

# Triumph Trails

*"Enjoy the Ride"*



## UPCOMING ACTIVITIES



- Nov 1 Veteran's Day Parade @Ponca City
- Nov 1 Coffee & Cars @Life Church, 178<sup>th</sup> & Penn
- Nov 1 Cruise-In to Bridging Vines @Yukon
- Nov 7-9 Red River Shootout @Nocona, TX
- Nov 8 British Car Breakfast Club (8:30–10 am)
- Nov 11 COVTR Meeting
- Nov 27 Thanksgiving – Turkey Day

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*

It happens every year, doesn't it? There's the hint in the morning air that Fall is here in earnest and the forecast reminds us the first freeze is just around the corner. Some may have already consigned their cars to the garage for the year, while others of us are intent upon rolling up the windows or putting the side curtains in place and squeezing in a few more drives - or maybe more than a few. All of us are likely cataloging the things we would like to do to our cars over the winter.

At any rate, meanwhile it has been a good month for the club with activities spread throughout - Coffee and Cars, Autocrosses and the annual Chili Cook-Off most recently. (Ask Mary Jo about her solid silver spoon award.) Looking ahead, Saturday, November 1, offers you a choice. We'll be participating again in the Ponca City Veterans Day Parade, sponsored by Lonny and Kip. Coffee and Cars occupies its usual place on the first Saturday of the month at Life Church at the corner of Pennsylvania and Edmond Rd (2nd St) in Edmond. The Red River Shootout, always one of the highlights of the year, will be held Nov. 7, 8 & 9, at the Veranda Inn in Nocona, TX. Lastly, our regular monthly meeting will be Tuesday, Nov.11.

Hope to see you out!

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

*John Colson*

We would like to thank all who joined us for the Chili Cook-Off Saturday night. Once again, it was difficult to pick a best chili. Mary Jo was our winner, earning that award several years now. If I remember correctly, she even sat out a few years so others could win! Thank you to all who came and fellowshiped with us. It was such a great evening. Not only did we have great chili, but also some excellent deserts, cornbread and Kay's famous potato salad.

*Jan (aka, Mrs. President)*



**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](#)

**2025**  
**Ponca City**  
**Veteran's Day Parade**

**November 1<sup>st</sup> @ 10:45am**  
**Downtown Ponca City, OK**

**COFFEE & CARS**  
NOVEMBER 1ST 2025  
LIFE.CHURCH OKC | 8AM-11AM

OUR 1ST ANNUAL EVENT

**CRUISE-IN TO BRIDGING VINES**

OUTDOOR & INDOOR SEATING | TRAILER PARKING

**SATURDAY, NOVEMBER 1ST 9 AM - 2 PM**

LIVE MUSIC FROM INTENTION (12-2PM) | FOOD TRUCK: BIG MAMA'S SWEETS & SPUDS (11AM-7PM) | WINE & BEER TASTING (2PM-8PM)

VISIT OUR EVENT AT:  
11216 N CIMARRON RD  
YUKON, OK 73099

WWW.BRIDGINGVINES.COM

# Coffee & Cars

We had a good turnout and a beautiful morning. Our British invasion is expanding. We had some Austin-Healey's and MG's join our ranks this time. It's good to have our fellow LBC enthusiasts join us.



# Lake Garnett Grand Prix Revival

Submitted by: Stephen J. England



COVTR was represented at the 12th annual Lake Garnett Grand Prix Revival, October 10th and 11th. Steve England relived his family's participation (1961-1972) at the "Ghost Track" by driving in the Historic and A2 classes, then showing "Mom's TR" in the car show on the Garnett Kansas Town Square.



Recreating the 1963 trip his family made to the 1963 Lake Garnett National races, Steve drove the same family 1960 TR3A. He took pre-Interstate 35 highways and stayed at the same motel in Iola, Kansas. Over the 760 weekend miles, the TR3A got 25mpg on the leg from Independence to Arkansas City. It also got 18mpg on race day, and used 1 quart of oil for the trip. Not too shabby for a Triumph with over 150,000 miles on the original engine.



Lake Garnett is arguably the best Ghost Track in America, and one of the few to have “speed events”. It features strictly “Gentleman’s Racing” with maximum speed in Steve’s classes radar controlled at 60 mph and no passing in the turns. The photos show the wide variety of cars that participated, well over 120 entries.

