



The Triumph Herald



Rocky Mountain Triumph Club



Volume 2002, Number 05

May 2002



Max Brewster's 1979 Spitfire 1500. It sure proved itself on the autocross course.

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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 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.

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: 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: _____

tificates will have a picture of the car on the certificate and will be presented at the Annual Picnic. In order to determine certificate winners, points must be given to the cars by the judges. A "Peoples Choice" award will be given for the Best in Show. We need volunteers for regalia sales, registration and judging.

Kevin stated that Regalia would be available for sale at the April Gen-

eral Meeting.

Marietta reported that we have 173 members. Kevin has ordered new window decals that will be available by the date of the Spring Car Show.

Eric reported that the cost increase for the Newsletter is due to the requirement by the Printer to run the edition through booklet maker.

The meeting was adjourned at 8:40 pm.

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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

PRIME TIME

Mike Cline — Prime Minister

Those that went on the tour of Bandimere literally had a "blast." We toured the facility and watched the cars run, we were even treated to a couple of runs by a jet dragster. It was a great time!

At the April general meeting we were treated to an informative presentation about the Old Car Council of Colorado by Dick Fritz. After his presentation, we participated in spirited conversation and I must say that we all came away much more knowledgeable about the purpose and function of the Council. The board will discuss, and possibly vote on joining the Council at May's Board meeting.

One of our major events of the year is the Spring Car Show. I know that this year, for many of you, it is going to be a longer ride to get there. Please don't let this deter you. I am looking forward to walking the main street of Castle Rock on a Saturday when everything is open. It should be a great atmosphere.

Congratulations to our newsletter editor, Eric and his wife Stephanie on the birth of their son, Collin Gregory, April 23rd.

Last, but definitely not least, I want to apologize to Gordon for unfairly unleashing the brunt of my frustrations on him. The reality is that he has been tasked with making an unenviable decision as to who receives flowers.

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

I write this letter shortly after our second child was born—Collin Gregory Conrad. What fun he is! Both Steph and he are doing very well. His big sister Kathryn is enjoying him too.

To sound like a typical newsletter editor, I want to thank all of you for submitting your stories, ideas, and pictures on or near the deadline — the day after each month's General Meeting. With Collin's birth, your adherence to these time-frames will be crucial for me to be able to complete and publish this newsletter by the end of the month. I do enjoy the job, and look forward to publishing many more editions for you.

The club has many events on the horizon — some our own, and some other club's events. One particular event of importance is the Spring Car Show on Saturday, May 18th in Castle Rock. Come join your friends for a day in the sun. The small town setting and friendly atmosphere should make for a wonderful day. Bring a blanket and a picnic lunch, or plan on dining in one of the many restaurants within easy walking distance.

I've mentioned it before, and it's almost here: British Car Week from May 25th through June 2nd. The idea is to drive our British cars everywhere, all for the benefit of the hobby. Refresh people's memories, ignite car hobby passions, and enjoy driving your Little British Cars during that week. I guarantee you'll enjoy yourself, and you might even see other late British cars running errands too.

See you on the road!

TREASURER'S REPORT

Bob Becwar — Treasurer

3/31/02 Checkbook Balance: \$2,768.89 (Last year (3/31/01) \$1,682.30)

	March		Year to Date	
	<u>2002</u>	<u>2001</u>	<u>2002</u>	<u>2001</u>
Income	\$ 251.00	\$ 850.00	\$ 2,673.00	\$ 3,383.00
Expenditures	<u>462.74</u>	<u>680.12</u>	<u>4,366.48</u>	<u>3,186.20</u>
Gain / (Loss)	(\$ 211.74)	(\$ 169.88)	(\$1,693.48)	\$ 196.80

Major Monthly Income Items (March):

Dues \$ 210.00
Raffle 41.00

Major Monthly Expense Items (March):

RMTC Club Insurance \$ 227.00
Newsletter 152.79
Postage 80.45
Bank Charges 2.50

BOARD MINUTES

Board Meeting at Piccolo's, April 1, 2002

Submitted by Marty Cohen, Secretary

Present were Mike Cline, Gordon Kenney, Tom High, Bob Becwar, Marietta Coon, Marty Cohen, Eric Conrad, Kevin and Debbie St. James. Dorthy High was a guest.

Mike called the meeting to order at 7:00 PM.

Gordon made contact with Don Siegel of Siegel Oil Company who will give a presentation at the May General Meeting. We decided that flowers would be sent to hospitalized members at Gordon's discretion.

