



# The Triumph Herald



## Rocky Mountain Triumph Club



Volume 2003, Number 6

June 2003



What a fantastic picture of a TR4 competing in a European Rallye. I wish I know what rallye this depicts. If I find out, I'll pass the story along.

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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!

Rocky Mountain Triumph Club  
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PO Box 300426  
Denver, CO 80203-0426



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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 the weekend 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](http://www.AdoBe.com/products/acrobat/readermain.html)). Let Eric know if you would like to be on this list; it saves the club about \$20/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 Max Brewster. He can also tell you of changes of address or telephone numbers for members.

## PRIME TIME

Ken Kalin — Prime Minister

Well, here it is June already and the Spring Car Show is history, Glenwood coming right up and Father's Day is just around the corner.

While I'm on the historical aspect of the car show I want to thank everyone that participated and helped to make this a great show.

We had members from as far away as So. Dakota, Kansas, and Crested Butte, CO. We had members show up without their cars (either being worked on or just uninsured) just to be there and offer their support. We had a great cross section of cars, everyday drivers and some not so everyday drivers, and some beautifully restored cars.

We welcomed a couple of new members at the show and even more important we sparked the interest of the public. I spoke to three different couples who either owned a Triumph or had a close friend or family member that did. The people I spoke to sounded like they had restoration projects on their hands and that they were looking for, and needed help. They didn't know the RMTC even existed and were grateful for even the small amount of info we provided. How many of you spoke to "these people"?

And what about the kids and even adults that get to look at and even sit in our cars. As Dave Fain says "I love to see the look on their faces when they sit in our cars and think about driving them". We truly do own a small bit of history.

About the time you get this we should be ready to go to Glenwood. This will be the first time (I didn't make it last year) that I can participate in the rally and the tour, I am looking forward to that. I sure hope we don't need to bring marshmallows.

Don't forget, The Father's Day Picnic is our general meeting this month. No meeting at Piccolo's.

See you soon  
Ken Kalin

### 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).

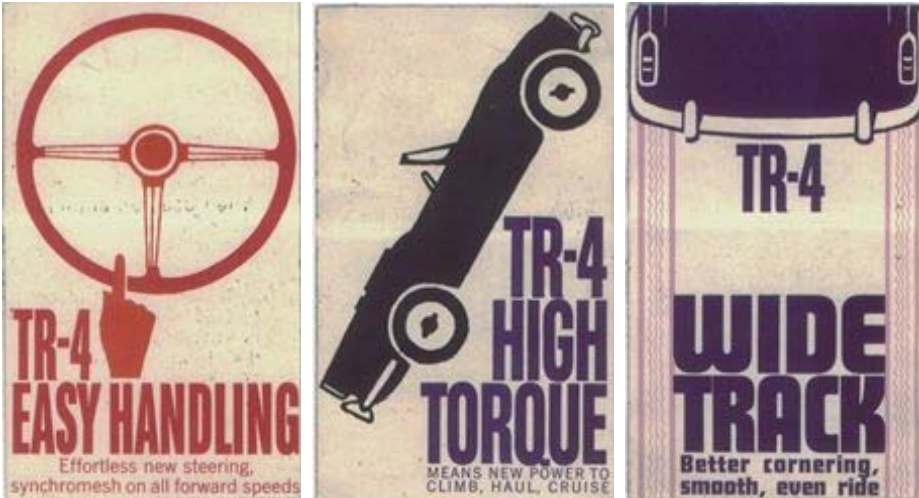
# EDITOR'S CORNER

Eric Conrad — Newsletter Editor

Yeeha! British Car Week is in full swing, and I have yet to see another classic car, let alone a classic British car, that's sharing the road with me. I'm puzzled by the lack of old cars driving around of late. Not because these oldies are breaking down or deteriorating, mind you. Rather, I've seen so many old cars driving for the past month, that the sudden "vacuum" is surprising. Hopefully they will venture out again soon, as I always enjoy seeing cars of the 1950's through the 1970's keeping up nicely with highway speeds.

