



The Triumph Herald



Rocky Mountain Triumph Club



Volume 2002, Number 02

February 2002



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Cover: Phil Stough on 2001 road trip

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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.

MARKETPLACE

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.

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

FOR SALE: Old forge — about the size of a round outdoor BBQ. Complete with blower — \$25.00. Don at 303-979-7384

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 \$800.00 OBO. Notify Kevin St. James at 719-548-8761 or kmstjames@msn.com

Rocky Mountain Triumph Club 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: _____

(Board Notes continued from page 17)

Gordon Kenney will have check signing authority and each signed the bank signature cards that Marty had prepared.

Kevin said a final financial accounting of VTR would be available in February.

Andy arranged to transfer the regalia he has on hand to Kevin; he also reported that his wife Betty is improving slowly from complications from recent surgery but is still in intensive care at St Anthony's North.

Bob Becwar gave a banquet report and has about 30 people signed up thus far but reservations should start coming in more rapidly as the deadline approaches (Jan. 22).

We authorized Bob to put in a reservation at the Arbor House for Dec. 14th, 2002 for the Christmas party. He will use \$200 damage deposit credit (from the 2001 party) as a deposit for the 2002 party.

Don gave an Old Car Council report and discussed efforts to pass nationwide laws to get emission credits for old cars which are junked. Some

states have passed such laws and they prove very damaging to our old car hobby. This appears to be an effort to pass such a law at a Federal level.

Marietta gave a membership report with 170 current members; the number has dropped recently due to unpaid renewals. The new roster will be available at the banquet.

Mike and Gordon discussed the February meeting. As part of the efforts to make our meetings more interesting we are going to have a guest speaker to talk and show slides about the Rocky Mountain Vintage Racing organization. She is especially interested in recruiting other women to be active in the organization not only as drivers but as corner workers, time keepers, event organizers or one of the many other ways one can participate in this organization.

The meeting adjourned about 8:30. Afterward Mike and Gordon met with Vincent, manager at Piccolo's, to book board meetings (1st Tuesday) and general meetings (3rd Tuesday) for the next few months.

PRIME TIME

Mike Cline — Prime Minister

Well, here you are, a letter from the new Prime Minister. I will try to make a habit of this.

Hosting VTR last year was a fantastic experience and has left the club in a very positive financial situation. Special thanks to Kevin and Harry, and to all of those that worked so hard to make it such a special event. It is the strength of RMTC that made the VTR possible. A very special thank you to ALL RMTC members.

We have a great year ahead of us. This year's board is excited and ready to get to work. Piccolo's looks like it has worked out well for our monthly meetings and now, with the board's "southern" bias, we will try to schedule the board meetings there as well.

I would like to see guests come to our general meetings and share with us things that are of interest to the Triumph owner. Gordon already obliged and has scheduled a presentation by RMVR (Rocky Mountain Vintage Racing) at our February general meeting. I urge all members that have a topic or suggested speaker to let me know. We will try to accommodate. I might even talk about the British Motor Industry Heritage Trust Certificates at a future meeting. Come to the meetings, enjoy the camaraderie, and "talk Triumph".

I do want to stress that if you are asked to RSVP for an event, then you *MUST* RSVP! It can many times cause problems when twice the amount of people show up than are expected. Please be courteous and RSVP!

I look forward to an exciting year with the RMTC and encourage all to participate as often as they can!

Mike

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The Vintage Triumph Register (VTR)

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

- quarterly magazine, "The Vintage Triumph"
- bimonthly newsletter, "The English Channel"
- 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

This marks my first edition of the Triumph Herald. I hope to continue the great work that our previous Editor, Gordon Kenney, put into each newsletter over the past three years. During his tenure, I always looked forward to receiving each and every copy; occasionally realizing that it was Gordon's keyboard we heard clicking away behind the scenes. I can truly say that I appreciated his work. As Editor, I am optimistic that I will continue looking forward to the final copy of every issue. Of course, I am aware that newsletters are similar to sausage – we all love the end result, but few enjoy the processing.

In this first installment of Editor's Corner, I would like to outline some of my goals for what you can expect from future publications. First, I think we can all agree that our club's purpose is two-fold: to socialize with friends, and to "keep them on the road". If this newsletter provides these opportunities for current and future members, I will consider this purpose met.

