



The Triumph Herald



Rocky Mountain Triumph Club



Volume 2002, Number 04

April 2002



The Kenney's beautiful 1946 Triumph 1800, showing many of its available features.

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ATTENTION

Have you paid your yearly RMTC dues?
Check your mailing label for your due date. This may be your last newsletter!

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The Triumph Herald is published monthly by the:
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The RMTC is an organization devoted to the use, preservation and enjoyment of Triumph automobiles; it is a chapter of the *Vintage Triumph Register*. We have active members as close as in and around the Rocky Mountain region, to as far as England! Each membership is a "family" membership and children are welcome additions to club activities.

Regularly scheduled dinner meetings are held on the 3rd Tuesday of each month (except for January, June and December). These meetings start with dinner at 6:00PM, with business beginning at 7:00PM. They typically conclude prior to 9:00 PM. **Our current meeting place is Piccolo's at 3563 S. Monaco Parkway.**

Send Newsletter Material to Eric Conrad via e-mail conrade2@msn.com, or telephone 303-663-4230. Deadline is usually the Wednesday evening following the monthly meeting. I will accept digital photos in *.jpg

format with the ideal resolution no more than 100 dpi with files no larger than 200-300k per photo.

An e-mail version of our newsletter is available—it's in full color and you get it about one week before the paper copy (use Adobe Acrobat to read and print it; it can be downloaded free from www.AdoBe.com/products/acrobat/readermain.html). Let Eric know if you would like to be on this list; it saves the club about \$12/year if you don't want the paper copy.

Commercial Advertising is available in the newsletter ranging from \$5 for one month up to \$500 for a full page for one year. Contact Brooks Turner for more details

New memberships (and renewals) are always welcome; contact Marietta Coon. She can also tell you of changes of address or telephone numbers for members.

FOR SALE: TR6 Tonneau Cover, NIB, \$100. Chip Burkett, 303-438-9348

FOR SALE: Parting out three 1957 TR3's ,One complete rolling chassis with engine and trans. 2 engines, 3 transmissions, lots of suspension parts, steering wheels, steering columns, 6-48 spoke wire wheels with 4 hubs and 4 spinners, 10 steel wheels with hub caps, 1 good clean Colorado title for 1957 TR3, windshield frames, 4 top bows, some body parts, small mouth front apron with grille, hood, deck lid, doors, horns, generators, wiper motors. Well you get the idea, \$1400 for all or make offer Call Brooks, 303-794-3950

FOR SALE: J-Type Overdrive out of a good running 1978 Spitfire, before it was converted to an SCCA race-car in California. I'm asking \$750 OBO. Notify Kevin St. James at 719-548-8761 or kmstjames@msn.com

FOR SALE: TR-6 hard top for sale, it's in good shape, interior needs work but outside is in good shape. Asking 500.00. Can call in the evening at 605-347-6543

FOR SALE: 1976 Triumph TR6 Roadster. All original equipment in great condition. 64,650 original miles. Owner and service history. New Convertible top and hardtop. Drives and looks GREAT!! \$9,500 303-594-5251

RMTC Membership and Renewal Application

Dues are \$30 per year per family—Send application and check to Rocky Mountain Triumph Club—PO Box 300426—Denver, CO 80203

Names _____
(include all family members)

Address: _____

City: _____ State: _____ ZIP: _____

Telephone: (H) _____ (W) _____

e-mail: _____

Triumph Motor Car(s):
Year, Model _____

I was encouraged to join the club by: _____

member per year. At our current membership level, our annual dues would be \$575, a significant cost, 10% of current membership dues income. A possibility exists to offset some of these costs by participating in the OCC Swap Meet. Mike distributed copies of the OCC By Laws for

Board review. OCC membership will be considered at the next Board Meeting.

Mike will check with Minnesota Triumphs to see how they treat their non-profit status.

The meeting was adjourned at 8:25 PM.

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CompCar@msa.com

(303)791-2442

1501 Titan Park Ct.
3 Miles South of C-473 off Santa Fe Dr.

MARKETPLACE

FOR SALE: 1968 GT-6 MKI parts: Cherry front bumper - \$200; Rear bumpers (need some straightening and rechrome) - \$50; Repairable bonnet - \$100; Good front windshield - \$25; Rear quarter glass with chrome frames - \$25 each; Rear hatch with glass and hardware (needs a new rubber seal) - \$100; 5 - 4.5x13 wheels - \$5 each; Cable drive Tachometer - \$25; Gas tank - \$25; 2 Doors complete (repairable but probably good for door parts)- \$25 each. Call Max Brewster at 303-635-1568 for details.

FOR SALE: Brand new stainless steel dual pipe exhaust system for 1972/73 Triumph TR6. This is the complete system, head pipe through

muffler. Roadster Factory part numbers are; FSTH 47/76/77/74/74/102. The Moss Motors list price is \$289.95. I will sell for \$225.00 with no shipping, handling or tax and will deliver to RMTC monthly meeting. Call or E-mail, Dave Farrell - 719-487-8413 or defarrellsr@aol.com.

FOR SALE: 1972 TR6-Very clean, original owner looking for a qualified buyer to give this great car a new and loving home! Pimento Red w/ Black Interior, OD, new red-liners, garaged, "factory correct", all new interior & soft top, 76K miles, \$10,000 firm. Contact Ben Snyder at H(303)973-8323 or W(303)730-7999.

