

# Triumph Trails

*"Enjoy the Ride"*



War Eagle Mill , Rogers, AR

## UPCOMING ACTIVITIES



- Oct 4 Coffee & Cars @Life Church, 178<sup>th</sup> & Penn
- Oct 11 British Car Breakfast Club (8:30–10 am)
- Oct 14 COVTR Meeting
- Oct 18-19 Autocross Event 12 & Event 13
- Oct 25 Chili Cookoff @the Colson's
- Nov 1 Veteran's Day Parade @Ponca City
- Nov 7-9 Red River Shootout @Nocona, TX

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.*

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](#)



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.

# *Blast from the Past*

## **The Origins of the COVTR**

By Michael Campbell

As a few of you may know, I am the founder and first president of the COVTR. You now know who to blame. Hey, where is my jacket??? I have been promising to sit and write this all down for some time and decided to overcome my procrastination and finally commit the origins of our club to paper. So, buckle-up with me and let's take a spin down an old road and I'll tell you the story of the whole sorted affair how the COVTR started.

Indulge me in allowing me to add a little background information. Fate acts in strange and unexpected ways! 1978 was a banner year for me, I met the love of my life and proposed, we were married the following year, and I bought my first Triumph. My start into Triumph ownership begins with an evening class on Juvenal Justice I was taking at OSU OKC in the spring semester in 1978. The class was taught by a sitting district judge by the name of Stewart Hunter. He was a delightful teacher and had a very well-developed sense of humor. One evening we walked out the building together and I was questioning him on a point of law before we made our way home. He stopped in front of the little black roadster with a white convertible top, that I had never seen before. I admit I was smitten on first sight! I asked what it was and several more questions which he answered. Then he advised me he was going to sell, and asked if I would be interested. On impulse, I asked what he wanted and he replied with "Do you want the dickering price or the no dickering price?" I may have been young and dumb, but I wasn't dippy enough to think I could get the better of a well-trained lawyer and judge, so I went for the no dickering price,



it was \$1850. I knew zero about Triumphs, had never even seen a TR3A, and didn't have a clue about what they were worth. I thought for maybe a whole minute and replied "Give me a couple of weeks to raise the money and I'll buy it!". Two weeks later I drove a 1959 TR3A Comm. # TS45204LO home while my mother followed in the family station wagon filled with spare parts and a factory manual to boot. I still use the manual on my current car.

Flash forward to 1982, I was married and the father of a two-year-old, tinkering with my TR3A, and had been collecting books and magazines about Triumph and their cars. In December, I saw an ad for the Vintage Triumph Registry and decide to join. The following March, I wrote them asking if there were any local clubs in Oklahoma? I got my answer in the form of an announcement in the next VTR newsletter stating I was looking to start a club and listing my home phone number! Boy, was that news to me, I was snookered. The first call I received was from a local small business owner Glen Danford. I told Dan I didn't know spit about starting a club, but he volunteered to help if I would do it. More calls would follow and we soon had enough prospective members to start the club. Ingrid, of Ingrid's Deli fame, offered her Regency Tower location at 5<sup>th</sup> & Hudson in downtown Oklahoma City as our meeting place. She had several locations and had an apartment in the Tower at the time. I was elected President and Dan Vice President. The national club published the club in their newsletter in the list of affiliated local clubs. I plagiarized the national club's name a bit with COVTR. In the first year we established officers, a bank account, issued membership cards, created the first logo, and had club softball shirts. The members wore softball shirts with a small logo on the left breast and a larger logo on the back. The sleeves of the shirt indicated your car color. The current logo is very similar except we used the Triumph globe emblem off the old hubcaps instead of the current shield. Glen would go on to start a Triumph repair business located on Reno east of Klein, the building is still there on the north side of the street. In 1984, having bought a house the year before, short on cash, and with son No.2 on the way I sold my TR3A. Glen sold it for me and as commission received my spare parts. It made good back stock for his repair shop.

Glen has passed on, those of us knew him as a nice guy and a true friend. In December of last year (2024) I was planning my still looming retirement when my wife spotted a little green 1960 TR3A for sale and in January 2025, I returned to the club Dan and I started all those years ago.