Secondly, and specifically, I'd like to offer my ideas about several new features that should add value to our newsletter. Some of these items will begin in this issue; others will require your assistance and your willingness to participate. Please offer your thoughts, ideas and feedback. My initial list of items includes:

- Regular letters from the Prime Minister
- Regular technical / mechanical features
- Letters to the Editor
- Articles related to aspects of owning and driving our little British cars (LBC's). These will usually be Triumph oriented, but not always -- topics might include:
 - Vintage racing
 - Living with an LBC through the years (original owners?)
 - Our restoration experiences
 - Personal trips with an LBC (VTR, vacations, RMTC events)
- Expanded Marketplace (classifieds) section -- seems to me that one of the best ways to keep our LBC's on the road is to sell, part out, and / or offer cars and parts to our fellow club members for their use. I encourage you to submit as many ads as you require.

Lastly, and I hope what will be a great resource to others, is the inclusion of a limited newsletter archive on the RMTC website. Dave Fain deserves a great deal of credit for this work. He has done a fantastic job. For the future, I expect that club members will help to identify other valuable information that we can share via our website. Through Dave's experience and interest in "all-things-web-related", I'm sure we will find a way.

Best wishes and happy drives. Until next time, Eric

The lever that operates the valve is shown in the last photo. The adjustment of this lever is discussed in Part II. The vent is also used in conjunction with the anti run-on valve to eliminate dieseling also discussed in Part II.

We begin the reassembly in Part II. (next month)



BOARD NOTES

January 9th, 2002 at Piccolo's
*Submitted by Acting Secretary
Gordon Kenney*

Present were Terry Hughes, Neil McCready, Marty Cohen, Marietta Coon, Mike Cline, Gordon Kenney, Andy DeVisscher and Don Joy of the old board.

Newly elected officers were Mike Cline, Eric Conrad, Debbie St. James, Kevin St. James and Bob Becwar. Brooks Turner came as a guest then accepted the appointment as Minister of Publicity.

Terry called the meeting to order at 7:07 PM.

The first topic was to finalize details for the January 26th banquet. We discussed the "Certificates of Appreciation" to be given for recognition of member contributions. Terry and Gordon will prepare the list, Gordon will computer generate them and Mike will print them. Gordon will also prepare the individualized calendars and Mike will print them.

Banquet gifts for attendees will be

coffee mugs, individualized calendars and water bottles.

Kevin discussed the need to distribute the remainder of VTR regalia as soon as possible. After considerable discussion it was decided that regalia will be available for a "donation" and the proceeds and leftover regalia will be given to a charity. Kevin and Eric will work out the details of the charity(s).

Marty gave his final report as treasurer and distributed a printed summary. Present checkbook balance is \$4,492.37, which represents the strongest financial position the club has experienced in many years. His records show paid membership in 2001 was 172 as compared to 173 in year 2000. His printed report also contained a tabulation of income and expense by categories for both 2001 and the year 2000. Gross income for both years was approximately \$11,500 with about half of that coming from dues (172 paid memberships at \$30/each).

Bob Becwar, Mike Cline and
(Board Notes continued on page 18)

fuel line at the carb and spray carb cleaner into the fuel input tube. The needle valve is at the end of this tube. Hopefully the cleaner will dissolve any deposits that are preventing the valve from closing. After letting it set for 30 minutes or so reinstall the plug and fuel line, cross your fingers and test it.

If the above procedure fails to fix the leak then the carb must be removed and the float chamber opened. Once you've gone that far, it is probably a good idea to replace the valve as described later.

Float Chamber Vent

The air above the fuel in the float chamber must be maintained at atmospheric pressure for the carb to work properly. There is a passage in the main casting from the float chamber to the air filter assembly to allow free air flow. The photo at the right shows the port where it connects to the air filter assembly. Note that the vent in the photo has a brass sleeve used on '73 and later carbs. The early carbs have a plain hole in the casting that leads to the float chamber.