PRIME TIME

Mike Cline — Prime Minister

We have asked the Old Car Council of Colorado to come to the April general meeting to explain the function of the council. We have debated joining the council for the many years that I have been an RMTC member, but we never seemed to gather all of the facts and vote. At the meeting we will learn all about the council and ask any questions that we may have. The annual cost to become a Council member is \$50.00 + \$3.00 per club member. As our RMTC membership now stands, the total annual cost to join would be \$569.00. This is a major financial commitment that would, at a minimum, require a serious change in the fiscal policies of the club. Come listen and learn; and be sure to let a board member know your opinion.

We have, over the past years, carried a liability policy for the club. It was up for renewal in March and we took advantage of the opportunity to review other carriers before renewing the existing policy. After careful study, we have decided to go with Haggerty Insurance. Their policy is a true "car club" policy, not just a "liability" policy. Best of all, the cost for this better coverage will be less than we were paying in the past. If anyone would like to review the club's policy, ask me at the next meeting.

Many members have commented to me regarding the sending of flowers. Having never agreed to spend dues for flowers, I concede that my patience for this is short. At the March board meeting our V.P. "clarified" (changed) the Board's criteria regarding the sending of flowers. It is now so confusing and subjective that I can only submit that it will be determined at the discretion of the V.P. Any questions, call Gordon.

For the Spring Car Show this year, we will be heading south to "The Rock." Castle Rock that is. Mark your calendars...May 18th! Not only are we giving another location a go, we are also trying it on a Saturday. We hope this will increase the attendance of the general public with whom we can share our Triumphs with. More details are forthcoming.

The Vintage Triumph Register (VTR)



Members are encouraged to join this national Triumph organization. VTR member benefits include:

- quarterly magazine, "The Vintage Triumph"
- free classified advertising in "The English Channel"
- access to VTR's staff of vehicle consultants
- a VTR Member Travel Assistance Program
- a discount book service
- various VTR club regalia
- ability to attend national VTR meetings and conventions

To join, send \$30/year to: **VTR-E-New Membership**
PO Box 655 Howell, MI 48844-0655

Make checks payable to VTR. Send complete address and the year, model, commission number and condition (original, maintained, restored being restored, parts car) of your Triumph(s).

EDITOR'S CORNER

Eric Conrad — Newsletter Editor

As spring "rolls" in, I hear of more and more British sports cars hitting the road. For those fortunate few that drive their Triumphs year-round, my hat is off to you. For the rest of us "fair-weathered" hobbyists, we wait for the temperature to increase, the sun to shine, and the rocks to be swept off the road rather than into our laps. That time is quickly arriving. In the spirit of the season, the club has several upcoming events designed to stir our Triumphs from their winter slumber: the April 7th gaggle to Morrison, an April 14th Kool 105 drive-in movie, and the May 18th Spring Car Show. Also, British sports car owners around the country have designated May 25th through June 2nd as British Car Week; the purpose being to drive your British vehicles everywhere. Wouldn't it be nice to pass a fellow club member on the road and recognize them in their Triumphs?

This month's newsletter describes these events, while also informing the membership of two other non-club opportunities. First is the 50th Annual Rallye Glenwood Springs press release. The second is information for members to enter the Desert Centre Triumph Register of America's TR3 project car raffle.

Lastly, a new, free Triumph-marque database has been created on the web. It is the International Triumph TR Registry, and may be found at <http://www.trregistry.com>. Its purpose is to document the existence and whereabouts of the cars. The site operator's intention is to roll out the TR6 first, and open the registry one model at a time. Take a look at it and consider registering.

Enjoy this newsletter issue, and please take a moment and drop me a line offering your thoughts for future issues.

TREASURER'S REPORT

Bob Becwar — Treasurer

2/28/02 Checkbook Balance: \$3,010.63 (Last year (1/31/01) \$1,080.42)

| | February | | Year to Date | |
|----------------------|-----------------|-----------------|-----------------|-----------------|
| | 2002 | 2001 | 2002 | 2001 |
| Income | \$ 482.00 | \$ 740.00 | \$ 2,422.00 | \$ 2,101.00 |
| Expenditures | <u>1,787.81</u> | <u>1,027.85</u> | <u>3,900.24</u> | <u>2,506.08</u> |
| Gain / (Loss) | (\$1,305.81) | (\$ 287.85) | (\$1,478.24) | (\$ 405.08) |

Major Monthly Income Items (Feb):

Dues \$ 240.00
Banquet 242.00

Major Monthly Expense Items (Feb):

Newsletter \$ 140.13
Banquet 1,305.06
Flowers / Dinner 52.14
Stamps 97.98
Marion House 190.00
Bank Charges 2.50

BOARD MINUTES

Board Meeting at Piccolo's, March 4, 2002

Submitted by Marty Cohen, Secretary

Present were Mike Cline, Bob Becwar, Marietta Coon, Marty Cohen, Gordon Kenney, Kevin and Debbie St. James, and Don Joy.

Mike called the meeting to order at 7:00 PM

Gordon reported that the speaker was set for this month. He is considering Don Siegel, of Siegel Oil Company, to give a talk on proper lubrication and is looking for suggestions for future speakers. We are doing some things to raise our costs, i.e. newsletter format, flowers, and raffle policy. We clarified our policy on flowers. Gordon will send flowers, unless the patient has returned home. LCD computer projectors costs are falling are now selling for \$2,100.

