TRIUMPH

Super Seven

Please forward details of Triumph cars for 1930 as soon as they are available.

Name _____

Address _____

Lucas electric equipment and Dunlop tyres standard.

Triumph Motor Co., Ltd.,
71, Priory Street, Coventry.

PLEASE WRITE IN BLOCK LETTERS AS THIS.

TO THE READER.—By mentioning "The Light Car and Cyclecar" when replying to advertisements, the progress of the small car movement will be assisted.

The Triumph 15 had been exported in small numbers but the Super Seven turned out to be a good seller overseas, especially in the Australian market. Most exports consisted of a rolling chassis, the bodywork being built locally.

It was in Australia that the Super Seven developed a reputation as a sturdy and reliable car. Several long distance treks across the Outback were undertaken to prove the car's suitability for Australian conditions, including an epic journey from Perth to Sydney that took eight days to complete, an absence of modern roads proving no obstacle to driver and navigator.

In North America a Special Sports version of the Seven was driven by a Mr G. A. Woods from New York to Vancouver via California in 12 days and 17 hours. Sadly this did not open up the continent to Triumph exports

The Super Seven was used in races, often fitted with a supercharger, but it was more successful on the rally scene, with arguably the most notable performance being achieved by Donald Healey.

In 1929 Healey took part in the Monte Carlo rally in a Super Seven, finishing two minutes outside his

ONE HUNDRED YEARS OF TRIUMPH, cont'd

time limit after battling dreadful weather conditions on the route from Berlin to Monte Carlo. The following year he was back in the same car, finishing seventh overall and the first British car to finish.

Healey enjoyed success in British rallies but the factory took little heed of this, and Healey switched his allegiance to the Invicta marque. He would return to the Triumph scene later in the Thirties.

Despite the lack of interest on the part of the factory Triumph was beginning to compile the sporting record that would eventually allow the company to rise from the ashes after World War 2.

Triumph continued to develop the Super Seven by introducing a variety of different body styles including a pillarless model, intended to make the car seem more roomy. Most of these small cars suffered from a distinct lack of elbow room, although this was rarely mentioned in most reviews. The Autocar broke ranks on this and complained about the narrow accommodation the Super Seven provided.

12 The Light Car

SEPTEMBER 11, 1932.

Triumph Super Seven Models

HERE are the 1932 Triumph Super Seven cars . . . reliable . . . tested for years in many lands . . . of proved constant, economy and efficiency. The prospective owner can now obtain a Super Seven Saloon with four doors and no central pillar . . . unique, patented . . . providing the same easy access to all seats as that of a large car . . . a revelation in small saloon body design . . . 4-speed gearbox, "Protecto" safety glass throughout, sliding roof, real leather upholstery, rear parcel rack, with Autovac seat. And all models embody a vibrationless 3-bearing crankshaft, Triumph-Lockheed hydraulic brakes, and an underlong worn drive that gives an unusually low centre of gravity . . . truly the finest light car in the world.

Tenor de Luxe	£140 0
24-Super de Luxe	£140 0
Sports 2-Door de Luxe	£127 10
Two-door Coachwork Saloon	£150 0
Four-door (Parkins) Coachwork Saloon £150 0	
Coachwork Saloon de Luxe with 4-speed gear (Two or Four-door) (Autovac optional) £145 0	

TRIUMPH

There are Super Nine models from £75. Scorpion 6-cyl. models from £175. Write for further details.

Triumph Motor Co., Ltd., Coventry.
London: 216, Great Portland Street, W.1.

Triumph — the finest light car in the world

WHEN REFUELING to advantage, notice "The Light Car and Cyclone" — it helps the admission and gas, and meets the small car movement generally.

"The Gnat"

a smart Sports model with de Luxe equipment . . . at a reasonable figure £185

LOW and fast, streamlined and perfectly proportioned, "The Gnat" achieves distinction with the easy grace of the thoroughbred. And it literally hugs the road because of the low centre of gravity and correct distribution of weight. The specially tuned engine gives remarkable acceleration and Triumph-Lockheed hydraulic brakes ensure safety at all times.