Float Chamber Emissions Port

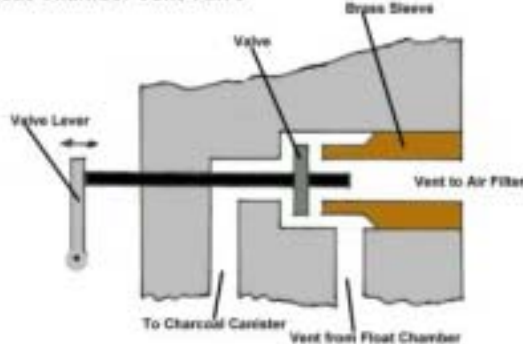
A valve was installed in the float chamber vent path of '73 and later TR6s as shown in the sketch on the right.

When the throttle is in the idle position, the valve is pushed to the right against the brass sleeve, which blocks the vent to the air filter. The float chamber is vented to the carbon canister when the valve is in this position (idle). This serves to collect any vapors that escape from the chamber when the engine is not running.

When the throttle is advanced, the valve moves to the left opening the vent path to the air filter and closing the path to the canister. This makes the operation with the throttle off idle the same as without the emissions connection.

The photo (to the right) shows the actual valve components. The brass sleeve is on the right. The white disk is the valve. The springs, not shown in the above sketch, push the valve to the right when the throttle is at idle and push the valve to the left as the throttle moves off idle.

Float Chamber Vent Valve



TREASURER'S REPORT *Marty Cohen — Newsletter Editor*

Note: This is the last Treasurer's Report from Marty Cohen, as Bob Becwar has assumed this office.

2001 Year End

Submitted January 27, 2002

Checkbook Balance:	12/31/01	\$4,492.37
	12/31/00	\$1,485.50

	2001	2000
Income	\$11,597.01	\$11,486.90
Expenditures	\$8,590.17	\$12,176.01
Gain(Loss)	\$3,006.87	(\$689.11)

The gain in 2001 income over 2000 was due to the return of \$2,000 seed money advanced to VTR 2001, sale of regalia donated to the Club at no cost by the VTR 2001 committee, cost savings in newsletter printing and mailing costs, as well as cost savings implemented by the Club in running the various events.

Legislative Report:

Submitted by Eric Conrad

Some information collected through a story reported in the 01/02/2002 issue of OLD CARS magazine (pg. 3)

A US Senate bill that could encourage states to create programs that encourage crushing cars unable to pass emissions has been introduced for this legislative session. OLD CARS is concerned that hobbyists may be hurt by this bill by reducing the availability of valuable parts and parts cars. They are also concerned that little used vehicles will be crushed (I believe they assume that classic cars may be included).

Your editor has reviewed this piece of legislation. I feel that if the proposed language becomes law, the incentive is only to remove, for a minimal payment to the owner, those "grossly polluting" vehicles that cannot pass emissions. Parts cars that do not run, including those in junkyards, are not eligible for this program. Also, it is a program that a vehicle's owner may elect to participate in; it's not mandatory. I believe most classic car enthusiasts will never consider crushing their classics, especially for a minimal payment. Stay tuned for more information, as it becomes available.





RECENT EVENTS

Trip to Santa's Workshop Northpole, USA

By Kevin St. James

It was a beautiful sunny day to go to the Northpole to see Santa at his workshop. The fact that it was 5 degrees with the wind chill didn't stop Nick Turner, Lindsey Turner, Brooks Turner, Allen Ruwell, Mary Ruwell, Debbie and Kevin St. James from enjoying themselves. We drank hot cocoa and ate funnel cake, all very healthy items at the holidays. We rode the rides, my favorite was the Tilt-O-Whirl with Lindsey and Nick. Mary and Allen were the STUDS of the group! Mary and Allen made the



Brooks, Lindsey, & Nicholas Turner enjoy themselves at the North Pole. Harry Cornelius joins in the fun from atop his perch.

trip in their very nice TR-6 while the Turners and St. James families' whimped out and brought the big vehicles. My thanks to the kids for making it a great time and yes, it was the real Santa just ask the kids!



While lifting the air valve you'll notice there is resistance to lifting it rapidly. (You can try this on the carb you haven't disassembled. If there is little resistance, try adding oil.) You'll also notice that when released, the air valve drops quickly. When the throttle is opened, the damper slows the air valve rise causing increased velocity and increased depression over the jet sucking in more fuel and producing the richer mixture desired when accelerating. As the air valve rises, the depression and hence the mixture is leaned back to normal.



