



Central Oklahoma VTR Newsletter

March 2023

An official chapter of the Vintage Triumph Register Established in 1982

“Enjoy the Ride”



Roger Harms 76 Spitfire 1500



Upcoming Central Oklahoma VTR Events:

March 11- Eischen’s Chicken Run; Okarche, OK
Dave and Mary Jo Hogan

Feb 14- Triumph Club Meeting
Pelicans Restaurant MWC
5:30pm eat and visit 7pm meeting

March 18-19—SCCA Autocross, Remington Park,
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.



2023 COVTR Activities Calendar

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

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.

Details of Upcoming Activities

Eischen Chicken Run

Our annual Eischen's Chicken Run to Okarche is planned for Saturday, March 11. Dave & Mary Jo Hogan will be leading this drive.

We will meet at the large parking lot behind the McDonald's located at the corner of Northwest Highway and Council Road at 12:45 PM and depart at 1:00 PM. The drive takes about 45 minutes which should have us inside Eischen's Bar and Restaurant by 2 PM. There is now a convenient newly paved parking lot directly across the street from the front of the restaurant.

Eischen's is the oldest bar in Oklahoma and is known worldwide for its famous Fried Chicken. A whole Fried Chicken Dinner is accompanied by sweet and dill pickles, onions and the freshest sliced white bread. Other options include: Roast Beef sandwich, Bar-B-Q beef sandwich, Home Made Chilli, Frito Pie, Cheese Nachos, Chili Cheese Nachos and Fried Okra.

Hope you can join us! If you can drive your Triumph please do, if not just drive your family car.

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

The British Car Breakfast Club has invited COVTR members to join them for a weekend driving event at Sequoyah State Park Lodge near Wagoner, OK. They describe themselves as "a bunch of folks who share a love of breakfast and British Cars." They welcome any marque, any year, any condition or even anyone who's just interested in these kinds of cars. Their monthly breakfast meetings are *usually* at 8:30 am on the third Saturday of the Month and *usually* at [Kamp's 1910](#) in Oklahoma City. You can also see them on [Facebook](#).

Room Rates for the event range from \$112 to \$135. Veterans and seniors get a 10% discount
Parking for 1 car is free but trailer is \$8.

Call for reservations at 918-772-2545

Interested People Contact COVTR member, Donna Barron

Phone 405-436-2382

Email donna.barron19@yahoo.com

DRIVING TRIP TO CAFE 33 IN PERKINS OKLAHOMA

FEBRUARY 18, 2023 by Lonny Wall

It was a brisk, but survivable, Saturday. Most of us met at the Oklahoma Tourism facility at I35 and NW 122nd in north Oklahoma City. We left promptly at 10:30 to take back roads up to Route 66 at Pops Restaurant, where we picked up John Gauldin and his TR250. We proceeded to Highway 177 and turned north. We drove to Perkins and pulled into Café 33 Restaurant and Whiskey Bar. There we met Frank and Joyce Steindel, Art Graves and John Phillips of Green Country in Arts TR6, and Mike Piggott towing his Austin Healey. In the group leaving from OKC, was myself (Lonny Wall) in my TR4a, John Baron in his TR3A, Jennifer Baron and Donna Baron in her Spitfire 1500, and John and Jan Colson in their TR6. driving with us in a super nice chrome bumper MGB (top down!!) was Tony Brewer of the MG Club. Driving non-British cars were Mike and Bonnie Billott, Dave and Mary Jo Hogan, and Jimmy and Carol Glidewell. We chose viands from an extensive menu and enjoyed food and fellowship, then drove home on the route of our choice. I had a good time and hope others did as well. All told there were 18 people and 7 British cars.



Drive Your Triumph Day

By Mike Piggott

Responding to an invitation from Art Graves and the Green Country Triumphs Club, we met at **Godofredo's Pizzeria and Tap Room** in Cushing, OK. Mike and Judy Piggott, Karen and Art Graves, John and Donna Barron, Roger Harms, Dennis Eckhout, John Gauldin, Bud Reedy and Jim Murray all converged on Godofredo's for lunch. Weather was chilly but otherwise ideal for a Triumph outing. Godofredo's is a diamond in the rough there in Cushing. Completely renovated older downtown building with all the modern accoutrements, good food, good service, and quite a selection of beers. I tried my first Peanut Stout! Mikey will drink anything...actually quite an interesting flavor...I had another. Cushing is definitely worthy of inclusion in our activities list! We met again just west of Cushing on OK33 where the gas pipes come out of the ground for a photo op. The photo has been sent to the Drive Your Triumph Day folks. Look for it on their website. A good time was had by all. Thanks to John Gauldin for leading the group from OKC and Art Graves for the group from Tulsa.