Bob reported that the checkbook balance as of 2/28/02 was \$3,010.63 compared with \$1,080.42 last year. For the year to date, expenditures have exceeded income by \$1,305.81.

Kevin will check with VTR to see if we are covered under their insurance and with Rallye for windshield decals. If our own insurance duplicates VTR coverage, we can save \$300 per year by canceling coverage. We must ensure that VTR cov-

erage applies to all members, not just those belonging to VTR. April and May Gaggles have yet to be set. On April 14, KOOL 105 is hosting a drive-in event. Kevin is investigating for the club's possible participation. Information will be sent to Eric by the March 15 Newsletter deadline. Gordon has agreed to host a Tech Session on May 11, followed by a drive for lunch. Kevin reported that people are happy with the raffle items, with the last raffle showing a slight profit. The Spring Car Show has been set for May 18 in Castle Rock. Bob will check with Coors for banners. Kevin was given authorization to order awards and dash plaques.

Marietta reported that we have 173 members. The Application Form in the Newsletter needs to have a referral section. Marietta will discuss this with Eric. Twenty nametags, prepaid by the club, costing \$5 each, have the old club logo. Rather than discard them, we will offer them to current members who need a replacement name tag. New members will receive tags with the current logo.

Don Joy has been serving as an observer at the Old Car Council meetings. He suggested that the Club consider becoming a member. The OCC maintains a lobbyist that looks after Collector Car interests in the Colorado State Legislature. Their annual dues are \$50 plus \$3 per

(Board Minutes continued on page 22)

DCTRA CLUB PROJECT CAR RAFFLE



The Desert Centre Triumph Register of America has completed their 12 plus year project car. This is a red 1960 TR3, total frame off restoration. The car will be presented and raffled off at TRIUMPHEST, October 17th, 2002, held at Laughlin, Nevada.

RULES OF RAFFLE.

- Quantity of tickets sold will be 750 minimum.
- Purchase price is \$20.00 each.
- A duplicate ticket with will be mailed to the purchaser by return mail. This ticket is your entry.
- Ending date will be October 7th, 2002, or when 1000 tickets are sold. No other tickets will be sold.
- No refund of tickets allowed before or after the drawing.
- The winning ticket will be drawn at TRIUMPHEST only. There are no other prizes.
- Entrant need not be present to win.
- The winning ticket must be presented to claim the car.
- The winner if not present will be called by phone and notified by registered mail.
- The car must be picked up at TRIUMPHEST, or at Phoenix, Arizona by arrangement. Any transportation costs are the winner's responsibility.
- By signing and entering, you agree to these terms. No other terms are implied or indicated.

To enter, go online and print the Raffle Form at:
www.dctra.org/2002/DCTRARaffleENTRY.html



PRESS RELEASE FOR IMMEDIATE RELEASE

Oldest U.S. Car Rally 50th Annual Rallye Glenwood Springs



Plans are finalizing for this year's 50th running of the MG Car Club Rocky Mountain Center's Rallye Glenwood Springs. This year's event promises to be the biggest and best ever.

For fifty years vintage and classic cars throughout the Rocky Mountain region have shared the road with their newer counterparts for a weekend of fun and octane related festivities.

The three day event begins on Friday with a Tour, involving all participants, from Denver to Glenwood Springs, Colorado. Saturday's main event is the 50th Rallye Glenwood Springs, a time, speed, distance event to challenge the novice as well as the experienced rallyist.

Our guest speaker at the banquet on Saturday night is Sam Arnold. Sam's ad agency handled the British Leyland Car account in the 60's and 70's and has history rich with sports cars in the Rocky Mountain region.

The weekend culminates with the Car Show and Funkhana on Sunday morning. The event is a marvelous opportunity for car enthusiasts of every marque to join together for a weekend of unique events as well as some of the most breathtaking scenery in America.

The M G Car Club, Rocky Mountain Centre, has sponsored the event for the past 50 years. This hardy group of sports car enthusiasts discovered the joys of top down motoring when M G's had running boards! It's still not too late to register for what promises to be a once in a lifetime experience.

The event takes place June 7 to 9, 2002. Friday: Denver to Glenwood Springs, Colorado. Saturday and Sunday: Glenwood Springs, Colorado. Additional information is available on the M G Car Club, Rocky Mountain Centre website, www.mgcc.org. You can also contact the Chairmen Alan Magnuson, 303-400-8076, or Wade Tucker, 303-948-3924.

AUTO WIZARDS

IMPORT & DOMESTIC SERVICE
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5890 Washington St.
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Denver, CO 80216 303-296-0979

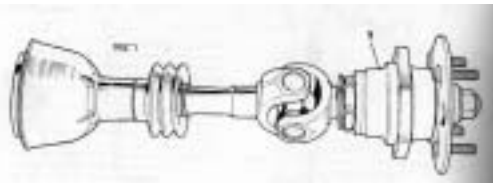


RECENT EVENTS

**February 16th, 2002
IRS Hub Rebuild Session
The Cline's Home**

By Eric Conrad

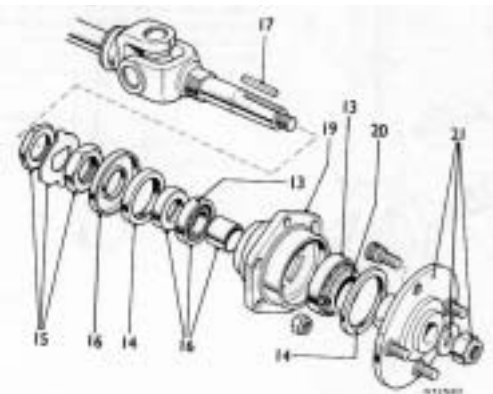
Many Highlands Ranch residents awoke with a start early one Saturday morning in February. Three TR6's and one Spitfire broke the silence with their melodious exhaust rumble. These drivers, and others attended the Hub Rebuilding session at the Cline's home. After the much-needed coffee and doughnuts, the group got down to business.