During deceleration, a process in reverse to the above takes place. When the throttle closes, the amount of airflow is reduced radically. If the air valve stays up, the velocity of the air over the jet drops to a very low value and the mixture is very lean. This can cause a slow burn in the engine resulting in popping back in the carb and explosions in the exhaust system (backfires). The air valve must drop very rapidly during deceleration to prevent the overly lean mixture and associated side effects.

Next question --- how come the air valve goes up slowly but drops rapidly? The answer is the design of the damper. There is a small clearance between the air guide and the little piston on the damper (the damper piston). The damper piston pressing against the oil in the bottom of the air guide prevents the air valve from rising until some oil squeezes by the damper piston into the upper part of the guide rod. If the lifting force to the air valve is maintained the oil will slowly flow by the damper piston allowing the valve to rise slowly. The valve is much less restricted when dropping because of the design of the piston. The hole on the inside of the damper piston is much larger than the damper rod. The piston is also free to move up and down on the rod a short distance between a beveled stop on the top and a C ring on the bottom. When the air valve is dropping the little piston moves to the lower position on the rod. In this position oil can flow relatively freely between the inside of the damper piston and the rod allowing the air valve to drop quickly. Note that when the valve is moving up, the damper piston moves to upper position on the rod. In this position, a beveled washer on the top of the piston rests against the beveled stop sealing the passage between the inside of the piston and the rod. Neat huh?

Fixing the Leaks

Remember, I got started on this because of the leaking carbs. The float chamber has a needle valve and float that work together to maintain a constant level of fuel in the chamber similar to the float and valve in a toilet tank. When the level is too low the float allows the needle valve to open letting more fuel into the chamber. As the chamber fills, the float rises causing the needle valve to close when the fuel is at the correct level.

The major cause of leaks is the needle valve not closing when the chamber is full allowing it to overflow. The two other sources of leaks are the float chamber gasket and the O-ring around the sealing plug in the bottom of the chamber.

The typical leak starts after the car has been sitting for many months. When setting for a long period some of the fuel evaporates from the chamber causing the float to drop and the valve to open. It's likely that a residue on the valve left from the evaporation prevents the valve from closing when next used.

Often the leak from the stuck needle valve can be fixed without removing and disassembling the carb. The first thing to try is to rap the float chamber with the handle of a medium sized screwdriver several times.

If the rap doesn't work, one can try pulling the sealing plug and draining the chamber. Next, insert a small wire such as a straightened paper clip through the plug hole and **gently** move the floats. You have to do this by feel since you can't see what is going on. Next, disconnect the

The air increases in velocity as it flows through the constricted area above bridge. The airflow creates a depression on the sides of the constricted area. This depression makes the air pressure over the jet less than the atmospheric pressure on the fuel in the float chamber. The higher atmospheric pressure pushes fuel up through and out of the jet. (Another way to say this is that the depression over the jet sucks the fuel out of the jet.) This process of fluid flow past an open jet sucking out another fluid is called venturi action and is also the principle used in spray guns, siphon sandblasters, and perfume atomizers.

The amount of fuel sucked out of the jet is controlled by the fuel level, the area of the opening between the jet and the metering needle and the velocity of the air moving past the jet. The fuel level in the float chamber is kept at a constant level by a float-controlled valve. The jet and metering needle are precision components manufactured to close tolerances. If the throttle plate is opened, the velocity of the air going by the jet will increase substantially and too much fuel will be sucked out of the float chamber producing a much too rich mixture.

The system is designed to keep the velocity of the air over the jet and hence the depression at the end of the jet nearly constant as the throttle opens and closes, thus the name Constant Depression or CD. This is accomplished by raising the air valve (that big piston shaped thing) to enlarge the cross sectional area for the air to pass allowing more air to pass at the constant velocity. More fuel is required to mix with the additional air to keep the air fuel mixture at the correct value. The tapered metering needle attached to the bottom of the air valve accomplishes this. As the air valve moves up the tapered needle is withdrawn from the jet increasing the open area between the needle and the jet. This is similar to opening a faucet. Let's go over that again: the throttle opens, the air valve moves up and we get more air and more fuel ---- just what the doctor ordered! It is no small engineering and manufacturing feat to make all this work such that the correct fuel-air mixture is delivered over a wide range of engine speeds and loads.