Dave and Mary Jo Hogan took a short drive on Route 66 to the POPS restaurant located on Route 66 in Edmond, OK. Dave is recovering from a fall from a ladder last August braking his left foot heel-bone so operating a clutch for an extended drive is still quite painful for him.



Car Story: Waking Elmer from the Dead

By Roger Harms

I first saw Elmer, unmoving, over there, nestled in seasons of oak leaves piled high all around, looking as if his body was fully on the ground. His paint was overlaid with a layer of dark and dull pollutants, but the hardtop had kept the interior relatively preserved.

There was nothing to suggest that Elmer had received any attention, at all, in the last decade. In the process of rebuilding many things on my own Spitfire of the same vintage, I'd occasionally visited to verify how certain parts were put together, and perhaps which parts I'd need to acquire or rebuild.

Then, one day, he had a new owner. I was present for his first visit to a car wash in a very long time. He, on a trailer, emerged from the car wash looking more like a Triumph. Then it was over to Barron's to begin the restoration to running condition. Living nearby, I'd occasionally hear from John or Jennifer about their progress—along with various questions about re-assembly or how best to cope with the passage of 45 years, plus more than a bit of neglect.

Then, John B called me to say that the car was running, and that he wanted me drive alongside as he went a few blocks for a 7-11 fill up. Elmer seemed to be running rather well and on all four, but I soon heard that there had been destruction in the combustion area and the most notable visual proof was a couple of bent pushrods.

Elmer is running again after a cylinder head removal aimed at freeing stuck valves.

Moral of this COVTR story: Waking up the dead may include dealing with more than a bit of rust, gunk, sediment, and sludge. The work of freeing years of accumulated deposits of unknown origin and in many, many places is to be expected.

If you are waking up an old vehicle, you probably should 'rinse out' the fuel tank and system another time; same goes for the entire engine, heater, and cooling system; a couple of oil changes in quick succession might help, too. For Elmer, even more upper cylinder lubrication might have helped. But there are no potions or tricks for non-braking brakes and non-clutching clutches. Order your new parts now.

Jennifer and Elmer
(and dog)



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

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TRIUMPH REPORTER

The Newsletter of the
CONNECTICUT TRIUMPH REGISTER

Newsletter editor:

Neville Wardle
Branford

THE TRIUMPH CENTENARY

Celebrating a Century of Triumph

This year we celebrate the 100th anniversary of the first Triumph motorcar. It was a century with a lot of ups and downs for the company founded by Siegfried Bettmann.

This year marks the 100th anniversary of two famous makes of British cars: MG and Triumph. In the UK this milestone will be commemorated with a joint celebration at Silverstone race track on June 10th and 11th, and no doubt there will be other events taking place through the year.

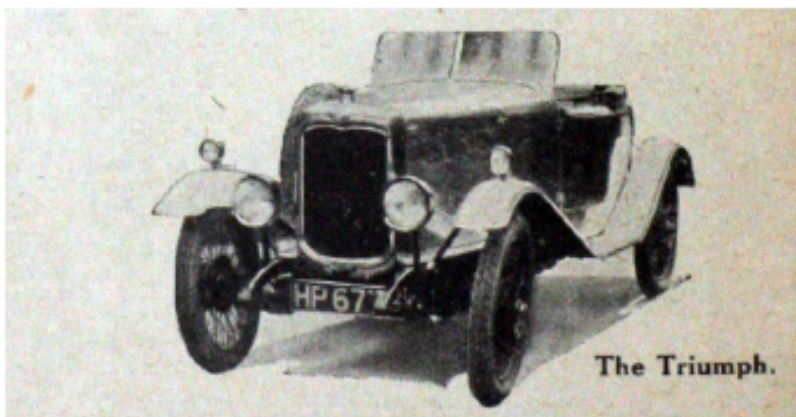
So far in the US I have seen no mention of the Triumph anniversary, although the MG centenary will be celebrated on Labour Day weekend at Lime Rock park. The Triumph Register of America is no doubt going to focus on the 70th Anniversary of the TR2, which is entirely appropriate for a group that restricts its support to the TR2, TR3, and TR4 cars. But if there are any plans to celebrate the centenary of the Triumph company in the US they seem to be a well-kept secret.