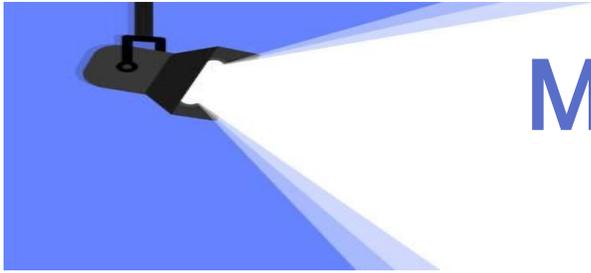


The Hill Country Triumph Club will host next year’s South -Central Vintage Triumph Register event.

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.



# Member Spotlight

## Dennis Eckhout

### My Triumph Story – Part III, The TR6 Saga Continues

By Dennis Eckhout

#### The Red TR6

A lot of life happened between the time I sold my first TR6 and got my next one. Suffice to say, I made a big career change, one that I wouldn't be able to pursue in Detroit. In 1984, I ended up moving to Washington, DC, and went to work for a specialized media consulting firm. One of their clients was a prominent businessman from Oklahoma named Jim Leake. While working on a project for his company, I went to the Tulsa car auction in June, 1988 and had a chance to see how it all worked from the platform.

The Labor Day holiday was coming up, and I was planning to visit my parents in Detroit. In those days, one of the largest auto auction companies was the Kruse company in Auburn, Indiana. Since I was an expert at car auctions, I arranged a side trip to Kruse's multi-day auction the same weekend. I didn't intend to buy anything, but I had a good-sized check in my pocket just in case something "interesting" came up.

After three days of auctioneer echoes ringing in my head,\* I was ready to leave for home empty handed. I made one last sweep through the holding area where the scheduled lots were lined up. There I found a lonely, somewhat disheveled, Triumph TR6. I popped the hood, checked the oil, got in, started it up, and it sounded good. But the car was scheduled to be auctioned at the end of the day, and I really didn't want to stick around. On second thought, I was there, I had the money, and maybe I could get a good deal.



Bidding at an auction is not like being a spectator. Suddenly, the auctioneer is pointing at you demanding a bid. You're the hot seat; everyone in the arena wants to know in that instant, are you

in or are you out? It was all moving so fast that I had lost track of where the bid was. I raised my hand anyway. Five minutes later, I was handing over my cash for this red, 1974 TR6. I had borrowed my dad's car to get to Auburn, so my kind parents drove the three hours to Auburn to help me bring back both cars. A quick check-up by the one British-Leland dealer in Detroit, and the TR6 was given a clean bill of health. The next day, I embarked on a 550-mile voyage back to DC in a 15-year-old car I had set eyes on only 24 hours before.

The Ohio and Pennsylvania turnpikes loomed in the distance. Once underway, I settled in for the 10-hour drive, keeping an eye on the gauges and an ear on everything else. The trip was mostly incident free except for an alternator hiccup in the mile-long Allegheny Tunnel. It was already dark when I reached my apartment building on Connecticut Avenue and pulled into an empty space in the underground garage.

I soon found an active but still fairly new Triumph car club in the DC area. They held many driving events that took advantage of the region's blend of scenery and landscape, going from the Blue Ridge mountains on the west to ocean terrain on the east and all manner of hills and valleys in between. Because most of the roads were developed along centuries-old farm paths, miles of merely straight road (except interstates) are rare. You get a lot of exercise driving a sports car: Skyline drive (think the Ozarks); beach drives along the Atlantic Ocean; tours around the nation's capital and monuments; historical sites in Maryland, Virginia, and Pennsylvania; and even a few road rallies.

In 2001, another dramatic career change for me was brought about by 9/11. I went to work for TSA and applied for an instructor job at the TSA training facility at the Monroney Center. The only time the TR6 had been on a trailer anywhere was behind the Penske moving van when I brought it to Oklahoma with me.

My friends in the DC Triumph club obtained a COVTR membership for me before my move. I've had many TR6 adventures here that, like before, involved a nice group of people. Literally the second weekend in town, I joined the road trip to the Beacon Drive-in in Guthrie. I learned I could have my TR6 fixed at Curtis Danforth's garage downtown. In December, the Christmas dinner was at Sleepy Hollow. Somehow the Elvis clock I picked during the "dirty Santa" gift exchange now hangs in another club member's home.



In February, I was one of the volunteer COVTR club members who was pushing cars around at the Leake auto auction in Oklahoma City. Fifteen years prior, I met Mr. Leake and came to know about him and his car auctions. Mr. Leake had passed away since then, but his daughter and son-in-law who ran the company remembered me from before. My TR6 and I had come full circle. Coincidence? Fate? Who knows. I sure did not expect to set foot in Oklahoma again, yet here I was. And so was the TR6 that I was inspired by none other than Mr. Jim Leake himself to raise my paddle at auction.