Dave Farrell offered up his TR250 hubs for sacrifice. Not knowing their history, we began by removing the U-joints. They appeared surprisingly unmo-
lest. All took part in the dirty work, by turning wrenches, pounding out U-joints, or grinding off bearing races — yes, I said grinding. We used a tool made by Wayne Whippo (Boulder member) for “breaking” TR6 hubs apart. The tool is beefy, over-engineered, and well thought



Mike Cline, Dave Farrell and Eric Conrad working on removing U-joints prior to “breaking-apart” the hub assemblies.



carrier can be reinserted and the adjusting screw tightened to lift the needle into position. The retaining screw is installed next; making sure the spigot end of the screw enters the slot in the side of the needle carrier.

Next, test the the needle adjusting screw. Turn it as far as it will go clockwise. This pulls the needle up into the air valve to the highest position corresponding to the richest mixture. Now turn the needle counterclockwise and the needle should move lower. Count the turns of the screw. You should find that after about three and one half turns, the needle stops dropping --- the screw is out of the carrier. The screw must be engaged in the carrier when in use to prevent the needle from dropping further. About three turns is the maximum the needle should be set off from full tight. This corresponds to the leanest setting. If, after the air valve is installed, the screw is turned too far so that the screw is out of the carrier, it may be necessary reach into the air input with your finger and push the needle carrier into the air valve to get the screw started again.

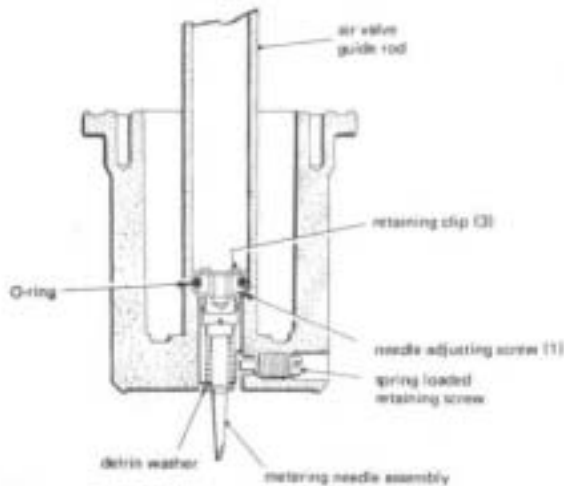
The correct starting adjustment for the needle is one turn counterclockwise from the upper most (screw tight) position.

Next, the diaphragm is installed on the air valve. There is a slot on the top of the air valve that mates with a tab on the diaphragm. It is difficult to position the diaphragm correctly and then hold it in position while installing the sealing ring, washer and four screws. It's easier to install all the parts with the screws loose, then position the diaphragm tab in the slot and tighten the screws.

The air valve is lubricated with light oil (SAE 20) and then carefully inserted in the carb body, making sure that the needle slides into the jet. There is a tab on the diaphragm that mates with a slot in the carb body. If every thing is positioned correctly, the two vent holes in the bottom of the air guide are on the manifold side of the carb body. The air valve return spring is then inserted over the air guide rod and the cover attached. The cast boss on the side of the upper part on the cover is positioned to the air filter side of the carb. The four screws secure the cover making sure that the identification tag is secured under one of the screws. A new gasket is inserted over the threaded part of the damper assembly knob and the damper assembly is screwed into the top.

*Stay tuned for the last installment:
Part III – Reinstall, Tune and Troubleshoot
TR250-TR6 Carburetors
in the May issue.*

wrench (taken from the mixture adjusting tool discussed later) is used to turn the needle adjusting screw. Turning the screw clockwise raises the needle making for a richer mixture. The opposite direction yields a leaner mixture. The needle adjusting screw has an O-ring seal that prevents the oil from draining from the air valve guide rod. Remember that note about the carb leaking oil that fell out of the carb when the top was removed? Well, it's that O-ring that is at fault.



The only reason to remove the needle is to replace this O-ring or a broken needle. (How does one break a needle????? I've seen several --- maybe someone was so upset with the carb that they ran a blunt object like a hammer through the main chamber.)

The needle is held in a carrier by a spring and is free to move side to side. This allows the needle to adjust position as required when the air valve moves within the design clear-

ances. The needle and carrier are removed together and no attempt is made to separate the needle from the carrier. To remove the carrier, carefully turn the adjusting screw counterclockwise. The retaining screw is left in so that the needle carrier doesn't turn with the adjusting screw. If the adjusting screw becomes hard to turn, remove the retaining screw. The needle carrier should be extended far enough at this point so that it can be stopped from turning with your fingers.

The needle and carrier can be pulled free once the retaining screw is removed and the adjusting screw is completely unscrewed from the carrier. To get at the O-ring, a steel rod is inserted in the bottom side of the air valve guide rod and gently tapped with a small hammer driving the adjusting screw and the retaining clip out the top of the air guide rod. These parts are shown in the next photo. Left to right at the bottom are the retaining screw, the adjusting screw, the retaining clip and an old O-ring.