Perhaps it may not have occurred to many that there is a centenary to celebrate. The doings of the pre-war company are not that well-known and of course the pre-war cars were not exported to the US. There are very few pre-war cars in the US and the odds for most enthusiasts of coming across one are quite small.

Triumph history for most people seems to start with the acquisition of the remains of the pre-war company by the Standard Motor Company in 1945. This event is usually presented more as an example of the business acumen of John Black rather than as the continuation of the original Triumph company.

The Triumph company of course has a long and worthy history. Triumph had been making bicycles and motor cycles for over thirty years before deciding to venture into the world of four-wheeled vehicles. Our focus will be on the cars made under the Triumph name by both the pre and post-war companies.

There are real constraints on our ability to celebrate



this centenary, important as it is. The only example of a pre-war car available to us is my own 1932 Super Nine. This isn't really the kind of car that best represents the pre-war company, although it was an important model in the company's history because it was the first model to use the Coventry Climax engine that served the company well for a number of years. I intend to try to take it to as many events as is practical during the year to promote the centenary.

In addition to my efforts at describing the history of the make, which starts in this issue of the Reporter, we will hold a number of commemorative drives throughout the driving season to mark the birthdays of key personalities in the company's history.

It is well worth remembering that Triumph was an innovative company from the beginning to the end. Triumph was an early adopter of four-wheeled hydraulic brakes and the first to use disc brakes on a mass production car. No other British mass market company went as far with independent suspension as Triumph. Lewis Dawtrey's engine designs were far ahead of the rest of the industry, and the four valve per cylinder head used on the Dolomite Sprint deservedly won a Design Council award.

We have a lot to be proud of in the history of Triumph, and a lot to celebrate this year.

A CENTURY OF TRIUMPH

Part 1: the company is founded

This year marks the hundredth anniversary of the first Triumph motorcar. In this series of articles we will trace the history of Triumph over the past century. In this chapter we look at the foundation of the company and examine its history prior to building cars.

There is a curious symmetry in the history of the Triumph marque. The company was founded by a German expatriate, Siegfried Bettmann, and today it is the property of the German car company BMW. Germany gave us Triumph, and when the British had succeeded in ruining the marque Germany took it back.

Bettmann was reluctant for many years to branch into car manufacture, and BMW appears to believe that the Triumph marque deserves to rest in peace. I can't say I blame them, and when I look at the horrible things that are being done to the MG marque, I think it is better that we have no modern Triumphs. Just as the Chinese MGs have no links to Abingdon and are simply exploiting a historic brand, any modern Triumphs would be unlikely to continue the Triumph story.

The story of the Triumph car is instead kept alive because of the enthusiasm of people like us, and this year we will celebrate our roots.

Siegfried Bettmann was born on April 18th, 1863 in



Nuremberg, Germany. Bettmann's father, Mayer, was the estate manager for a Bavarian landowner and able to provide a good education for Siegfried, who was fluent in several languages.

In 1883, after completing his education, Bettmann moved to England. He found lodgings in London where he met another German immigrant, Mauritz Schulte who was an engineer and would become Bettmann's partner. Bettmann soon found work as a translator compiling trade directories for Kelly & Co, a publishing house.



Finding translating to be an insufficient challenge in 1884 Bettmann went to work for the British subsidiary of White and Company, an American manufacturer of sewing machines. He appears to have worked as a travelling representative, using his foreign language fluency to try to increase White's sales in Europe. The following year, however, Bettmann found himself redundant due to a drop in demand for sewing machines. Undaunted by this setback he founded his own company, S. Bettmann & Co, and became the British agent for the German sewing machine manufacturer Biesolt and Locke, who were based in Meissen.

On his travels Bettmann had noticed that many sewing machine vendors were also selling bicycles. As the market for sewing machines was not large, Bettmann also began to export British bicycles.

His business was not growing very quickly and he returned to work for White, but continued to run his business on the side, now with Schulte as a partner. The Dunlop Pneumatic Tyre Co, who naturally had an interest in the development of the cycle trade, invested in his fledgling company.

The bicycles Bettmann exported were made by William Andrews in Birmingham but were branded as Triumph cycles, Bettmann reasoning that this name

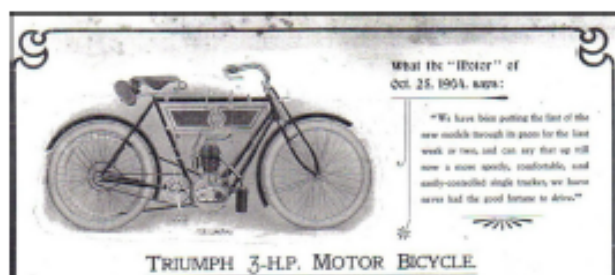
ONE HUNDRED YEARS OF TRIUMPH, cont'd

would be easily understood in various languages. Bettman's company became known as the Triumph Cycle Co.