I've been using this past week to prepare for the Glenwood Springs Rallye. Checking my speedometer / odometer, listening for any problems, and timing how much time I lose by slowing down and pausing at stop signs. I've recently read a little on the subject of rallying, and now have enough of a knowledge base to be truly awful at this year's rallye. Based on my past rallyes, I have done progressively worse each time. However, I am asking questions on why I missed a trap, or why directions indicating a straight road cause you to come to a T-intersection. Mike Cline feels that the rallye rules are key to these issues of road-following priorities. I guess I should read them this year rather than spending time gulping Gunther Toody's coffee at the start line.

Hopefully, we will be joined by many other RMTC members in Glenwood Springs. We should coordinate a "pub crawl" on Friday or Saturday night. I can introduce you to my navigator, my youngest brother, Craig. I'm slowly introducing him to British cars, and he really loved the Oil Spot Rallye that we did last year – although he navigated for Steven Newell's 1962 TR4 while my father navigated for me. Are family ties strong enough to make it through a TSD? I'll let you know.



I found these on the internet. They are advertising stickers that were affixed to TR4 windshields by dealers. Anyone still have theirs? I'd love to scan them in better resolution.



# RECENT EVENTS

## Drive and Picnic in the Mountains Sunday, May 4th *Submitted by Ken Kalin*

Meeting at Gunther Toody's Northglenn on an overcast morning were sixteen hardy RMTC members toting picnic baskets and high expectations.

Since anyone crazy enough to go on a picnic in early May on an overcast day should have their name published so they can be subject to speculation and ridicule here goes. Present in this mob were: Andy & Betty DeVisscher, Tom & Lynne Deats, Max Brewster, Ken & Vicki Kalin, Richard Turner & Robin Quiat, Terry Hughes & Marietta Coon, Rod Tomkins, Charlie & Mary Bown, and Gordon & Shirley Kenney driving eight Triumphs and one (dare I say it) Miata.

Heading north then west through back roads and farm country to Hwy. 36, enjoying the beautiful green landscape along the way. Hwy. 36 northwest to Estes Park. Not stopping for taffy or souvenirs we headed east on Hwy. 34. Ten miles later through Big Thompson Canyon we stopped at Viestenz-Smith Park for our picnic.

This park is the original spot where Loveland's power generating station was washed away in the Big Thompson Canyon flood in 1976.

Just as we finished our lunch the sun was trying to peak through the clouds so we could enjoy our ride home.

Everyone enjoyed the picnic and the 90+ mile drive on a not so bad early May day. Maybe we should do this again real soon.

.....

## Spring Tune-Up Session at Kenney's House Saturday, May 14th *Submitted by Gordon Kenney*

The morning dawned with about 7 inches of a very wet snow on the roads with about an inch of mud beneath and the temperature forecasted to peak out in the mid 40's. Not the conditions I had hoped for this annual event. However, about 8:30 the TR-6 of Tom Dilulio came sliding and spinning down the road and arrived wet and muddy

but running fine. Later he found a small bolt in the sidewall of one his redlines and had to do a tire change. His Triumph was joined by the TR-6 of Jim McElroy and his son who drove up from Colorado Springs and then by Rod Tomkins in his TR-6. The Triumph drivers were joined by John Lumina (first event for this new member), Dave Fain, Duncan Burdick and Scott Keller.

After much socializing, drinking coffee and juice, and devouring a few donuts, we actually worked on cars. Tom had brought a "colortune" so we installed that



Tom Di Iulio checking air flow at his carbs.

and looked at the flame in one of the cylinders in his car; according to the instruction sheet the color of the flame was correct which indicates that the fuel-air mixture was correct. We used the clubs exhaust gas analyzer on Jim McElroy's TR-6 and found the CO to be about 8%, which is a little high. However, his spark plug color looked normal so we didn't change the mixture control. A few other adjustments on the cars, some more coffee and conversation and it was time to go to lunch.

We drove about 8 miles to the Royal Hilltop pub and had an English lunch with the group breaking up about 1:00.