There are other Triumph Super Seven models from £162 . 10, Scorpion 6-cyl. models from £220.
Write for full details.

TRIUMPH

Dunlop tyres standard

Triumph Motor Co., Ltd., 77, Priory Street, Coventry. London: 216, Gt. Portland Street, W.1 (1st Floor)

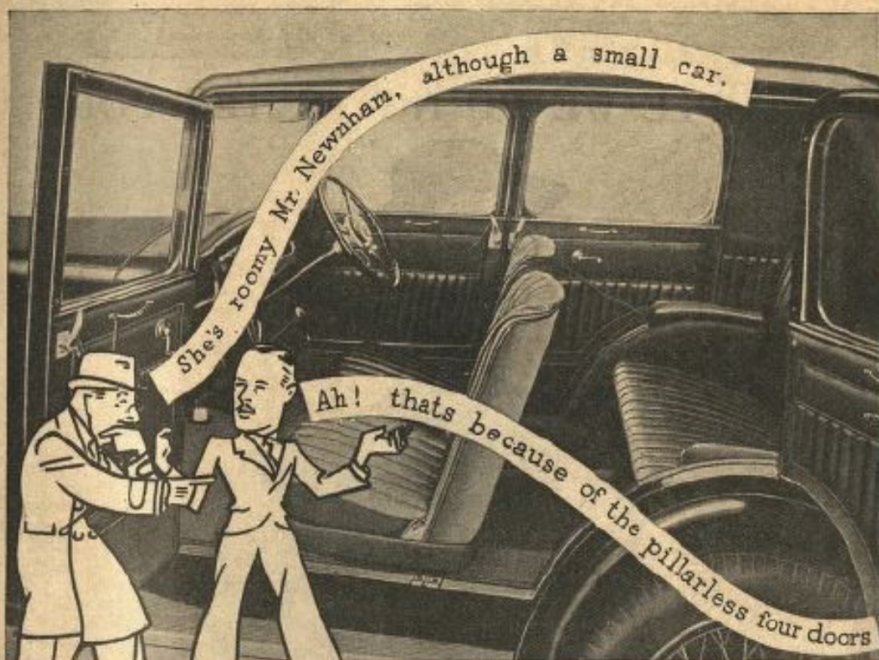
In 1931 the two seater version of the Seven was replaced by a more sporting version of the car with a tuned up engine and a curious name: the Triumph Gnat.

The Pre 1940 Triumph Motor Club estimates that about 15,000 Super Sevens were built before the model was replaced in 1933 by the Super Eight. The Super Eight was really a rebadged Super Seven, albeit with a slightly more roomy body in answer to some of the complaints about a lack of elbow room.

The Super Eight added a lot of previously optional features such as leather upholstery as standard, and incorporated a number of chassis improvements such as hydraulic dampers at the rear. The model accounted for about another 2,400 sales.

The Seven and Eight must be considered a success that boosted the fortunes of Triumph, but the company would soon change direction away from this type of car as the economy made it harder for Triumph to remain profitable.

To be continued



You can step in and out of a Triumph "Super Eight" with the ease and alacrity you would experience in a car twice its size. Just because Triumph had the imagination to build the saloon without pillars, thus bringing big car roominess to small car upkeep. A Triumph bought at Newnham's carries with it an equally imaginative and advantageous service. Impartial and important advice; really wonderful choice . . . you can actually choose your car from about 200 of the newest popular models . . . Newnham self financed H.P. terms ensuring absolute privacy, a good market price for your old car, all help to give your ownership a splendid send-off. A smooth and joyous voyage through motordom, lasting many happy years is assured by the many other Newnham services. Nothing is "too much trouble" at Newnham's. The 1933 Triumph "Super Eight" Pillarless Saloon £155. The "Super Nine" Saloon £189. The "Twelve Six" £198. The "Southern Cross Sports" £225 (at works).

buy your
1933 TRIUMPH
from **NEWNHAM'S**

NEWNHAM HOUSE, 237 Hammersmith Road, London, W.6.

Riverside 4646

Streatham Branch: 136-138, Streatham Hill, S.W.2. Streatham 8830/1.