In 1887, while Bettmann was still working as a traveling salesman, Schulte came to an arrangement with Andrews to make bicycles to Triumph's specifications. Schulte encouraged Bettmann to become a manufacturer and during 1888 spent two months working at Andrews' factory to learn how to make a bicycle. By 1889 Schulte and Bettmann were finishing Triumph branded bicycles in their own factory in Coventry, at first from parts supplied by Andrews.

The timing was good, because the bicycle boom was on, and the business thrived. Bicycle design was changing, the machinery for mass production was becoming more available and the Triumph concern was in the right place at the right time. The British Midlands, where Bettman established his factory, would become the heart of the motor trade. Bettmann was fully committed to doing business in Britain and became a naturalized citizen on March 9th, 1895. It was a big year for Siegfried: on July 31st he married Annie Meyrick of Shifnal.

Triumph cycles had developed a very good reputation,



and in 1902 the company moved into the motorbike business, using bought-in engines. By 1904 they had developed their own engine and were able to build a complete Triumph motorcycle.

Bettmann was by now quite wealthy and, in a curious episode that could have completely changed the history of British cars, became chairman of the Standard Motor Company in 1912.



Standard, founded by Reginald Maudslay, the great-grandson of the engineer Henry Maudslay, had been making cars since 1903. Their growth had depended heavily on the sales efforts of Charles Friswell, who had developed a large dealership in London. He became the sole dealer for Standard in London and took an increasing role in product development, eventually becoming first a director of the company and then chairman of the Board, effectively demoting Maudslay to managing director.

In 1911 Friswell arranged to provide a fleet of around 70 cars for a royal visit to India. Given that Standard was only making around 500 cars a year, this must have placed a considerable strain on the company.

By the end of the year there was a parting of the ways. Friswell wanted to concentrate on large and expensive cars for the social elite while Maudslay felt the future lay with smaller and more affordable cars. Friswell's attempt to gain control of Standard failed because he was unable to raise the money to buy Maudslay out. On the other hand, Maudslay did not have the resources to buy Friswell out and a stalemate ensued.

For a period the business future of Standard looked rather bleak, but Bettmann and Standard's company solicitor Charles Band, stepped in and bought Friswell's shares. Bettmann became Chairman of Standard and to some degree it was because of Bettmann's intervention that Standard was still around to buy up the remains of Triumph from the ashes of World War II. Bettmann stood down as chairman at

ONE HUNDRED YEARS OF TRIUMPH, cont'd

the outbreak of the Great War, but Band would become chairman of the board in 1934 after Maudslay's death and continue in that role until 1953.

Bettmann's business prominence extended into local politics, and in 1913 he was elected Mayor of Coventry. As World War loomed, he was re-elected for a second term, unopposed.

When war broke out, Bettmann was spared internment thanks to the efforts of the Chief Constable, Charles Charley, but he was on the whole treated quite shamefully. He was forced to step down from the Standard board and to resign as Lord Mayor. He was also forced out of the Freemasons and the Cycle Manufacturers Union, which he had founded, attempted to expel him.

During the war Siegfried Bettmann kept a low profile, having been treated very shabbily by the Establishment figures of Coventry. He fully supported the war effort, both through his company and with his personal fortune. He donated £250 to a war relief fund-raising effort (worth approximately £26,000 today) and contributed a similar amount to a Red Cross Society appeal that his wife led. He also founded the Annie Bettmann Foundation whose goal was to provide assistance to young adults trying to start a business, with priority given to returning servicemen.

While the personal costs were high, World War I did boost the fortunes of his business and paved the way for further developments in peacetime. The outbreak of war led to a rapid rise in demand for motorcycles, and Triumph were well-placed to meet that demand with their new model H. The model H was the first Triumph model with no pedals and could thus be thought of as their first true motorcycle.

The most lasting effect of the war years would be the meeting between Bettmann and the then Captain Claude Vivian Holbrook. Holbrook worked in the War Office and was involved in motorcycle procurement. Early in the war he contacted Bettmann with an urgent order for 100 motorcycles. Bettmann and his workforce completed the order to the Army's satisfaction, and Bettmann would become friends with Holbrook. By the end of the war the company had sold 30,000 Model H motorbikes to the Army.