Now, what makes the air valve move up when the throttle is opened? There is a diaphragm attached to the top of the air valve, which together with the cover and the inside of the air valve form a suction chamber. There is a vent hole in the bottom of the air valve connecting the suction chamber to the mixing chamber. When the throttle plate is opened, the air pressure in the mixing chamber drops and air is sucked from the suction chamber through the vent hole thus reducing the air pressure in the suction chamber. The under side of the diaphragm is maintained at atmospheric pressure via a vent on the air input side of the carb. The higher atmospheric pressure on the bottom of the diaphragm pushes the diaphragm up and the air valve with it. Offsetting the force lifting the valve is the weight of the valve and the force of the spring. As the air valve rises, the depression in the mixing chamber reduces, reducing the depression in the suction chamber. At some point, the forces caused by the differing air pressures exactly offset the weight of the air valve and the force of the air valve spring and the air valve stops rising. It is very easy to observe this operation on a running engine with the air filters removed. When the throttle is opened, the air valve goes up, close the throttle, the air valve drops. You will also note that the control is proportional, the more the throttle is opened, the higher the valve goes. The depression over the jet is nearly constant for all stable positions of the air valve.

Now lets talk about oiling the carbs. Yes, these carbs require oil in the guide rod (that tube pressed into the air valve). The oil is added through the center of the top cover after the damper assembly is unscrewed and removed. The Haynes manual says to use Zenith lube oil. I've never seen it for sale. Other manuals have suggested regular engine oil. I prefer SAE20 3-IN-ONE electric motor oil sold in 8 oz cans. The guide rod should be filled to within about ¼ inch of the top of the rod. After the oil has been added and the damper reinstalled, the air valve should be lifted (with your finger through the big opening to the air filter) to the upper most position. This allows excess oil to exit through the vent at the top of the cover (making a big mess) and positions the brass colored thimble like part on the damper assembly (next photo) into the top of the guide rod. The thimble, apparently provided only on the '75 & '76 carbs, must be in position to align the air valve and insure that it can move up and down freely.

The Wynkoop Brewery and Molly Brown House Tour *By Kevin St. James*

It turned out to be a beautiful Winter Day with plenty of sunshine and brisk temperatures. Mary and Charlie Bown drove their Spitfire, Dave and Eva Fain drove their GT-6, and Kevin and Debbie St. James drove their Spitfire. The lunch was very well attended, we had 28 RMTC members present, the Sorensen's, the Fain's, the Bown's, the St. James', the Cline's, the Turner's, the Augustine's, the Stough's, the Kinney's, Marty Cohen, Neil McCready, and others. The food and service at The Wynkoop was excellent. We were on a short time line and from the time we ordered until we were out the door was 45 minutes. We had a good raffle with 4 VTR T-shirts, 10 VTR dash plaques, and 1 \$10 lunch won by Eva Fain; the club made a tidy \$14 profit.

Then off to the Molly Brown House Museum from the Brewery. Waiting for us were Brad and Liz Reed looking at home on the front porch. We had a great tour guide that spoke loud and clear and was able to keep our interest

throughout the entire tour. The house was slated for the wrecking ball but was saved by the "Colorado Historic Society" in the early 70's. We found out that Margaret Brown hated the name Molly that was given to her by Meredith Wilson who wrote the music for the play "The Unsinkable Molly Brown". The name Molly rhymed better than her real name of Margaret or Maggie with the music scores for the play. So hence she was stuck from then on with "Molly". Maggie survived the sinking of the Titanic, started a volunteer ambulance service for the allies in France



during WW1 and stayed after to help rebuild hospitals and villages destroyed in the bombing, and many more philanthropic deeds. Maggie was a 5'7" red-headed Irish woman

(Molly Brown House continued on page 8)

(Continued from page 7)

that was a prohibitionist and was also very active in getting women the right to vote in Colorado. Maggie met and married JJ Brown in Leadville. JJ made his millions in Gold and Copper in the 1890's. The

house **had** a great view of the Front Range and still has a nice view of the Capitol Dome from the front porch. We had 24 RMTc members take the tour and a good time was had by all. Many thanks to all that attended.