## Coffee & Cars

It was a bit chilly and kind of dreary, but the usual suspects made it out to represent our club and show off our LBC's to all who wandered by. We also welcomed a new comer to our display, a yellow 1978(?) MGB.

We won't mention how someone in our number was led astray somehow, supposedly by Google Maps.





I had this little bit of extra space that needed to be filled, so I thought I would put a photo of me and my two granddaughters. Hana (3½) and Romy (born Sept 22).



### Chili Cook-Off at the Colson's!

Join us for a cozy evening of good company, great food, and a little friendly competition at our annual Chili Cook-Off!

**Date:** Saturday, October 25, 2025

We are looking for the best chili in town! If you think you've got what it takes, bring your signature recipe.

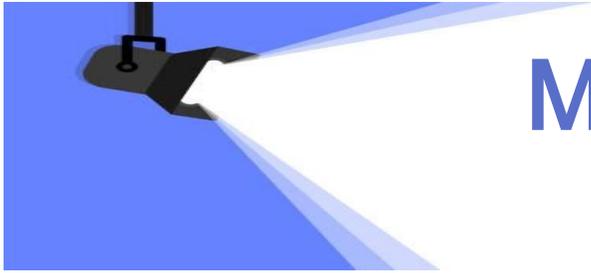
The winner will earn the highly coveted **2025 Chili Cook-Off Bragging Rights!**

## Guthrie Road Car Show

It was a beautiful day for a car show in Guthrie. We had a good turnout with 7 cars. Although, Melinda and her Jag had to leave early. Other participants were Hunter, Fred, John B, John C, Roger, and Gordon. Hunter brought home the hardware with 1<sup>st</sup> place with “Basket Case”, and Fred managed 2<sup>nd</sup> with his pseudo-Triumph, “Elektra”.







# Member Spotlight

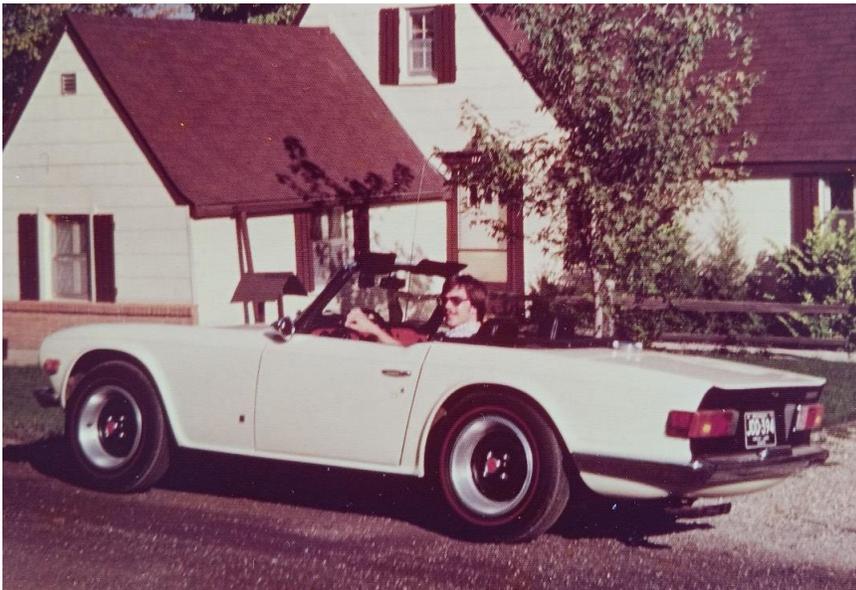
## Dennis Eckhout

### My Triumph Story – Part II, The TR6 Era Begins

By Dennis Eckhout

The end of one story is usually the beginning of another. Three years after saying goodbye to my Spitfire, I entered the gates of the Ford plant that had hired me for my first “real” job. The Pontiac I’d had since high school had to go. I bought a used Thunderbird land yacht with a 460 engine, leather seats, and opera windows. It passed muster at Ford, but the second oil crisis would soon send the bill for my weekly gas consumption soaring. I waxed nostalgic for my little British convertible with the 4-speed and great mileage. Against all common sense for someone wanting a career at Ford, I bought a 1970 TR6 with overdrive as my daily driver. Thus began a new journey.