The new O-ring is lightly lubricated before it is installed on the adjusting screw. The adjusting screw can then be inserted in the top of the air valve guide followed by the retaining clip and tapped into place with the steel rod and hammer. Be sure that the retaining clip is firmly against the needle adjusting screw. The needle valve and



Bob Klie showing the quickest method of removing a bearing race that just-won't-budge!

out. However, forcing tapered pieces apart that have been together for approximately 33 years can be a tough proposition.

We all took turns holding the hub assembly down while others turned the large "Churchill Tool" bolt. After several goes, we were rewarded with a pop. After separating came cleaning and removing the old bearings. Both flange bearing races proved too much for Mike's bearing puller. Cold chisel didn't work either. "No problem," said Bob with a grin. He used an angle grinder to make quick work of the races.

After all this, we found only enough time during the tech session to completely reassemble one hub. The other was left to Dave and Mike to complete.

All attendees agreed that we want to see the club offer more tech sessions in the near future. We'll keep you informed.

Out thanks to those who joined us: Bob Brown, Kevin St.James, Gordon Kenney, Bud Rolofson, Neil McCready, Dave Farrell & Bob Klie,



Gordon and Bob inspect a pristine hub-flange.

**March 2nd, 2002
Outing to Walnut Brewery
And
Shelby American Collection
By Kevin St. James**

As usual the day started with great weather, a little bite in the air and crystal blue skies. Debbie and I met up with Sharon Haas and her guest Linda Marderosian, along with our son Steven's good friends: Rachel Cohen, Mike, Chris, and Brandon. We then headed north to Boulder for lunch at the Walnut



(Continued on page 8)

(RECENT EVENTS Continued from page 7)

Brewery. There we met Charlie and Mary Bown, Marty Cohen, Bob Becwar, Bob Brown, Max Brewster, Brooks Turner, Bob and Joann Klie, Paul and Sharon Simmons with their guest David Wanca, Richard and Robbin. Twenty-six members enjoyed lunch together. The service and food at the Walnut Brewery was fantastic. We were treated to separate checks and the waitress treated each table with a huge desert as their way of saying thanks for the business. We had some great raffle prizes and all the winners were quite delighted that such a small investment could yield such a nice prize.



Mary & Charlie Bown enjoy lunch at The Walnut Brewery with Joann and Bob Klie

After this great lunch, our group headed off on a short gaggle to the Shelby American Museum in Boulder. Don Joy, Mike, Janet, Alex, and Tori Cline met us there. We had a total of 27 members and guests enjoy the museum. It was great to see everyone having such a good time admiring the cars and their history. The museum is something you have to see for yourself – pictures and a written story cannot do it justice. You can take mine and the opinions of 26 other motor heads on that!! If there is enough interest generated, we'll set up another tour for later this spring or summer.

**March 2nd, 2002
The Forney Museum**

RMTC members attend Janet Guthrie Presentation
by Gordon Kenney



On Saturday evening, March 2nd, we joined the RMVR at The Forney Museum for an evening with friends, cars and to hear Janet Guthrie talk about her years of racing experience. Club members in attendance were David Farrell, Jim Elbe, Neil McCready, Don Joy, and Gordon & Shirley Kenney. After snack food and drinks (soda and coffee since someone forgot to bring the liquor license) people toured the museum and talked informally with Janet. Then followed a 30 minute illustrated talk and a question and answer session. She also distributed and autographed photos. The main reason there

jet. In normal operation with the cold start valve off, both the hole and the slot are covered and no fuel flows through these passages. When the cold start valve is turned on, a passage is provided between the hole and the slot and fuel is sucked out of the float chamber and into the mixing chamber of the carb.

The thick disk provides the fuel control. There is a passage inside the disk from the slot to the four small holes. The disk is held against the carb body by a spring. For valve off, the disk is positioned such that both the hole and slot on the carb body are covered. Rotating the disk turns on the valve. In the minimum on position, the slot on the disk is over the hole in the body and one of the little holes in the disk is over the slot in the body allowing fuel to flow through one small hole. As the valve is turned on further (rotated) the slot on the disk will still be over the hole on the carb body and two of the small holes on the disk will be over the slot in the carb body allowing more fuel to flow since it may flow through the two small holes. As the valve is rotated further fuel can flow through three and then in the full on position, four of the small holes.



The cold start valve is disassembled by removing the nut. The pieces are shown in the next photo. The overhaul consists of inspecting all the components and cleaning all passages. It is possible to assemble the valve with the disk rotated 180 degrees. The disk is positioned correctly if, when rotated to the off position, both the holes and the slot in the disk are nearer the bottom. (That other carb that hadn't been disassembled came in handy here.) The valve is reinstalled using a new gasket between the valve and carb body.



Overhauling the Top of Carburetor

The parts accessed via the top of the carb include the damper assembly, the air valve, air valve return spring, the diaphragm and the metering needle and associated parts attached to the bottom of the air valve. The four screws securing the washer and diaphragm ring to the top of the air valve should be removed, the diaphragm lifted off and then all the parts thoroughly cleaned and inspected.