PLANNED EVENTS

Saturday, February 2, 2002

Breakfast Gagger, Country Buffet and Adams County Museum

This should be a good one! We will start with breakfast at the Country Buffet (303-428-6578) at 8685 Sheridan Blvd in Arvada at 8:00 a.m. **sharp** Saturday morning. After breakfast we will all gagger to the little town of Brighton and end up at the Adams County Museum (303-659-7103) at 9601 Henderson Road in Brighton. This little museum has an exact replica of a 1940-1950's Conoco Station — exact in every detail. We will take turns parking at the pumps and taking great pictures of our Triumphs and us. It'll be a fun step back into the past for our cars and some of us. This gas station has been featured in many automotive calendars. They will also be opening up the town's original one-room schoolhouse. Dave Farrell is excited about it; Dave grew up in a small one-room schoolhouse himself. I was afraid to ask when! Then there is the main museum with all antiques and displays of the area from before the turn of the century.

The Colorado Springs group will meet at the McDonalds at Highway 83 and North Academy at 6:30 a.m. and leave at 6:45 **sharp**. The Denver and Northern area members will meet at the Country Buffet, from I-25 North and South take Highway 36 (Boulder Turnpike) West 4.1 miles to Sheridan Blvd. Go south on Sheridan Blvd .1 miles to the restaurant. I've included the phone numbers and addresses above if you feel you need further information or directions. If you have any questions on the morning of the event concerning the weather and if the events a go, contact Terry Hughes on the North end at 1-303-428-5291 and in the Colorado Springs area Kevin St. James at 1-719-548-8761.

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Fred Hodgson
5890 Washington St.
Unit B
Denver, CO 80216 303-296-0979

(Planned Events continued on page 9)

Removing the small subassemblies

Next, three small sub assemblies and the idle trim screw are removed from the main body. Each is cleaned in thinner after it is removed and set aside together with the associated screws. The following photos show this process. Remove the Choke, Temperature Compensator, Bypass valve, and the Idle Trim Screw.

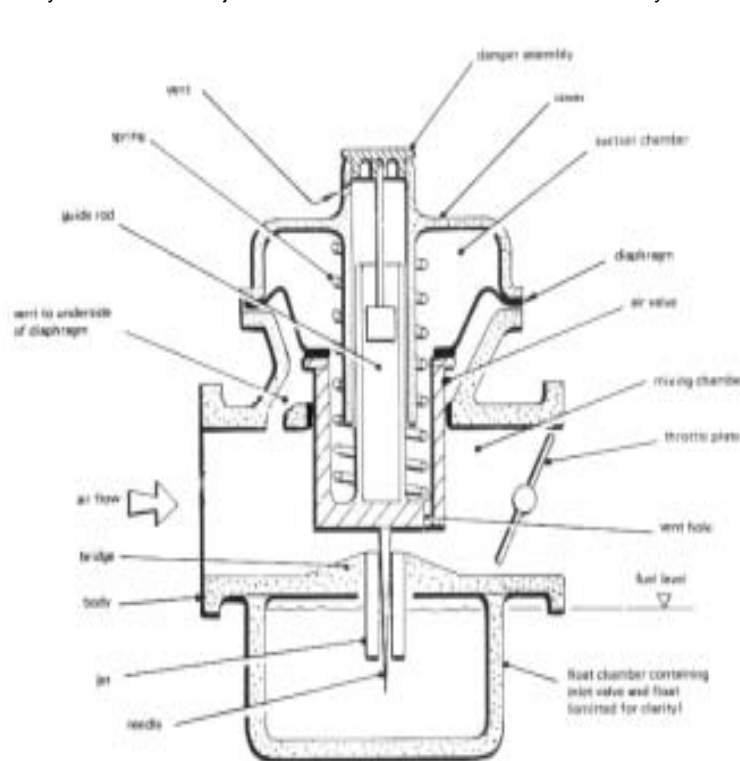


Removing the Temperature Compensator: one screw on each side and then pry out. Be sure to not lose the two fiber washers, one around the part that extends into the body and the other at the bottom of the hole in the body. These washers are not included in some rebuild kits.