Continued on page 6



Dispatch rider Charles George Hibbit and his trusty Triumph in WW1.

Image © Hibbit & Barnes Family History
www.hibbit.org.uk Used by kind permission.

We seldom know much about people in old photographs. Here is a welcome exception with some notes about Sapper Hibbitt provided by his granddaughter.

Annie Barnes provided the following notes about her grandfather:

Charles George Hibbitt was born on 1st December 1898. He joined the telephone service in the General Post Office as a youth in 1914, enlisted in the army on 6 Nov 1916, a few weeks before his 18th birthday, and was mobilized on 1st March 1917. He served in the Royal Engineers as Sapper 267642 and was demobilized from the 31st Bde R.G.A Sig Sub Sect in June 1919.

He continued to ride motorcycles after the war and was awarded a certificate dated 1925 issued by the Tamar Valley Motor Cycle and Light Car Club for: 1st place Sidecar Unlimited (8 Brough Superior) for Speed Hill Climb at Luckett. A number of years on, he would attend the speedway with my grandmother and father. He died in 1972 aged 73.

ONE HUNDRED YEARS OF TRIUMPH, cont'd

In 1919 Bettmann's business partner, Mauritz Schulte, left the company after disagreeing with Bettmann on the direction they should take. Schulte believed the future lay with motor cars while Bettmann, who appears to have been quite cautious and conservative in his business affairs, was content to keep making bicycles and motorcycles.

It was fairly natural that Holbrook would be asked to join the company given the close business ties that had developed during the war. However if Bettmann thought that Holbrook would be happy making motorcycles he would soon be disappointed.

The company was doing well in the motorbike business, producing 300 a week by 1923, but Holbrook turned out to be as keen to get into the car business as Schulte had been. After an early attempt in 1919 to build an experimental car Triumph decided in 1921 to buy the workshop of the Dawson Car Company, which was about half a mile away from Triumph's own factory on Priory Street in Coventry.

Buying the Dawson factory was not the only opportunity available to Bettmann in 1921. William Morris



Like this rider, Bettmann and Holbrook faced the task of working out where the Triumph company should go.

was finding business conditions difficult in the early 1920s and appears to have invited Bettmann to take a financial position in Morris Motors. Bettmann spurned the opportunity to have sent the future British sportscar world in an entirely different direction, and decided to do it his way.

To be continued

The author would like to acknowledge the following sources:

The online Triumph Bicycle Museum, website at

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

Grace's Guide to British Industrial History, providing thumbnail histories of many British industrialists and companies, website at <https://www.gracesguide.co.uk>.



Adverts courtesy of Grace's Guide <https://www.gracesguide.co.uk>

Upcoming Car Shows

New Orleans All British Car Day

Location: Metairie, Louisiana

Date: March 25, 2023

Web: <http://www.bmcno.org/>

VTR South Central Regional Convention

Location: Sugar Land, Texas

Date: April 19 – 23, 2023

Web http://www.texastriumphregister.org/regionals_2023

Dallas All British & European Car Day

Location: White Rock Lake Park, Dallas, Texas

Date: May 7, 2023

Web: <http://www.allbritishcarday.com/>

The Wedge Shop Gathering

Location: Stowe, Vermont

Date: September 14 – 17, 2023

<https://www.thewedgeshop.com/event-registration.html>

Euro-Expo Car Show

Location: Sand Springs, Oklahoma

Date: June 9 – 10, 2023

Web: <http://www.jaguarcluboftulsa.com/>

TRA National Meet

[Location: Oxford, Ohio](#)

Date: June 19 – June 23, 2023

Web: <https://www.miamivalleytriumphs.org/tra-2023>

More Upcoming Car Shows

Greater Ozarks British Motoring Club Car Show

Location: Springfield, Missouri

Date: June 23 – June 24, 2023

Web: <https://gobmccarshow.com/>

Kansas City All British Car Day

Location: Merriam, Kansas

Date: September 2 – 4, 2023

Web: <http://www.heartlandallbritish.com/index.html>

Triumphest

Location: San Diego, California

Date: September 7 – September 10, 2023

Web: <http://www.triumphest.org/Triumphest2023/TFest2023ad.php>

6-Pack Trials

Location: Indiana, Pennsylvania

Date: September 21 – 23, 2023

Web: <https://forums.6-pack.org/>

VTR National Convention

Location: Dillard, Georgia

Date: September 27 – October 1, 2023

Web: <https://www.vtr2023.org/>

Texas All British Car Day

Location: Round Rock, Texas

Date: [No information for the 2023 show](#)