The following sketch taken from the Haynes manual shows a cross section of the components associated with the adjustable metering needle on the '70 and later carbs. A long Allen

(Continued from page 15)

Steve Sutton has researched this issue and found considerable variations among temperature compensators. He put together a neat note with additional information on the compensators at: <http://www.vtr.org/maintain/temp-compensators.html>



To test my compensators, I took a tea kettle of boiling water and a pitcher of warm water were taken to the workshop. The two temperature water were mixed the water to get a 115° F solution. The nut was then adjusted so that the compensator just started to open when placed in the water. Hot water was then added to bring the temperature up to 140° F and tested again. It was found that the nut could be tightened a little and still be fill open at 140° F. Cooler water

was then added to bring the temperature back down to 115° F and double checked. The next time I do this I'll swipe a second freezer container from the wife and set one up at 115° F and the second at 140° F. That will allow me to go back and forth and do the adjustment in a couple minutes. I'll probably use more water so that the temperature will remain fairly constant over the few minutes required.



Idle Trim Screw: The idle trim screw uses the same chamber as the temperature compensator to provide a minor idle mixture adjustment. The richest setting is with the screw all the way in blocking any additional air. The screw is cleaned and then reinstalled and initially set to the fully closed position.

Cold Start Valve (Choke) Overhaul

The components discussed above (temperature compensator, idle trim screw and bypass valve) are positioned on the forward side of the carb and alter the carb behavior by changing the air flowing through side passages. This section deals with the cold start valve (choke) that is positioned on the rear side of the carb and alters the carb behavior by changing the fuel flowing through special passages. The job of the cold start valve is to provide a much richer than normal fuel air mixture when starting and operating a cold engine.

The backside of the carb body with the cold start valve removed is shown on the left. The scribe is pointing to a passage to the float chamber. Across from this hole is a recessed slot with a hole that leads to an outlet in the mixing chamber. Air passing this outlet creates a depression over the end on the outlet like the depression created over the main



aren't more women in racing, Janet said, is the lack of sponsors. Apparently most of the CEO's who sign the checks for sponsorship have trouble identifying with women drivers.

The event was a charity to raise money for KIND (Kids in Need of Dentistry) so it was not only a fun event but also the money went to a worthy cause.

March 16th, 2002 St. Patrick's Day Parade In Colorado Springs

By Kevin St. James

We began the day with snow falling and snow-packed and icy roads. As we all know, it takes more than a little bad weather to stop an RMTC member from enjoying a club outing. Max Brewster made the drive down from Denver via Highway 83 against periodic bouts of blowing snow. Max brought his nephew Earl Brewster to enjoy the parade. Sharon Haas drove her TR-3, Eddie Metcalfe - TR-6, Mary and Allen Ruwell-Gardner - TR-6, Max and Earl Brewster - Spitfire, Scott Augustine - Morris, and Kevin St. James - Spitfire. According to the news, over 10,000 people braved the cold to enjoy the parade. Club members had a great time waving to the crowd and having hundreds of kids waving and yelling "Cool Cars! What are they?" Some of the spectators were yelling for us to rev our engines, so we treated them to the whine of a Spitfire and the rumble of the TR-6. What always amazes me are the number of people that yell out or run up to the cars to let us know they used to have a Triumph – or which family member used to have one. It was fun to watch the different reactions of



Max Brewster and Earl Brewster (nephew) enjoy Colorado Springs' St. Patrick's Day Parade



Scott Augustine shows off his beautiful Morris Minor.

(Continued on page 10)

(RECENT EVENTS continued from page 9)

the spectators as the Corvettes went by, followed by the Triumphs. The power of the Corvettes gets their testosterone going and the TR's spark their romantic side of years and memories gone by. We all had a great time and it's an excellent way for kids to see the British cars we love so much. A parade might be the only time they're ever exposed to one close up. After all, when we're all dead and gone who will be next in line to enjoy them? The Kids!!!!



Sharon Haas & Ed Metcalfe prepare for the parade

We went straight from the parade to the Phantom Canyon Brewery where Debbie St. James, Mary's husband Ed, and Scott's wife Laura showed up to enjoy lunch with us. Some of us enjoyed Corned Beef and Cabbage (what else after being in a St. Patrick's Day Parade) and others enjoyed their Beer Battered Fish and Chips and micro brews. There are some great events this year so fire up that Triumph and start driving it.

GENERAL MEETING NOTES

March 19, 2002 Meeting at Piccolo's

Submitted by Marty Cohen, Secretary

Present were Mike Cline, Marty Cohen, Tom High, Marietta Coon, Gordon Kenney, Brooks Turner, Kevin and Debby St. James. Approximately 30 members and guests were in attendance. Mike Cline called the meeting to order at 6:55 PM.

Any DeVisscher told us that Betty is

now home and doing well. She is getting stronger every day. Hopefully, she will be able attend the next Monthly Meeting.

Gordon displayed three videos from the Club library that are available for loan. He requested suggestions for future program speakers. He reported four Triumphs in the parking lot.

Sam Rodriguez and Dianne Meade, from Minot, ND attended the Meeting. Scott Keller and friend were here with his TR6. Bob Becwar was

TECH / MAINTENANCE

Editor's Note: As a service to the RMTCC membership, I have gained permission to print this technical article into our newsletter. Nelson Riedel is a late model TR6 owner from Ohio. His background includes engineering and teaching. I've been impressed with his knowledge, his ability to explain details, as well as his willingness to share his experiences with others. I hope you enjoy this feature as we look forward to future installments.