### The White TR6

Acquiring my white TR6 was a bit of an accident. While house hunting in the Belle Isle area of OKC, I spotted this vehicle sitting under a tarp in someone's driveway. I recognized it immediately as a TR6. I went up to the house, knocked on the door, and inquired about the car. The owner told me it didn't run, the clutch was out, one of the rear wheels was locked, and it had been sitting in his garage for the past 11 years. He recently pushed it outside when he needed space to store remodeling materials. Bingo!



He said he would consider selling it, but he didn't know what it was worth. I was living in an apartment with no place to put it and no way to get it there. I should have made an offer then and there anyway. But I didn't. I got his phone number and said I'd call him back. About the same time, a COVTR member, Mike Lake, offered some extra room in the garage he recently rented in Edmond. I was able to get the space I needed, and my sympathetic boss said he would help me move it. I contacted the owner and we worked out a sale. A few days later, I was ratcheting my third TR6 onto my boss' trailer.

I set about ordering enough parts to get the car running and safely back on the road. Clutch and brake hydraulics, hoses, carb rebuild kits, exhaust parts, and a carpet were among the long list of things on that first order. LuAnne, my then girlfriend, now wife, would visit the shop on Saturdays for the next several months to help me with the car and keep me fed. Meanwhile, we'd go on COVTR road trips and events in my red TR6: visiting neat little Oklahoma attractions, more Leake auctions, fall foliage tours, the TRA national meet in Branson, and Brits in the Ozarks.

Finally, the white TR6 was roadable and turned out to be a good, solid car. LuAnne and I added more Oklahoma adventures in it. During the club's fall foliage tour to Eureka Springs, LuAnne took the wheel after lunch to return to the hotel. She received several compliments on how well she handled the car on those twisting turning roads\*. At the group dinner that night, LuAnne and another wife caused a near revolt when they suggested a wives and girlfriends driving event. I was all in, but needless to say, such an event has never taken place.



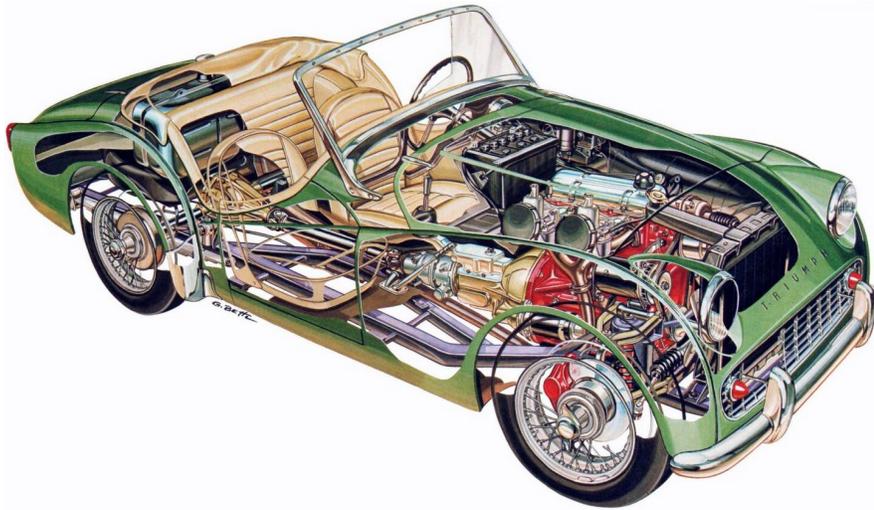
Our Really Big Adventure together was not merely a road trip. We had decided to drive the white TR6 to Valley Forge, PA, to attend the VTR National Convention. We would be in a cramped British sports car for two weeks and over 3,000 miles, stopping at the Pittsburgh Grand Prix and The Roadster Factory summer party, visits to see friends in Northern Virginia, and finally, Valley Forge. Her friends said have a good time. Mine said you'll either be broken up or getting married by the time you get home. We know what happened.

In 2011, TSA transferred me to headquarters in Arlington, VA, returning me to my old stomping grounds for a short time. Both TR6s came with us. When LuAnne got the professorship at OSU/OKC, we came back and so did both cars. They are part of our history and part of our lives. During the three decades when I was single, they provided me with a means of friendship, camaraderie, and fellowship with great people, both in DC and of course now with both of us and all of you in Oklahoma. More chapters to come.