Web: <http://www.txabcd.org/>

British Iron All British Car Day

Location: Agri Park, Fayetteville, Arkansas

Date: October 6 – 7, 2023

Minutes of COVTR Membership Meeting -February 14, 2023

Officers Present: President – Doug White (2023), Treasurer – Mike Piggott, Secretary – Dave Hogan

Location: Pelican's Restaurant, Midwest City, OK

Guests: Rodney & Marion Charles (Jenny Rench's parents visiting from England)

Meeting Opening: Doug White opened the meeting at 5:30 PM due to an agreement with Pelican's restaurant on Valentine's Day.

Dave Hogan led the Pledge of Allegiance.

Secretary Meeting Minutes: Lonny Wall motioned that we should accept the minutes of the January 2023 club meeting as printed in the Triumph Trails newsletter, seconded by Bud Reedy. Motion passed.

Membership Report – Dave Hogan

No new members have joined our club in the past month.

Treasurer's Report – Mike Piggott

Mike Piggott read the Treasurer's Report for the month of January 2023. Mike identified expenses for the Christmas Party boat ride and the past President's Gift Certificate.

Mary Jo Hogan made a motion to accept the Treasurer's Report as read with Judy Piggott seconding the motion. Motion passed.

Activities Report – Mike Piggott

Mike Piggott reported on the club events and activities that occurred during the month of January:

COVTR member Art Graves invited all COVTR members for a Drive Your Triumph Day outing on February 10 for a luncheon drive to an Italian restaurant, Godofredo's Pizzeria and Tap Room, located in Cushing, OK. Triumphs participating included (3) Spitfires, (1) TR3 and (1) TR6. Several other club members drove their regular family vehicles. The food and camaraderie were exceptional. A photo-op was taken near the elevated gasoline pipelines that are labeled "Pipeline Crossroads of the World".

Dave Hogan, limited on driving distance at present, drove his 1980 Triumph TR7 Spider only 13 miles round trip to POPS restaurant in Edmond for a photo-op behind the large pop bottle to participate in International Drive Your Triumph Day.

Minutes continued..

Upcoming Activities/Events

A COVTR drive is planned for Saturday, February 18 to the Café 33 Steakhouse and Whiskey Bar for lunch located in Perkins, OK . Lonny Wall and Kay will be leading the drive to Perkins, OK. Plans are to leave from the Oklahoma Travel Center at 122nd and I-35 at 10:30 AM. All COVTR members are welcome and do not need to drive a Triumph to participate in this drive.

The annual Eischen's Chicken Run is planned for Saturday, March 11 to the world-famous bar/restaurant located in Okarche, OK. This annual visit/drive to "the oldest bar in Oklahoma" will be led by Dave & Mary Jo Hogan. All COVTR members are welcome and do not need to drive a Triumph to participate. Details will be provided to COVTR members via email.

Old Business /New Business None discussed.

Bitch & Brag

President Doug White bragged on his daughter Sara expecting her first child – Doug and Margaret's "first grandchild".

Howard Holdsclaw bragged on Lois's for their 47th anniversary on the day after – Happy Valentine's Day.

John Barron bragged on being able to finally drive Elmer (Jennifer's Spitfire); however, the muffler tried to fall off during the drive to Cushing. Luckily Roger Harms had some bailing wire to secure it for the remainder of the drive.

Bud Reedy bragged on John Gauldin for locating a very hard-to-find part for his Triumph Stag in the trunk of one of Bud's junk Stag vehicles

Drew Holliday bragged on his fiancé, Kate Golden, for spending 3 days in England at the Triumph Heritage Museum recording data records (27,000 data points) on the Triumph TR 250 based on cataloged historical records.

Doug White bragged on Hunter Rench and Jenny's father Rodney for their efforts in assisting with the repair and installation of the transmission into his GT6 at Doug's garage/shop. This effort consumed about 7 hours of tireless effort by all.

Meeting Closure John Colson made a motion to close the meeting, seconded by John Barron. Motion passed. President Doug White closed the meeting at 5:45 PM.

Dues Reminder!

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

Mike Piggott

4600 Gracelann

Shawnee, OK 74804

COVTR now on Facebook

How do I join the COVTR Facebook Group?

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

COVTR Web Page

Check out our webpage created by our webmaster Drew Holliday.

centraloktriumphs@gmail.com

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