Jim McElroy and his son working on their TR6 while Scott Keller looks on.

#### New Development:

The next day was Mothers day and one of Shirley's sons brought her a 6 foot high, 200 pound genuine *SUN Computer II* engine analyzer. She is letting me use it and it is ideal for checking cars like our Triumphs. In about 10 minutes it measures and displays more than 50 values of the engines operation and provides an elaborate check and display of the ignition system performance! I invite you to bring your car over for a checkout. Plan on spending about an hour to have ample time to do the tests and analyze the results. We can do it some evening or on a weekend; call me at 303-766-7826 and we will get it done.



Shirley's Mother's Day present?

## Tech Session

Article from internet—submitted by Mike Cline

*Editor's Note: The following article describes how to properly shift an Laycock de Normanville overdrive for our little British cars. While I'm not sure of the identity of the author, he seems to be knowledgeable on the subject. Per Mike's request, I'm including this write-up here for your reading pleasure. While it does mention Big Healeys, I'm sure it applies to all similar overdrives.*

### April 2003 - Topic of the Month - Proper shifting of a Laycock overdrive

OK everybody, calm down out there. We have received some interesting emails over the last few months asking (and telling) us about the proper way to shift in and out of overdrive on the Laycock deNormanville overdrives as used on the British cars (A, J, LH, D and compact A types). We received some spirited responses - use the clutch, don't use the clutch, etc. I would like to express our opinion on the proper method to shift in and out of these overdrive units.

First let me admit that when I had cars with overdrive, especially Big Healeys, I did not shift the recommended way. It is way too cool and impossible to resist the temptation to pull up next to someone at 50 or 60 MPH and, as you shift into overdrive, accelerate away into the great beyond. This usually gets very interesting and surprised looks from the other drivers and passengers and really impresses the people who are with you in the car. What was that, warp drive? Like, you still have another gear? How many gears does his car have????!!!!

It is also way too cool to kick down from overdrive at 50 or 60 and watch the expression on the faces of other people as the engine revs on the downshift. This is especially true on the Big Healey, as the 6 cylinder really sounds great at speed. You get the fantasy of what it must feel like downshifting at the end of the straight at LeMans.

Anyway, back to the proper way to do it. Let's think for a minute why overdrives were put in cars in the first place. I mean after all, anyone can put in a 5th gear on a transmission, why an overdrive? First of all the British never do anything the way we expect or anyone else does it. This was especially true in the 40's, 50's and 60's and is why we have such interesting cars from that period. Laycock overdrives are really like a manually initiated mini automatic transmission. (I personally think a guy named Rube Goldberg had a major part in their design). The important thing to remember is that it was added as an option on most cars in order to reduce engine RPM (and consequently wear) on the highway and increase fuel mileage. Secondly it was also used to increase the number of speeds forward, giving a better selection of gear ratios for driving.

Given this objective, we can understand that the proper way to shift into overdrive is to reduce the engine RPM's, not increase the road speed of the vehicle. In fact, it is somewhat damaging to the overdrive clutch to accelerate under

power during the shift process. This is akin to slipping the clutch or power shifting during the normal shifting of a regular gear. It can tend to lead to premature overdrive brake ring and clutch wear and failure. You do not need to use the regular clutch pedal at all. Get to a reasonable speed, say 45 to 50 MPH. Activate the overdrive switch. As the overdrive engages, feather the throttle so that the road speed of the car remains the same and the engine RPM's are reduced. Voila, you have shifted the overdrive with minimum stress to it and now are cruising at a lower engine RPM. Objective achieved. Now you can accelerate to any cruising speed you desire as the overdrive is fully engaged. It is not recommended shifting into overdrive at too low a speed as this also can cause stress on the clutch and lugging the engine is not a good practice either. In fact the early overdrives had a mini Lucas centrifugal type regulator on the output shaft of the overdrive that would not allow the overdrive to be engaged below a specified speed.