Dennis Eckhout

Next month - Yes, Virginia, In Oklahoma, You Can Get a Title with a Bill of Sale.

\*Segments of song lyrics by Bob Seger were adapted for this article.



# *Tech Tips*

## Step-by-step guide to winterizing your car

By: Donald W. LeGoullon; 01 November 2011

Shared from <https://www.hagerty.com/media/maintenance-and-tech/step-by-step-guide-to-winterizing-your-car/>

### Before storage:

1. Select a dry, dark location for storage — preferably with limited access. Concrete flooring is best at keeping away moisture. If you must store your car on a dirt floor, place a plastic barrier under the vehicle, and place carpet pieces or plywood under the tires.
2. Give the vehicle a good wash/wax. Putting on and removing a vehicle cover will lead to unwanted scratches if the car is dirty.
3. Fill the fuel tank (preferably with premium) and add fuel stabilizer. Be sure to run the vehicle to move fuel stabilizer into the carburetor, fuel rails, injectors, etc. The fuller the tank, the less room there will be for air, which carries moisture that can lead to fuel contamination and possibly rust within the tank.
4. Change the oil and filter right before putting away the vehicle. The clean oil will reduce the risk of harmful contaminants working away at your engine during hibernation — and you'll be ready to go in spring.
5. Check the antifreeze.
6. Add air to the tires.
7. If you're storing your car offsite, some insurance companies require you to report the address of the offsite location. Check with your insurer to determine your policy's requirements.