Temperature Compensator, Idle Trimming Screw & Bypass valve Overhaul.

These components are on the side of the carb body that faces the front of the car as shown in the diagram below. There is an air channel from the air cleaner to the throttle plate side of the air valve used by both the temperature compensator and the idle trimming screw.

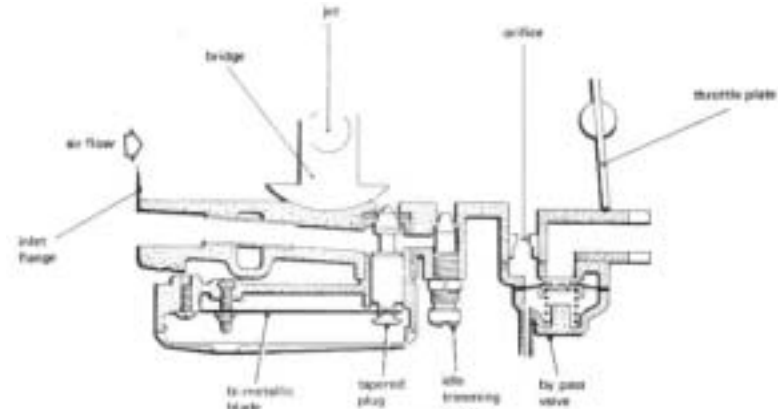
The temperature compensator consists of a temperature sensitive bi-metallic blade that moves a plug attached to the end in

and out of an orifice from the air channel to the main chamber. The plug controls the flow of air that goes around the air valve. Adding air from this channel leans the fuel mixture. When it is very cold the plug is in all the way, cutting off the extra air path thus giving a richer mixture. When the engine and surrounding air is hot, the plug is all the way out giving maximum additional air and a leaner mixture.

Temperature Compensator: The photo shows the temperature compensator with the plastic cover removed. The bimetal strip runs the length with the plug on the right end. The first maintenance concern is to make sure the plug moves freely and that it responds to temperature changes.



The one shown in picture had a stuck plug. It freed up after soaking in thinner for a half hour or so. Cold faucet water was run over the bi-metal strip and the plug moved to the fully closed position, as it should. Next, near boiling water was run over the bi-metal strip and the plug went to the fully open position, again as it should.



(Planned Events continued from page 13)

cated south of Denver off of I-25 at exit 181 (Wolfensberger Road) or Exit-182 (Plum Creek). The May newsletter will have detailed directions and information. You may contact Debbie St. James our Events Coordinator if you have any questions, or wish to be a Spring Car Show Committee Member at 1-719-548-8761.

| | | |
|---------------------------------------|--|---|
| Monday, May 6 th | Board Meeting | Piccolos |
| Saturday, May 11 th | Tech Session | The Kenney's home |
| Saturday, May 18 th | Spring Car Show | Castle Rock, CO |
| Tuesday, May 21 st | General Meeting | Piccolos |
| May 25 - June 2, 2002 | BRITISH CAR WEEK | (Drive them everywhere!) |
| Monday, June 3 rd | Board Meeting | Piccolos |
| June 7 - 9, 2002 | 50th ANNIVERSARY OF THE GLENWOOD RALLYE (http://mgcc.org/glenwood2002/lodging.htm) | Glenwood Springs, CO |
| Sunday, June 16 th | Fathers Day Picnic, | Black Forest Regional Park, El Paso County, CO |
| Monday, July 1 st | Board Meeting | Piccolos |
| July 3 rd —7 th | July 4 th Sturgis Meet | John Trumpe's Sturgis, S.D. |
| Sunday, July 7 th , 2002 | PIKES PEAK OR BUST & Lunch at Phantom Canyon Brewery | Colorado Springs, CO |
| Tuesday, July 16 th | General Meeting | Piccolos |
| July 16 - 19, 2002 | VTR NATIONAL CONVENTION (www.vtr2002.org) | Red Wing, Minnesota |
| Sunday, August 11 th | HIGHLANDS GAMES | Highlands Ranch, CO |
| Saturday, August 17 th | MOONLIGHT DRIVE | Shirley & Gordon Kenney's home. |
| September | COLORADO ENGLISH MOTORING CONCLAVE | Memorial Park in Arvada |
| October 17 - 20, 2002 | TRIUMPHEST 2002 (http://www.dctra.org/2002) | The River Palms Resort & Casino in Laughlin, NV |

not at the meeting, but Mike reported that there is some money in the Club checking account. He also informed us Ben Nighthorse Campbell removed the old car scrappage provisions from the Senate Bill.

Kevin outlined activities planned for April. We will meet at the Red Rocks Grille on April 7th at 8 am. After breakfast, we will travel to Bandimere Raceway for a tour of the tower and the workings of track. The Porsche Club will be running their cars at the same time. We will have a drive later. On April 14th, Radio Station KOOL 105 is sponsoring an Oldies night. It will start at Sonic Burgers followed by a drive to the Cinderella Twin Theatres for viewing of an old time movie. Ladies interested in a Ladies Run get in touch with Debby so that a trip can be set up. Kevin will have new regalia and a catalog at the next Club Meeting. The last weekend in April, Jim Elbe and Neil McCready will be racing at RMVR. Shannon's wedding takes place this Saturday. She would like to have some Triumphs attending. Bring your cars. The Triumphs were enthusiastically greeted at the St. Patrick's Day Parade in Colorado Springs. The TR's followed the Corvettes in the parade, albeit at a much lower level of decibels.