Shifting out of overdrive is the reverse of this process. Turn the overdrive switch to the off position. As the overdrive disengages back to normal drive, push down on the throttle to keep the car's road speed the same and increase the engine RPM until the overdrive shift is complete. This again minimizes wear to the overdrive clutch and brake ring. You can now decelerate the car as you would normally. Again, you would not want to shift out of overdrive at too high a speed as you could over-rev the engine and cause damage to it as a result.

As you can see, the basic objective of proper shifting is to reduce the wear on the clutch during the shifting process. This can easily be done with some practice and will significantly increase the life of the overdrive unit. We have determined this shift procedure from observing many overdrive units and the wear on the key overdrive clutch components, as well as just plain common sense.

We hope this will clear up any questions on the proper way to shift these overdrives to reduce the wear on them and keep them running longer. Most likely we will generate a new set of questions on the procedure, but that is what it is all about! As always, comments and feedback are welcome!



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# TREASURER'S REPORT

Bob Becwar — Treasurer

4/30/03 Checkbook Balance: \$3,296.85 (Last year (4/30/02) \$2,458.03)

	April		Year to Date	
	2003	2002	2003	2002
<b>Income</b>	\$ 376.50	\$ 330.00	\$ 2,273.06	\$ 2,973.00
<b>Expenditures</b>	<u>393.60</u>	<u>635.86</u>	<u>4,687.13</u>	<u>5,002.34</u>
<b>Gain / (Loss)</b>	(\$17.10)	(\$305.86)	(\$2,414.07)	(\$2,029.34)

Major Monthly Income Items (April):

Dues	\$ 370.00
Raffle	<u>6.50</u>
	\$ 376.50

Major Monthly Expense Items (April):

Regalia	\$ 119.00
Newsletter	94.76
Supplies	71.38
Guest Speaker Expenses	31.96
Postage	74.00
Bank Charges	<u>2.50</u>
	\$ 393.60

## GENERAL MEETING NOTES

### Rocky Mountain Triumph Club

#### General Meeting

Piccolo's Restaurant

May 20, 2003

Prime Minister, Ken Kalin, called the meeting to order at 7:07

Vice-Prime Minister, Rod Tomkins, after careful research reported there were 5 Triumphs in the Parking lot. He also announced The Trail Ridge Run planned by our friends in the British Motoring Club of Northern

Colorado. It was scheduled for Saturday, May 24. Look elsewhere in this issue for a report.

Regalia Officer, Andy DeVisscher, reported \$219 of Regalia sales at the Spring Car Show, plus another \$70 in Raffle sales. A nice show of support.

Minister of Membership, Max Brewster, reported a current total of 170 members with two new members in attendance. We welcomed Siobhan Bennett, TR 6, and Roger Vojinov, TR 6.

Ken Kalin, reporting for Events Coordinator, Dave Fain, briefly reviewed the successful Spring Car Show, and ran down the busy calendar for future events. Special emphasis was given to the upcoming Rallye Glenwood Springs, and the annual RMTC Father's Day Picnic.

Ken Kalin also reported to the Newsletter Editor, Eric Conrad. He again

reminded us of the need for members to submit articles and reports to the Newsletter Editor no later than the weekend following the general meeting.

Ken again solicited ideas from the club membership for a marquee RMTC event.

Gordon Kenney reported that a successful Spring Tune-up Session was held on Saturday May 10, with a number of hardy members in attendance despite the inclement weather.

The raffle was then conducted with the usual happy winners, and the meeting was adjourned at 7:40

*Respectfully submitted by  
Rod Tomkins  
for Minister of Letters,  
Marty Cohen*

# Now Available

## MID-OHIO ALL-TRIUMPH RACE VIDEO

The video of the All-Triumph race of last June 16, 2002 at Mid-Ohio is now available for order.

The one hour and 23 minute video covers a description of the track by Uncle Jack Drews, interviews with the drivers by Mike Hughes (of UK), Susan Hensley and Don Elliott, drivers describing their cars and an entertaining lap by lap commentary of the race by veteran vintage race car drivers Joe Alexander, Bill Dentinger and Uncle Jack.