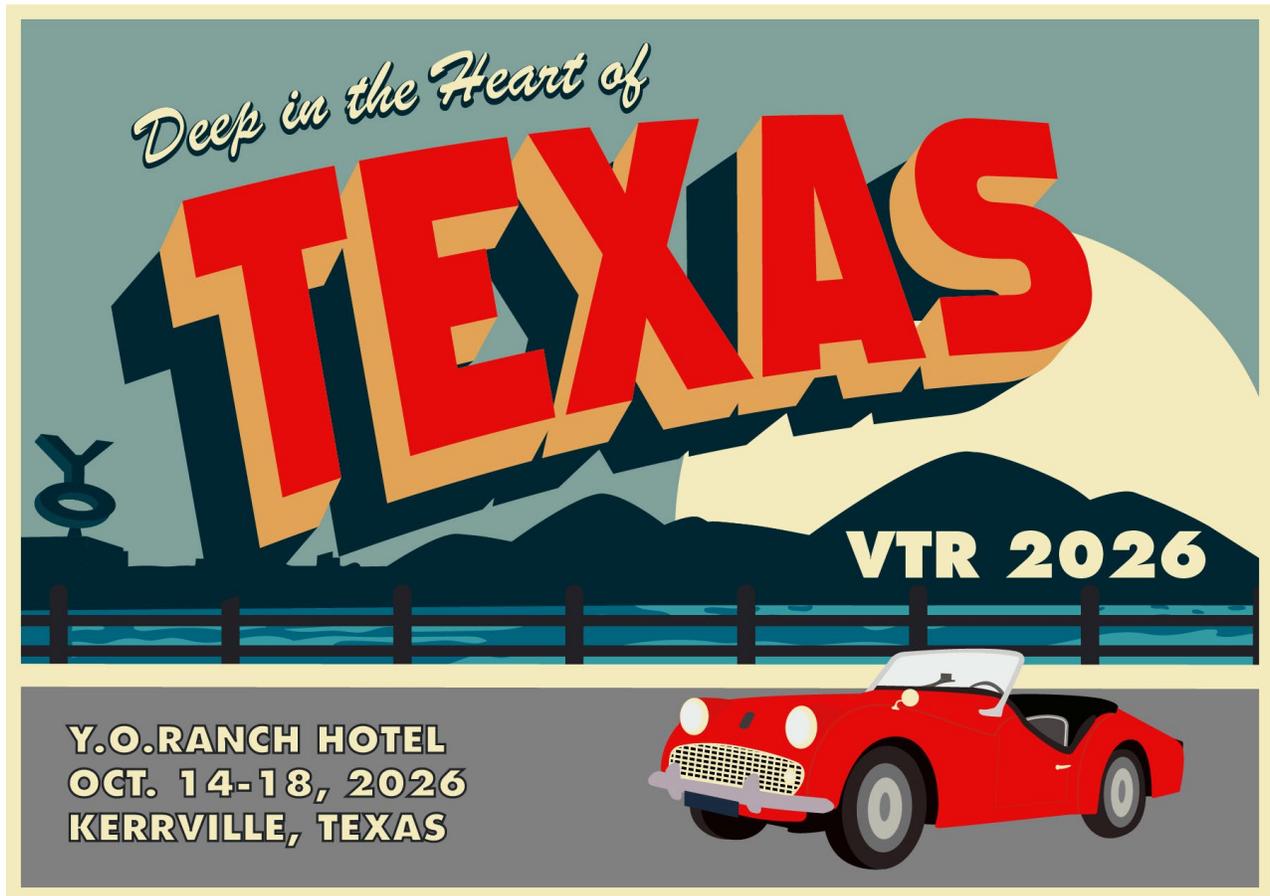
**When storing:**

1. Place baking soda refrigerator packages in the interior and trunk areas.
2. To keep insects and vermin out of the car, put a plastic bag over the air cleaner/air inlet and exhaust pipe(s). You also can cover these with aluminum foil and tape securely. Place mothballs in the tailpipe and around the outside of the car, or insert steel wool in the tailpipe.
3. Place the vehicle on jack stands. This step avoids tire flat spots and adds longevity to the suspension because it is not supporting the vehicle's weight during storage.
4. For your battery, take one of the following actions: Unhook the battery by removing the negative cable first and store it separately — never on a concrete floor and preferably where it will not freeze; or leave the battery in the car and put a battery tender on it, if there is power available. That way if you want to start it a few times in the winter you don't have to put the battery in and out.
5. Close all of the windows.
6. If the vehicle will be exposed to freezing temperatures, be certain no personal items that may freeze or burst are left in the vehicle.
7. There are varying theories about periodically starting the vehicle. This writer feels unless you get the engine up to operating temperature for a good 10-plus minutes to burn off the water vapors that initially develop at startup-cold operation, starting is not a good idea. Anything less will leave water in the combustion chamber and all exhaust components.

**Bringing your baby back to life:**

1. Charge the battery for a solid 24 hours. When returning the battery to the vehicle, attach the positive cable first.
2. Once your car is uncovered, inspect it for any signs of insect or vermin damage.
3. Remove the baking soda units. If you forget them, they may spill during driving.
4. It's a good idea to check for floor leaks, check all fluid levels, and check the tire pressures.
5. Remove plastic bag (aluminum foil) from over air cleaner/air inlet and exhaust pipe(s).
6. Apply the brakes ensure they work and that you have a good pedal. The steel brake lines can rust out and leak, and vermin can chew through the rubber brake hoses.
7. Start the vehicle and check for any fluid leaks.
8. Give it some extra time to warm up, and check the lights, horn, etc., while the temperature begins to rise. Drive it slowly for a mile or so. Some components such as transmissions and rear-ends require movement for full/proper lubrication.

9. After driving a bit, check it again for leaks, etc.
10. Your car cover may have become dusty over the long winter months — give it a good cleaning according to the manufacturer's instructions.



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



We are on the books for our **Christmas Party** at *Clark Crew BBQ* for Saturday, December 13<sup>th</sup> 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](https://www.google.com/maps/place/3510+Northwest+Expy,+Oklahoma+City,+OK+73112)



### COVTR on the Internet

Check out our **webpage**, [www.TriumphsOKC.org](http://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 15<sup>th</sup> 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.*

### Services from Members for Members



**TRIUMPHWORLD SERVICES, Inc.**

Specializing in restoration, repair and parts for the English sportscar

**TRIUMPH**

John R. Gauldin  
Edmond, Oklahoma

(405) 250-0903  
trdr@cox.net

### LiteZupp Industries, LLC

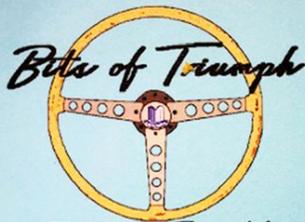
LED lighting for your Classic British Auto



We can see you now!

- Exterior LEDs
- Dash LEDs
- LED Headlamps
- Flashers
- LED kits

sales@litezupp.com  
www.litezupp.com  
www.facebook.com/litezupp



**Wynnell Gorman**  
wynnell@bitsoftriumph.com



To explore website:  
Scan here

<https://bitsoftriumph.com>  
Mobile: 469-383-2009  
4610 Jakes Way, Midlothian, TX 76065

Space Available

### COVTR Member Recommended Services

### Cooch's Auto Reconditioning

<https://www.autoupholstery-oklahomacity.com/>

Larry Couture

[lecouture90@gmail.com](mailto:lecouture90@gmail.com)

[\(405\) 409-6466](tel:(405)409-6466)