So, how does the carb work?

Being an engineer and teacher, I just can't help lecturing a bit on these little beauties; fine examples of precision engineering and manufacturing. This discussion was deferred until the major components have been shown in photos.

The next sketch is taken from the Haynes manual and shows the cross section of the carb body. Recall that the job of the carb is to mix air and fuel in exactly the correct proportions as



required by the engine. Also recall that the carb connects to the engine intake manifold. The engine creates a depression in the intake manifold as it sucks the fuel-air mixture into the cylinders. In response to this depression, air is sucked into the carb on the left side of the sketch, flows over the bridge where fuel is sucked out of the jet and mixed with the air and then past the throttle plate into the intake manifold.

carbs set out a little from the exhaust so the leaking gas doesn't drip on the hot exhaust system.) I use lacquer thinner. **Caution, lacquer thinner is very volatile and breathing the fumes is harmful. Read the warnings on the container.** A couple inches of thinner in a 39 oz coffee can makes an excellent parts bath. The plastic cover seals off the fumes when not in use (don't want the cats injured by the fumes). The entire carb is too big to put in the can but can be held over the can and the thinner applied with a small brush.



The top cover is removed first using a Posidrive screwdriver.

When the top of one carb was removed a note (in my writing) dropped out saying that oil leaks out of the damper. We'll get back to that later. The previous photo shows the air valve return spring sticking out of the air valve. The adjacent photo shows the air valve being removed. These parts are then cleaned with the thinner. Don't let rubber components such as the diaphragm soak in the lacquer thinner --- it might dissolve it --- the same for rubber seals and plastic parts. The screws are kept together with the top cover and set aside till later.

Next, the carb is turned upside down and the sealing plug is pried out of the float chamber with a screwdriver blade and then the six screws are removed and the float chamber lifted off. The floats are then pried out of the retaining clips. The photos show this work. The parts are then cleaned in the thinner. Avoid leaving the plastic floats in the thinner for an extended period. Note: early carbs have a brass plug with a screwdriver slot that is removed by unscrewing it.



The throttle spindle (shaft) is attacked next. **The disk and spindle shouldn't be removed unless replacement of the spindle seals is anticipated.** The two

screws securing the throttle disk are removed. The screws are copper and are difficult to remove because the ends have been spread to prevent them coming out in normal use. Be sure to use a slotted screwdriver with a blunt end and try to avoid damaging the head. After the screws have been removed, rotate the throttle spindle about 90 degrees and slide the disk off the spindle as shown in photo (below).



Next, use a small file to smooth any burrs from the screw holes to prevent damage to the spindle bushing and seals when the spindle is removed. The spindle is then slid out. The disk is put back on the spindle and screws reinstalled loosely on the shaft so the parts won't become separated.

Tuesday, February 5, 2002 (6:00 pm)
Monthly Board Meeting at Mike Cline's house 303-683-7057

Tuesday, February 19, 2002 (7:00 pm)
Monthly Meeting at Piccolos:

We will have a guest speaker from the Rocky Mountain Vintage Racing (RMVR) group at the February meeting. Pat Grossman will speak about raising interest so that more people join the group — they are making a special effort to attract more women. She will also cover the many ways that you can be active in the group. Pat has driven a Mark II Saloon in vintage racing for many years.

March 2, 2002
Brunch Gaggle, Walnut Brewery and The Shelby Collection

We will be meeting and having Brunch at the Walnut Brewery (303-447-1345) 1123 Walnut Street, Boulder at 10:55 a.m. **Sharp.** I'm trying for separate checks, if not, it will all be on one tab, so be prepared. After lunch we will gaggle over to the Big Block, Testosterone Filled, Motorhead Mecca! The Shelby American Collection (303-516-9565) located at 5020 Chaparral Court, in Boulder. **IT IS IMPERATIVE THAT EVERYONE GOING TO EITHER OR BOTH, PLEASE RSVP TO KEVIN ST. JAMES, NO LATER THAN FRIDAY MORNING MARCH 1ST AT 1-719-548-8761!!** Those of you that have not been here before hang on to your hats! It is the largest collection of Cobra's, GT-350's, and GT-40's built by Shelby. The museum also has an extensive archive of Dave Friedman photos, historical records, and memorabilia. The collection includes the Sebring, LeMans, USRRC, and FIA factory racecars driven by team drivers Ken Miles, Dan Gurney, Bob Bondurant, Phil Hill and many others. They also have the first Shelby GT-350 model, the GT-40 driven by Mario Andretti at LeMans in 1967, and the 1964 LeMans winning Daytona Coupe. They have prime example's of the Cobra 427 S/C and 289 racing models along with original 289 and 427 street models, and AC Bristol's. There are also a lot of neat things to buy! **The cost of the museum is \$5.00 per person,** there are no cameras allowed inside anymore. It turns out people were bending over to get a look at the cars and letting their cameras bang into the cars.