The production was produced using video compiled from six in-car cameras and eight track side and paddock cameras.

To order your copy send your check for \$20 (Canadian \$29) to:



Kent D. Howard  
W330 S3435 Bryn Mawr Road  
Dousman, WI 53118-9719



We have been told that all proceeds from this sale go to Friends of Triumph.

## 2003 PLANNED EVENTS

***In order to encourage everybody to RSVP, beginning in April, the person who shows up at the most events without having RSVP'd will receive a special award which will be presented at the banquet in January.***

### **Sunday, June 1st. Red Rocks Grill in Morrison. Morrison, CO.**

Our friend Ana is anxious to have us back again. We will meet at Red Rocks Grill in beautiful downtown Morrison. We need to be there as soon as they open at **8:00AM** so that they can serve us and get us out before the usual Sunday rush hits. Take the Morrison exit off of C-470 and go west up the hill into Morrison. The Red Rocks Grill is on the west end of town. Park on the street, in the lot by the creek across the street, or in the Morrison Liquors parking lot (Triumphs only, please) since they are closed on Sunday. An excellent breakfast and good company are guaranteed. Weather permitting, we will go for a drive over Squaw Pass or something. Be sure to fill your gas tank ahead of time.

You will have your choice of 3 of their most popular menu items. Breakfast burrito with hash browns smothered with green chile, french toast with fruit and bacon, and the Canadian Skillet (scrambled eggs with ham and hash browns covered with Hollandaise sauce with a side of toast). If you want health food, go somewhere else. We definitely need for you to RSVP to Dave at (303)438-5615 or email to KC3565L@sprintmail.com with your choice so we can let the restaurant know how much stuff to order. The BPR herself, Ana will preside over the dining room for your enjoyment.

### **Monday, June 2. RMTC Board Meeting at Governor's Park Restaurant.**

Continuing our search for the perfect meeting place, we will check out the Governor's Park Restaurant, located at 672 Logan in Denver. Meet at 6:00PM for dinner. Meeting begins at 7:00PM. All RMTC members are encouraged to attend and see what your board is up to this month.

### **Friday-Sunday, June 6-8. 51st Annual Rallye Glenwood Springs.**

The longest continuously run rallye in the US, brought to you by your friends at the MG Car Club, Rocky Mountain Centre. The rallye will run from Denver to Glenwood on Friday mostly along I-70 as in the past and the tour will begin and end in Glenwood Springs on Saturday. The banquet will be held at the Ramada Inn on Saturday night. On Sunday, the car show and funkhana will take place in the usual place at Two Rivers Park. Awards for all events will begin promptly at 12:30PM on Sunday at

the park. The RMTTC will sponsor a rallye checkpoint. Call Dave Fain or Tom Deats to volunteer.

Event HQ will be the Ramada Inn (970)945-2500. Mention group MGCC to get special rates. Also Holiday Inn Express (970)928-7800 group 67198152 and Hampton Inn (970)947-9400 group 87319337. Full information in the flyer which was mailed to many of you and which will be available at RMTTC events. See Dave Fain if you didn't receive one and need a registration form. By the way, the town of Glenwood Springs has a pretty nice website where you can find other motels with really good rates.

**Saturday, June 14th. Harry Matthews Car Collection. Arvada, CO.**

We are fortunate to have set up a return visit to this great collection which is located at 5889 Lamar in Arvada. They have a great collection of McLarens, Lotus, and all sorts of other race cars, as well as some nice customs and street rods. Details soon, but we will probably meet at the Gunther Toody's at 58th & Wadsworth for breakfast before proceeding to the museum, which is nearby. If you want to skip the breakfast, meet at the museum at 10:00AM. From 58th & Wadsworth, go east on 58th (Ralston Rd) past Pierce and turn north on Lamar. Thanks to Tom Di Iulio for suggesting this and to Bob Becwar for setting it up for us. Some MGCC members will probably join us for the tour.