Mike stated that representatives of the Old Car Council would present benefits of membership in the organization at the April RMTC General Meeting. The decision to join or not would be made by the RMTC Board at the May meeting. We are asking for input from members. The annual cost of membership in the OCC is \$50 plus \$3 per member. This would amount to approximately \$575 per year. Marty pointed out that if we joined, we would either have to raise dues by \$3 per year or find areas to reduce costs.

Bob Becwar presented the financial status of the Club. This is covered in the Treasurer's Report in the Newsletter. Eric recommended that we set a budget. Mike expressed his concern that we

are overspending. Bob will prepare a Checking Account reconciliation and investigate questions regarding the checkbook balance and the income statement

Mike reported that he switched Club insurance to Haggerty from our former agent. The annual premium is \$227 compared to the \$300 premium for our former policy. Coverage is also superior.

Debbie and Kevin covered the April Breakfast Gaggle, Sonic Drive-in and Sock Hop and the Tech Session at Gordon's house. The Board authorized rental of a portable toilet for the Spring Car Show. The planned May Gaggle fell through and is being re-planned. The Men's Run will take place on a Friday, Saturday and Sunday. The date has yet to be set.

The Club cabanas originally purchased for VTR 2000 are available to be borrowed by Club members but must be returned to Gordon. Since two of the cabanas are surplus to the Club's current needs, we will offer to sell them to members for \$100 each. Kevin will keep one for the Colorado Springs members to borrow while Gordon will keep the others.

We need folding tables and chairs for the Spring Car Show. We decided to set entry fee at \$5. Entrants will receive a dash plaque. Gold, silver and bronze certificates will be awarded for each car class. The cer-

dampener assembly (later carbs) into position in the end of the air valve guide rod. Next, clean up the oil expelled from the vent in the top of the carb because you over filled the valve guide.

The final step is to install new filters in the air filter housing and mount the housing to the carb after placing gaskets between the cleaner housing and the carb. I usually affix the gaskets to the air cleaner housing using a small amount of gasket cement to prevent them from falling out when the air filter housing is mounted.

The test drive

The best check of carb tuning is the test drive. The test drive should be such that the engine is at normal temperature for at least the last 10 minutes. During the test drive observe the following:

- Does the engine run pretty well and not misfire when cold without the choke knob pulled? If so, the mixture may be too rich.
- Test the hot engine under load in all gears between 1000 and 3000 RPM. If the engine misfires, then one or both the carbs may be too lean.
- If misfires occur, repeat test with choke knob pulled part way put. If it no longer misfires, then at least one or both of the carbs are very likely set too lean.
- Downshift and decelerate. If the engine backfires or pops under this condition, one of the carbs may be too lean. (An air leaks in the carb or manifold gaskets as well as a faulty bypass valve can also cause this condition.)

This concludes our tech session articles about carburetor rebuild. Thanks to Nelson Riedel for allowing us to use his articles and knowledge. I hope you have enjoyed this information, and found it useful. I'm looking for other tech session article ideas to include in future newsletters. Please call or write with your suggestions.

MEMBERSHIP

Marietta Coon — Minister of Membership

Total Reported Membership = 174 members

No new April members.

RMTC DONATION

This letter from the Catholic Charities of Colorado Springs, The Marion House, acknowledges and thanks the membership for our cash donation of \$208 and two dozen shirts. You'll recall that the Board voted to contribute all donations received at the January Banquet for the remaining VTR regalia to the Marion House. We owe Kevin St. James a warm thank you for making this donation in RMTC's name!



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Executive Director

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Colorado 80904-2445
Phone: 719.594.1111
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Phone: 719.594.1111

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1111 14th Street
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FAMILY LITERACY
FRANCE
1111 14th Street
Colorado Springs
80904
Phone: 719.594.1111

Family Literacy Center of
El Paso County, CO

April 15, 2002

Rocky Mountain Triumph Club
2165 Warrington Court
Colorado Springs, Colorado 80920

Dear Friend's,

Thank you for your most generous donation of the \$208.00 and 2 doz. shirts that you gave the Marian House Soup Kitchen in your name. Your continued support of our effort is greatly appreciated, and has been put to good use.

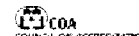
God Bless You.

Donations and volunteers make the Soup Kitchen the success it is in achieving its mission. Thank you for your part in that. We serve approximately 320 meals a day and 92% of our food is donated. In addition, many people take advantage of other services available including Drop-In, the S.E.T. Clinic, and an on site Information and Referral office.

Thank you again and please let me know if you have any comments or questions.

Sincerely,

Frank Crosson
Frank Crosson
General Manager
Marian House



As this letter may be used as a receipt for tax purposes, IRS regulations require that we state that we did not provide you with goods or services in consideration for this gift. Please retain this letter for your tax records.

"Providing services to people in need, advocating for justice, and calling on others of goodwill to do the same."