The Colorado Springs group will meet at McDonalds at Highway 83 and Academy at 9:00 a.m. and leave at 9:15 **SHARP!** The Denver and Northern area group will meet at the Walnut Brewery in Boulder. I-25 North or South take the Boulder Turnpike (Highway 36) 20.5 miles into Boulder, turn left (West) onto Canyon Blvd SR-119 (same as SR-7) go 1.2 miles to 11th and turn right (North), then go .1 of a mile to Walnut Street and turn right (East) and the Walnut Brewery is on the left side. There is covered parking across from the brewery. Those of you that just want to go to the Shelby Museum you will take the Boulder Turnpike to Foothills Pkwy (Hwy 157). Foothills Pkwy turns into the Diagonal Highway (119) stay on it until you come to 63rd

(Planned Events continued from page 9)

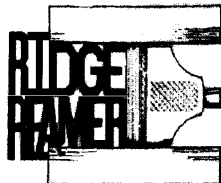
Street and turn right (South), go to Spine Road and turn left (East) and then turn right on Chaparral. The museum is the last building on the left, it's a cul-de-sac. The brunch group will be there about 1:00 p.m. Above you will find the phone numbers and addresses if you need more directions or information.

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Saturday March 16, 2002

St. Patrick's Day Parade in Old Colorado Springs

Bring your Triumph, Blarney Stone, and four leaf clover down to Colorado Springs and be a part of the fun! We are only allowed to have 10 Triumphs participate in the parade. There is a cost of \$5 per car and that goes to the city. We need to be in line by 10:30, so if you're coming from Denver allow 1 to 1 1/2 hours for the drive down. It will be first come first served. So if you want to join in contact me ASAP, but first make absolutely sure you will be able to participate. The last thing we want is to have 1-2 cars show up, so please make sure you can do it. Contact Kevin St. James at 1-719-548-8761 or kmstjames@msn.com, and I will get all the needed information to you.

Tuesday, March 19, 2002 (6:00 pm): Monthly Meeting at Piccolos

May 25 - June 2, 2002, British Car Week (Drive them everywhere!)

June 7 - 9 2002 50th Anniversary of the Glenwood Rallye
(<http://mgcc.org/glenwood2002/lodging.htm>)

Sunday July 7th, 2002
Pikes Peak or Bust & Lunch at Phantom Canyon Brewery

July 16 - 19, 2002, VTR National Convention in Red Wing, Minnesota
(www.vtr2002.org)

September, Colorado English Motoring Conclave, Memorial Park in Arvada

October 17 - 20, 2002, Triumphfest 2002 at The River Palms Resort & Casino in Laughlin, NV (<http://www.dctra.org/2002>)

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TECH / MAINTENANCE

Editor's Note: As a service to the RMTC 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.

TR250—TR6 Carburetor Overhaul

Part I—Disassembly & Theory

By Nelson Riedel

Disassembly

It is recommended that only one carb be disassembled at a time. This prevents mixing parts and assures that you have a model should you have trouble figuring how to reassemble the carb.

The first step is to clean up the carb. I apply degreaser, then detergent and then rinse with hot water. You all may wonder why I spend so much time cleaning the stuff before I work on it. This work is done in the basement where the cats live. Since they crawl over everything, I'm concerned that they might track the grease all over the shop. Further, I like to snack while working and a dirty carb adds new meaning to the term *greasy potato chips*.

I then clean the carb again with solvent to remove the varnish like coating. (Remember that the carbs are located above the exhaust manifold so this stuff is literally baked on. Fortunately, the

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