**Sunday, June 15th. Father's Day Picnic. Near Colorado Springs.**

This has been an annual event for a number of years now, and we always have a great turnout. This event takes the place of the June membership meeting so don't show up at Piccolo's unless you just love the food so much you can't bear to miss a month. It will be held at Black Forest Regional Park in El Paso County. There is enough parking for 100 cars and there is a playground and restrooms near our pavilion. Everyone is welcome, so bring all the kids, grandparents, etc. for a day of fun in the forest.

As always, the club will supply the sodas, water, ice, and main course (assumed to be submarine sandwiches and / or fried chicken as of this writing). We will also supply the paper plates, napkins and utensils. We need you to bring a favorite side dish or dessert and whatever special drinks you want to bring. No alcoholic beverages are allowed in the park, same rules as always. After lunch, we will hold the June membership meeting and there will be a raffle with some great stuff up for grabs. Andy will have some great regalia items for you to buy for Dad.

For a change, let's try to bring your favorite lawn games, volleyball nets, baseball mitts, .... We'll organize loose teams to play our favorites.

To get to Black Forest from the north, take I-25 south to the Woodmoor/Northgate exit, head east (away from the Air Force Academy) on Northgate Rd about 3 miles until it ends at Hwy 83. Turn right (south), go about 2 miles to Shoup Rd., then turn left (east). The park is about 2 miles down on the left (north) side of Shoup Rd. Turn into the park and look for the

pavilion with the Triumphs in front of it.

The Denver area members can meet at the Diamond Shamrock on Santa Fe and C-470 at 8:30AM. We will depart at 8:45AM, taking a scenic back road through Palmer Lake and arriving at the park around 10:30AM.

Colorado Springs members can meet at the park between 10:00-10:30AM or even earlier. Go north on Hwy 83 towards Black Forest. Turn right (east) and follow the directions above. You don't have to be a father to attend. Please **RSVP** to Dave by June 9 so we will have some clue how much food to provide.

**Thursday, July 3 through Sunday, July 6. Road Trip to Sturgis. Trumpe's House, South Dakota.**

All new and well esteemed old friends are invited to attend the STURGIS 4th of July Run . Absolutely no well laid plans are formed other than comradery and support. Fun is paramount and impromptu events are to be had. We are only interested in enjoying the weekend. A free tour of Restoration and Blasting, my new business is very possible. You might even see " The Badlands". Or the Presidents in The Black Hills. One thing is for sure, it won't be boring. My phone # is : 605-720-4848 or if hooked up, 605-722-6582. Signed, Your friend up north, John Trumpe

**Saturday, July 12. Annual Road cleanup to Rollinsville.**

The RMTTC has adopted a 2 mile stretch of scenic and twisty highway in the mountains west of Denver. After a spirited drive up Golden Gate Canyon, we will spend an hour or two cleaning up the road, then motor to a brewpub somewhere for lunch. Event organized by Rod Tomkins. Details to be provided in the near future.

**Saturday, July 19th, Oil Spot Rallye. Fort Collins, CO.**

The British Motoring Club of Northern Colorado (BMCNC) holds its annual Oil Spot Rallye around the Fort Collins area. After a rallye that has included parts of a Poker Rallye, Gimmick Rallye, and pseudo-TSD Rallye, the groups converges on an unsuspecting place to hold the Oil Spot Car Show. The name comes from the culminating award for the best oil spot left from your car during the car show.

This is an enjoyable rallye, and should be supported by our club members. More details will be shared in the July newsletter.

**Sunday, July 20. Rocky Mountain Vintage Racing. Second Creek Raceway.**

Several of our members will race at this event. Let's go support them. Proceeds from this weekend's event will go to charity. Activities may include a rumble in the parking lot with the MGCC.

**Friday-Sunday, August 1-3. MGCC Road Trip to Saratoga, Wyoming.**

Our friends at the MG Car Club have generously invited us to join them on a road trip to Wyoming. Some of us joined them on their overnighiter to Chama year before last and had a great time. Details soon.