It was a very attractive, well-taken-care-of-car in Jasmine, a light-yellow color with a tinge of green. The overdrive was a real bonus then as it is today and was extremely economical on my daily trip of almost 50 miles to and from work. I added a cassette deck under the dash and made my own travel tapes at home. Most importantly, I was having fun driving again.



The excitement of those early days of top down, wind in my hair commuting faded as my first Michigan winter with the TR6 loomed on the horizon. And don’t think my acquisition of a non-Ford product went unnoticed. I wasn’t banned from the employee parking lot, but the endless ribbing about it was incessant. I was never sure how high up the chain it went, but I often wondered if owning the TR6 had anything to do with some of my unpleasant assignments.

That first winter was rough, but I remember how well the TR6 did with its stock Michelins. While the bigger cars in the apartment parking lot where I lived were getting stuck in the snow, my TR6 just seemed to drive right over it. In the depths of winter, the car was able to keep me comfortable and spare some warm air for the defrost vents. The windshield would stay clear about three inches up,

but I never left home without a scraper in the passenger seat for the inside of the windows. Before leaving for work one morning, the temperature was in the teens and we had a heavy covering of snow overnight. The rear plastic window had gotten so brittle that it all but shattered when I swept it with my brush. Warmth and defrost were just fond memories for the next few days.

The slush and snow that had accumulated in the wheel wells and in my soul finally gave way to spring breezes, sunshine, and warmer temperatures. I had moved back to Ann Arbor and was driving to work with the top down again! Plus, the nearby roads gave plenty of weekend challenges for a young guy in a sports car with an adventurous spirit and a heavy foot. One of my fondest memories of this TR6 was a late evening vehicular tate-a-tate with a young lady in a BMW 318 for about 20 miles on a four-laner that paralleled the interstate. (Think Rt. 66 where it runs adjacent I-44.) Then she pulled off at her exit and I saw the Bimmer's lights flash. I flashed mine back and waved farewell to my fellow voyager, never to see her or the BMW again.

Not that my TR6 had a trouble-free existence. A sudden start on a gravel driveway ramp snapped a tooth on the differential pinion gear when the tires hit the road pavement. A couple of drive shaft u-joints needed replacement in the middle of winter. In my second summer of ownership, I learned how to replace a clutch. The good thing was there were still Triumph dealerships around that would service things like the differential and u-joints. For projects like the clutch, I could use my parents' garage and get help from my sister's mechanic boyfriend.

It was the late 70s. I'd been driving the TR6 every day for over two years and another winter was in the offing. Since I was at Ford, I decided to go with their product entry into the mileage wars, a nifty econobox they were importing from Germany, the Fiesta. It was a four-speed, as sporty as a little sedan can be, it was new, reliable, and wouldn't be a detriment to my career. Sadly, and with a heavy heart, I put a for-sale ad in the newspaper. A week later, my '6 had gone to a new home. Chapter two had come to an end.



Next Month – Part III – How Jim Leake of Leake Collector Car auctions figured in my next TR6 and the unbelievable coincidence involving COVTR.

## Brits in the Ozarks

*Keep Calm and Carry On*

By Dennis Eckhout

Brits in the Ozarks, an annual show sponsored by the British Iron Touring Club NWA (Northwest Arkansas), is an all-British car show held in Fayetteville, Arkansas. It benefits the ALS Association, a charity to make ALS (Amyotrophic lateral sclerosis) livable and work towards a cure. The guest speaker was Andy Reid, an automotive columnist, collector, and consultant.

If you arrived in Springdale a day or two ahead of the show, you had pleasant weather and opportunities to take some very nice drives in the Arkansas Ozark foothills. Some chose to take the pre-arranged leisure or long drives, including the famous Arkansas "Pig Trail." Others chose perhaps more satisfying self-paced drives hither and yon.