Fulham Branch: 164-166, Fulham Palace Road, W.6. Fulham 0071/2.

Golders Green Branch: 1 & 2, Willifield Parade, N.W.11. Main Service Works: Rosedew Road, Fulham Palace Road, W.6. Fulham 0071/2.
(open 24 hours)

FACILITATE BUSINESS, and ensure prompt attention to your enquiries, by mentioning
"The Light Car and Cyclecar" when writing to advertisers. They will appreciate it.

25

The author would like to acknowledge the following sources:

Grace's Guide to British Industrial History, website at

<https://www.gracesguide.co.uk> providing thumbnail histories of many British industrialists and companies and archive copies of the Light Car and Cyclecar magazine, material from which illustrates these articles.

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

Minutes of COVTR Membership Meeting

April 11, 2023

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

Location: Black Bear Diner, Moore, OK

Members present: 26

Guests: None – but new club member Fred Broach was in attendance at tonight’s meeting.

Meeting Opening: Doug White opened the meeting at 7:15 PM

Margaret White led the Pledge of Allegiance.

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

Membership Report – Dave Hogan

Dave Hogan reported that there are no new members this month. Greg Tiffany made a motion to accept the Membership Report, John Barron seconded – Motion passed.

Treasurer’s Report – Mike Piggott

Mike Piggott read the Treasurer’s Report for the month of March 2023. COVTR is in excellent shape financially with a healthy balance sheet.

Lonny Wall made a motion to accept the Treasurer’s Report as read with Mary Jo Hogan seconding the motion. Motion passed.

Activities Report – Mike Piggott

Mike Piggott reported on the remaining club events and activities that occurred during the months of late March and early April:

April 8 – Annual Garage Day and Get Together at the home of Doug and Margaret White in Tuttle, OK to prepare for the upcoming SCVTR Regionals. The event was well attended by COVTR members and those attending had an opportunity to examine the progress made on Doug’s impressive GT6. It is coming along very nicely with the passenger door remaining to be mounted and installed. Doug is doing a fine job on his first Triumph restoration project. In addition, a next-door neighbor of Doug’s allowed us into his garage to view a huge unrestored 195? GMC ¾ ton truck – all original. That truck is built like a tank and has survived many years. The neighbor has plans to restore it to its former glory. Snack foods were brought by several club members and everyone had an opportunity to check out several of our club’s Triumphs that will be participating in the upcoming South Central VTR Regionals later this month in Sugarland, TX.

Minutes of COVTR Membership Meeting April 11, 2023

continued

Upcoming Activities/Events

April 14-16 – British Car Breakfast Club event – ALL are welcome. The Lodge at Sequoia State Park, Hulbert, OK. Donna Barron has information for all that may be interested in participating.

April 19-22 – South Central VTR Regional Convention, Sugarland, TX

April 22-23 – SCCA Autocross @ Remington Park, OKC

May 6-7 – McPherson College Car Show, McPherson, KS

May 20 – Black Raven Pub, Harrah, OK (Hunter Rensch leading this event)

May 21 – SCCA Autocross – location to be determined (Holliday/Piggott)

Old Business

COVTR Speaker System for Club meetings remains a consideration by Mike Piggott.

Discussion of Pelican's (Midwest City, OK) vs Black Bear Diner (Moore, OK) for future meetings. A survey will be sent to all Club members via email distribution to gather feedback regarding satisfaction with each location.

New Business

A discussion of Door Prizes occurred and it was determined that door prizes are not going to be offered in the future. The Sign-Up Sheet will only be used to track attendance at our monthly club meetings.

Bitch & Brag

Mike Billotte provided an update from National VTR President, Jack McGahey, regarding the Chief Judge and Assistant Chief Judge positions in upcoming VTR National events.

Chief Judge – Paul Higley (Red River Triumph Club)

Assistant Chief Judge – Drew Holliday (COVTR) Applause for Drew abounded...

Door Prizes

Door Prizes were not awarded at this meeting and will no longer occur.

Meeting Closure

Lonny Wall made a motion to close the meeting, seconded by Drew Holliday. Motion passed. President Doug White closed the meeting at 7:40 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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