**Saturday-Sunday, August 2nd-3rd. Road Trip to Klie's Farm. Just over the Kansas Border (really). (NOTE DATE CHANGE)**

Bob and Joann Klie invite you to spend the weekend at their farm in NW Kansas. Activities will include target practice (bring your guns, cannons, and other weapons of destruction), a BBQ on Saturday, and a visit to the 50<sup>th</sup> annual Bird City thresher show. Bring your camper if you have one, sleep in Bob's basement, or get a motel room in a nearby town. Lodging information to be provided in the near future. You will probably want to get a room booked soon.

**Saturday, August 9. Potluck and Moonlight Drive.**

Another popular annual event hosted by Gordon and Shirley Kenney.

**Sunday, August 10. Scottish Highlands Games.**

**Thursday-Tuesday, Sept 4-9. MGCC "Moab" Trip to Telluride & Cortez.**

Sometimes they actually go to Moab and sometimes they go other places, but this has come to be known as the annual Moab trip. The MG club will wander through southwestern Colorado by way of Salida and Telluride, ending up in Cortez and touring Mesa Verde. Full details are on the MGCC web site at <http://www.mgcc.org/rmc.htm>.

**Friday-Sunday, September 26-28. Rio Grande Regional Rendezvous.**

Brought to you by our friends from the British Automobile Owners Association of Albuquerque. This year's event will be held in the "other" Las Vegas in New Mexico. Event HQ will be the historic Plaza Hotel in Old Town Las Vegas. Call 800 328-1882 for reservations. No rate information available yet, but the BAOA will secure a special group rate for the event. Las Vegas is an interesting place with lots of old Victorian buildings and some incredibly beautiful scenery and back roads that you would never find on your own. Details soon.

**September 13-14. Ride the Rockies Tour and British Car Conclave.**

Spend Saturday driving to an interesting lunchtime location somewhere in the mountains. On Sunday, the mother of all British car shows will be held (hopefully) at Memorial Park in Arvada. We actually outnumbered the MG's last year (by about 2 cars). Let's do it again so we can retain bragging rights.

**October or November. Indoor Go Cart Challenge Race.**

Some of us tried our hands at the indoor go cart track located near I-70 and Colorado a couple of years ago and had a blast. Bob Gloyd thought it would be fun to do this again, only this time we will challenge the members of the MGCC in what we hope might become an annual event. For those of you who haven't been to this facility, the cars are FAST and this is wheel to wheel racing where you can toss the cars around turns in four wheel drifts. To make things more interesting, we might race as teams and make pit stops to switch drivers. Details in the near future. We will officially "throw down the gauntlet" following the Rallye Glenwood Springs.

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Trouble Free Motoring. Etc.

I've seen T-shirts and bumper stickers with this graphic. It sure sums up this lifestyle.

# MEMBERSHIP

Max Brewster — Minister of Membership

The RMTTC Board requests that everyone send an email to Max so that your email addresses can be updated. His email address is: max\_brewster@stortek.com. Also, when renewing your membership, if you would send the completed application (found on last page of newsletter) with your dues. This will aid us in keeping membership records up-to-date.

June Total Reported Membership = 172

### This month's new members include:

Siobhan Bennett	1974 TR6
Jack Choate	1971 TR6
John, Ann, Caitlin, Emily, & John Jr Lumia	1976 TR6
Thomas & Brenda Romito	1980 TR7

**Please take some time to say hello at upcoming events.**

# BOARD MINUTES

**ROCKY MOUNTAIN TRIUMPH CLUB  
BOARD MEETING 5/5/03**

*Submitted by Rod Tomkins*

**The meeting was called to order by Ken Kalin at 7:05**

### Officers' Reports

Vice Prime Minister: Nothing to report

Membership: -171 members.  
-In process of verifying members with Editor's mailing lists.  
-Member up for renewal of membership will be emailed prior to mailing notification.

Editor: -Need to look at per page advertising costs.

-May 20 meeting as scheduled and published  
-Ask all members hosting or coordinating an event to forward a write-up to me – including pictures if available.