RECENT EVENTS

April 7th Gaggle Red Rocks Grill And Bandimere Speedway Tour By Kevin St. James

To start out Debbie and I had great weather for the drive up to Morrison from Colorado Springs. We were met at the Red Rocks Grill by Eric Conrad who brought along his father Ron and brother Craig, Bob Brown, Dave Farrell, Dave Fain, Neil McCready, Gordon and Shirley Kenney, Andy and Betty DeVisscher (it was fantastic to see Betty looking so good after being in the hospital so long), Terry Hughes, Marietta Coon, Marty Cohen, Mike and Alex Cline, Max Brewster, Dean Snepenger, his wife and daughter Amanda, Brad and Liz Reed, Scott Keller, and Tom and Lynne Deats. Charlie and Mary Bown drove their absolutely beautiful XKE Roadster. Charlie has been doing the project for about 2 years and you really have to see for yourself the fantastic job he did on the restoration. This was their maiden tour in it and we should see it along with Mary's Spitfire at the Spring Car Show. We all left the restaurant with full bellies after a great breakfast and headed out for the long drive to Bandimere Speedway (8/10ths of a mile).



Betty & Andy DeVisscher enjoy are welcome guests for breakfast.

We were met by Sandy; the gentlemen in charge of Public Relations for the Speedway. When we scheduled our tour, Bandimere had only scheduled our tour and the Porsche Club's autocross in the upper parking lot. We were really in for a treat. When we pulled in to the Speedway the racing parking and staging areas were packed with all kinds of dragsters. Bandimere had added a free test day for drag racers.

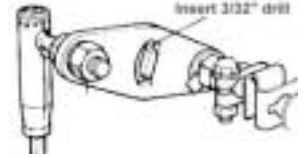
Sandy took us into a luxury suite where he gave us tremendous insight

(Continued from page 18)

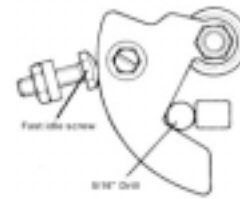
assembly has been removed from the top of the carb. The Allen wrench engages the mixture adjusting screw and is turned to raise or lower the metering needle. The end of the aluminum outer sleeve of the tool is inserted into the end or the air guide with the pin on the sleeve fitting into a slot on the air guide. The knurled knob is grasped firmly before any adjustments are made to prevent the air guide from turning with the mixture adjustment screw. Failure to do this may cause the air valve to turn and tear the diaphragm. The photo shows the tool in position.

Before the adjustments are made one must decide what do to do with the idle trimming screw. If one is comfortable with making the adjustments and then leaving everything alone the screw can be fully closed and forgotten about. If one needs to frequently lift the bonnet and tweak the carbs (possibly due to excess testosterone) then the screw should be set open by one turn. The screw can then be tweaked to satisfy ones primitive impulses.

Idle Speed Adjustment: Once the mixture has been set, both idle screws are turned in the same direction an equal amount as required to get the idle speed to about 850 RPM. The synchronization should be checked again to make sure it is equal and if not, it should be adjusted.. One bolt in the spring clip for each for each carb is then loosened and a 3/32-inch drill shank placed between the tongue and the slot of the inter-connection lever (see sketch). While holding the drill in position tighten the spring coupling bolts on both carbs and then remove the drill.



Next, pull out the choke knob and insert a 5/16-inch drill between the cam and stop on the cold start valve (see sketch) on one of carbs. The choke knob should be pushed back in enough so the cold start valve spring or the



stiff choke inner cable holds the drill in position. Next, slacken the nut on the fast idle screw and then adjust the screw such that it just barely touches the cam. Tighten the nut to secure the adjustment. Repeat the adjustment on the second carb. Start the engine, pull out the choke knob and verify the speed is 1100 to 1300 RPM. Make identical changes to both fast idle screws as necessary to bring the speed into the 1100 to 1300

RPM specification.

Fill the air valve guide rod to within 1/4 inch of the top with oil. I prefer SAE 20 3-IN-ONE electric motor oil sold in 8 oz cans. Motor oil is also satisfactory. Install the damper assemblies in the top cover and then raise the air valve with a finger to the maximum up position to force the thimble on the

the vacuum before proceeding. I connect the gauge to the port to the anti run-on valve on the later cars and the port to the brake servo on the earlier models. The hose to the brake servo is harder to get off and requires a reducer to match the gauge hose which is why I use the anti run-on valve port, if provided. The vacuum should read between 17 and 20 inches of mercury (Hg) and be pretty steady. If it is slightly lower, the timing may be retarded. If it's much lower, like 10 or less something is likely wrong with the valves.