Attendees were: Doug & Margaret White, Hunter & Jenny Rench, Mike & Judy Piggott, Kay & Lonny Wall, Dennis Eckhout., Steve Brooks, John Gauldin, Roger Harms, Art Graves, and Enid member, Kip Miles.



As mentioned in our members' comments below, there was quite a bit of rain on show day. A gap in morning showers provided a chance for everyone to get to the show site. For a couple of hours, spectator viewing and participant voting took place in decent weather and soggy ground. Then the skies opened with horrendous rain, lightning, and thunder, confining most people to the pavilion. I found out later I wasn't the only one who waited out the storm in my car, and I'll say the thunderbolts and lightning very, very frightening me. (Although I think I found where all the leaks in my car are coming from.) Apparently, enough participant votes were cast so that the evening awards ceremony went on as usual.



COVTR members made a good showing in their respective automotive classes.

Mike and Judy Piggott received a First Place for their Spitfire;

Art Graves, First Place for his TR6;

Doug and Margaret White, Second Place for their TR6;

Kip Miles, First Place for his Sunbeam Tiger;

John Gauldin, First Place for his Stag; and

Steve Brooks, the Hard Luck award.

(Dennis Eckhout presented Steve's story\* and accepted the plaque on his behalf).



Lonny and Kay Wall

Despite Blue Boy's alternator failure during the Friday run, our first experience with Brits in the Ozarks was a good one. It was laid back, and the accommodations and companionship were first class. The deluge the day of the car show, though biblical, didn't stop the hosts from pressing on with all they had planned. Where else are you going to see an Alvis and seven Lotuses in one place!

Mike and Judy Piggott

In spite of the rain, where else can you experience a great British car show (more so when the Lotus, classic Minis, Jaguars, Morgans, and Austin-Healeys all show), great accommodations, entertaining awards banquet, and be part of raising \$77,000 for the very worthy charity, the ALS Foundation. Great weekend!



### Doug and Margaret White

I know Margaret and I enjoyed the event.

### Kip Miles

It was my pleasure to get to hang out with a lot of new and old COVTR members. I will definitely go back.

### Art Graves

I have attended this show seventeen times and it is always excellent. British car owners are special - most of us showed up despite the rain. And the keynote speaker noted that.

### John Gauldin

Roger Harms and I drove my MK2 Stag, Felicity, over to Springdale, AR, last Friday afternoon to attend the Brits in the Ozarks car show. Overall, we drove about 500 trouble-free miles and enjoyed seeing old friends and making new ones! The endless rain on Saturday was a bit daunting, but the show went on as planned. The speaker at the Saturday awards dinner was entertaining and made a good salesman for Morgan cars. COVTR was well represented in the awards department (Felicity was unchallenged and won a first place trophy). Dennis Eckhout gave a very convincing plea nominating Steve Brooks for the Hard Luck award for his exciting breakdown in Tulsa! Steve overwhelmingly won the award in great style! All in all, it was a great weekend!

\*For those of you who are wondering, the accelerator linkage on Steve's TR6 came loose at the worst place, the construction zone at the juncture of I-44 and 412 just past the Hard Rock Casino in Tulsa. It was cold, dark, rainy, and he was traveling alone. He managed to get a flatbed to retrieve him and his car, tightened up the linkage, and proceeded to finish the trip to the hotel, arriving at 1:00 AM.



The blind leading the blind.



To Dennis Eckhout for all of the help writing articles for the Triumph Trails Newsletter. **THANK YOU SOOOOOO MUCH !!!**



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



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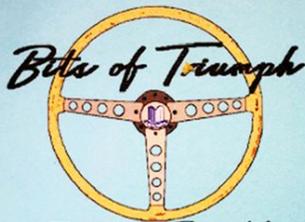
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*Fabroidery Inspired by  
Triumphs & their Drivers*

Space Available

### COVTR Member Recommended Services

#### Mike's Alternator & Starter Service

2413 SW 44th St, Oklahoma City, OK 73119

[\(405\) 685-8157](tel:4056858157)

#### Cooch's Auto Reconditioning

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

Larry Couture

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