Marietta reported that we have 173 members, but no new members for the month.

Mike has invited a member of the OCC to speak at the April meeting

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He will describe the organization, its benefits, and costs. We will ask the RMTC members to vote up or down on joining the OCC at the May Meeting. .

Bob Gloyd spoke on the 50th Annual Glenwood Rallye, June 7, 8 and 9, 2002. Sam Arnold will be the Banquet speaker. Friday night will feature a Sock Hop at the new Glenwood Community Center. The event will be headquartered at the Ramada Inn, which is rapidly filling up. Regalia will be on display on the MGCC website. Bob distributed brochures and applications

Charlie Bown told us of acquaintance in Denver who has a collection of Pebble Beach caliber Packards, Duesenbergs, an Essex Teraplanes and other American classic cars. He offered to organize a tour of the collection for the club if there was interest. There was a great deal of interest in this.

David Osborne, our guest speaker, gave an informative talk on fire extinguishers. He described the workings of an ABC 2.5 pound dry chemical ABC for the car, and 5-

(General Meeting Notes continued on page 12)

(General Meeting Notes continued from page 11)
pound ABC extinguisher for the garage and the house. The 2.5-pound extinguishers were offered for sale for \$20 each and the 5-pound extinguishers at \$25 each.

Jim Elbe noted that there is an all Triumph race in Ohio in June. Sixty cars are entered as of now. The first organizational meeting for the Conclave is 5/21.

The meeting adjourned at 8:20 PM.

2002 PLANNED EVENTS

Monday, April 1st, 2002: Monthly Board Meeting, Piccolos Restaurant

Sunday April 7th, 2002: Breakfast Gaggle, Red Rocks Grill and Bandimere Speedway Tour

Mike Cline made the contacts on the Speedway Tour for us. We will meet at the Red Rocks Grill in Morrison for breakfast at 7:55 a.m.; it's a club favorite. The food and location are great, and the staff enjoys having us. What more could you ask for! After breakfast we will be driving over to Bandimere Speedway, also in Morrison, for a tour of the Control Tower. It is the brain and central nervous system for the entire Speedway, it's where all the intricate timing takes place for the races. The Porsche Club has rented the Tarmac at the Speedway for a club autocross, so after the tour you can go watch some of the auto crossing or head out on a nice gaggle of the countryside. The estimated driving time to Bandimere Speedway from the restaurant is 2 minutes.

Red Rocks Grill is located at 415 Bear Creek Avenue in Morrison; the phone number is 303-697-9290 if you need more information. Bandimere Speedway is located at 3051 South Rooney Road in Morrison; the phone number is 303-697-6001 if you need more information.

To get to Red Rocks Grill you take C-470 from either I-70 or I-25 to Morrison Road. Exit Morrison Road and head West on Bear Creek Avenue, the restaurant is ¼ mile on the right hand side of the road.

Colorado Springs members will meet in between the Total Station and McDonalds on Highway 83 and North Academy at 7:00 a.m. and leave at 7:05 SHARP. Denver area members will meet at the Red Rocks Grill at 7:55 Sharp!



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Sunday, April 14th, 2002: "A BLAST TO THE PAST", Sonic Drive-in & Cinderella Twin Drive-in Theatre

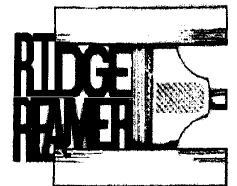
Max Brewster suggested this event and gathered the needed information to make it a go. We will meet at the Sonic Drive-In at 3:27 p.m. in Golden for Dinner. Then at approximately 4:33 Max will lead us on a nice gaggle to the Cinderella Twin Drive-In Theater. The radio station KOOL 105 FM is sponsoring this night at the movies, admission is free. The movies start at Dusk. They play great movies from the 50's and 60's, so have your Dots, Milk Duds, Jujubes, popcorn and a squeegee to clear the steam from inside the windows ready. Don't be a dud and miss the great time at the drive-ins!

The Sonic drive in is located at 17191 South Golden Road in the King Sooper Shopping Center at the junction of Ulysses Street and South Golden Road. The phone number is 303-279-2859 if you need further information. You take 6th Avenue west under I-70 to Ulysses Street and turn right (North) and go 0.9 miles (9-tenths of a mile) to South Golden Road and turn into the King Sooper Shopping Center.

The Cinderella Twin Theater is located on Hampden just east of Santa Fe in Denver and because it is a very well attended event we need to be in line by 4:58 p.m., it was full last year by 5:59. If you need further information you need to call the radio station at 303-832-5665.

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Denver area members will meet at the Sonic Drive-In in Golden at 3:28 p.m. The Colorado Springs area members will meet in between the Total station and McDonalds on Highway 83 and North Academy Blvd at 2:01 p.m. and leave for Golden at 2:14 Sharp

Tuesday, April 16th, 2002: General Meeting, (6:00 pm) Piccolos Restaurant

Guest speaker from the Old Car Club to discuss membership benefits.

Saturday, May 18th, 2002: RMTC SPRING CAR SHOW, Castle Rock, CO

This year the Annual RMTC Spring Car Show will be held in downtown Castle Rock. There are 6 restaurants within a 1-block area, antique shops, and much more. The Town officials and shop owners are excited about having their town over run with our Triumphs. Castle Rock is lo-

(Planned Events continued on page 14)