Treasurer: -Noted that some members are still renewing at \$30 per year.  
-Bob and Ken will continue to look at Jillians for January banquet.  
-June Board meeting at Governor's Park, 672 Logan St. 831-8605

Events: -Lots of events, as listed in Herald newsletter.  
-Dave to begin emailing out a list of upcoming events

Regalia: -Gearing up for Raffle at Spring Car Show

### Other Business (New & Old)

Club Incorporation -Discussion tabled for further information from Marty re. Level of incorporation

Spring Car Show -9 am start, Early volunteers at 8:15, Dash Plaques ordered, Awards will be at 1pm, Balloting closes at noon, TVR club has been notified.

Father's Day Picnic -in hand per Eric

Glenwood -Volunteers needed for checkpoint with Tom Deats  
-Car show in hand per Dave

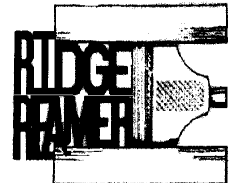
Bylaws Report -In process of studying other clubs while waiting on decision re. Incorporation

Marquee Event? -Considering Winetasting, Progressive Dinner, and something along the lines of the Missouri Endurance Rallye

The meeting was adjourned at 8:05

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## MARKETPLACE

**FOR SALE:** MGB Parts for sale; Two no rust roadsters recently broken for parts (1976 & 1978). Good doors, fenders, trunk lids, hoods, radiators, engines and transmissions, plus some suspension parts. Tell; your MG buddies. Call Jim Elbe (719)598-7261 or David Farrell (719) 487-8413 for availability and prices.

**FOR SALE:** 76 Triumph TR6, BRG, 60K orig miles, 1 owner. Both hard and soft top, excellent condition car that has been garaged for life with no rust. Included with sale is a free framed print of a TR6 and Spitfire on the English countryside. Asking \$11,000. Call Stacy at 303-331-8557

**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, Price reduced to \$8,900. Contact Ben Snyder at H) 303-973-8323 or W)303-730-7999.

**FOR SALE:** Complete J-type transmission and overdrive out of a very good, running 1978 Spitfire. Spitfire was converted to an SCCA race car and had the transmission swapped out. \$700 OBO. Contact Kevin St. James at 1-719-548-8761.

**FOR SALE:** Four 7" wide steel wheels TR2 - TR6, \$75. Dan Forgey 303-741-2460.

**FOR SALE:** Red '59 TR3 with Black interior and A-type overdrive. Comes with original Hard Top (might need work and headliner). Also includes original tonneau (in bad shape) and original side curtains. This is not a showcar, but runs fine and starts up right away. \$10,000 obo. Call Rich at 303-730-3678.

**FOR SALE:** 1966 TR-4A-Excellent condition. Rebuilt engine, new Weber carbs and more. \$6900 obo. Contact Jack Ferguson H(719) 495-2849 or W(719) 963-3510.

**FOR SALE:** One used roll bar out of my 71 TR6 for sale. I'm looking to sell it

for \$75. Call Andrew Janiesch at 303-278-3273, or email him at Drews71TR6@aol.com.

**FOR SALE:** Complete J-type overdrive transmission from a good running 1978 Spitfire, \$490.00 OBO. Rebuilt TR-3 Engine, complete less carbs, ready to drop in and go, \$750.00 OBO. Contact Kevin St. James, 1-719-548-8761 or kmstjames@msn.com.

**FOR SALE:** 1975 TR-6, Pimento Red with black/grey top and interior; excellent condition, less than 90k miles, \$8,500, 303-470-5281, David Briggs

**FOR SALE:** 1979 TR7 - Rebuilt 3.8 Liter V6 engine, 4 BBL Carb, headers, 5 spd., Metallic Blue, tan interior. Good condition, runs very clean. \$3,000 o/b/o. Brad Shefrin @ 303-475-2043.

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### RMTC Membership and Renewal Application

Dues are \$35 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: \_\_\_\_\_

\_\_\_\_\_ Place a checkmark on the line if you would like to receive the Triumph Herald through my email. This option saves the club approx \$15 dollars per year, and typically gives you access to the newsletter one week early.