Synchronization: After the idle has been successfully adjusted to about 900 RPM, slacken one of the spring coupling bolts to allow the carbs to work independently and then use the Unisyn to synchronize the two carbs. The Unisyn measures the airflow into the carb. It is placed over the air intake port as shown in the next photo. The little red plastic cup in the tube rises in proportion to the amount of air entering the carb. The disk should be adjusted such that the cup floats at the calibration mark halfway up the tube. The Unisyn is then moved to the other carb and the idle screw adjusted such that the cup is also at the 1/2 mark. Sometimes this process will have to be repeated several times to sync the carbs since adjusting one carb changes the engine speed which in turn changes the airflow through the other carb. The spring coupling screws are tightened after the carbs have been synced.



Mixture Adjustment: The mixture is tested by inserting a long thin screwdriver into the air intake and lifting the air valve as shown in the adjacent photo. The air valve should be lifted approximately 1/4 inch. If the mixture is correct the engine speed should be steady or increase slightly at near the 1/4 inch lift point. If the valve is lifted further, the engine should slow down and possibly stall. If the mixture is too rich, the engine speed will increase maybe 10% or more, and may not tend to slow down till the air valve is lifted much more than 1/4 inch, depending on the richness of the mixture. If the mixture is too lean, the engine speed will decrease and possibly stall. Before each test the throttle should be opened increasing the engine speed to about 2000 RPM for a few seconds to clear all fuel from cabs and manifold.



The mixture can be adjusted on the '70 and later carbs. The mixture is set using the mixture-adjusting tool that is inserted into the air valve guide rod after the damper

(Continued on page 19)



Charlie & Mary Bown, Marty Cohen, Bob Brown, and Brad & Liz Reed enjoy a fine breakfast before the Bandimere tour.

into the history of the Speedway. Decade's back, Mr. Bandimere owned an auto part's store and wanted a place where the high school kids could run their cars safely – so he bought the current property and with the help of friends built the drag strip. The current track is still owned and operated where it was originally built, and still by the Bandimere family. We watched in total comfort, as we over-looked the track in the luxury suite as they started their

test runs. A very nice late 60's El Camino left his drive shaft and differential at the start line. Most everyone else had good runs, the highlight of the day was when the Jet Car pulled up to the line. We were directly behind and above it in the tower. When the lady in charge of timing got up from her computer and headed to the back of the room that should have been a sign that we should have done the same thing. When it lit up it shook the entire building and had us getting away from the windows. It did its run at 1/2 throttle and still ran the quarter mile at 298 MPH. What a rush! It was the only Dragster that shook the windows and filled the room with jet fuel fumes. Each quarter mile run is about \$150 in jet fuel. Everyone that went had a great time.



The "Gaggle Group" listen to Sandy while watching / listening to dragsters practice. Mr. Cline watches as El Camino loses it's rear end.

Thanks again to Mike Cline for coming up with the idea and to Sandy for the great behind-the-starting-line look at the Speedway.

.....
Blast To The Past
April 14th, 2002
By Kevin St. James

This was really a fun event. We met at the Sonic Drive-In in Golden. There, we ate burgers, tater tots, malts, ..., all the good stuff. For the raffle, we had big boxes of Milk Duds, Dots, Junior Mints, and other as-

(RECENT EVENTS Continued from page 7)

sorted goodies. Members in attendance were Max and Linda Brewster-Spittfire, Kevin and Debbie St. James-Spittfire, Dave Fain-GT-6, Bob Resling-TR-3A, Tom and Lynne Deats-TR-3B, Our daughter and son-in-law Shannon and Greg Rash-modified nitro burning Honda Accord, and Tom and Lynne's daughter, son-in-law, and grand kids, Mike, Christy, Quentin, and Evyn Sweeny-a beautiful 1966 GTO convertible.



Max and Linda led us on a nice drive to the Cinderella Twin Drive-In where radio station KOOL 105 was hosting an "oldies night at the drive-in".



St. James' Spitfire, Sweeny's GTO, Deats' TR3B, Fain's GT-6, and Brewster's Spitfire set-up and ready for the movie.

There were street rods of every shape and size; we were the only British cars there. The weather was perfect and the sunset even better. They had the live band the KOOL KATS playing everything you could imagine from the 50's and 60's. We listened to the

band, ate hot buttered popcorn, walked and checked out the street rods, low riders, and muscle cars, and answered questions about our 300HP (huge puddles, not horsepower) Triumphs. It really was a blast to the past and those that didn't go really missed out on a great time. Tom Deats said with the cars and music it was like being back at the drive-in when he was in high school in the early 50's. The movies that showed were Jailhouse Rock with Elvis Presley and Dr. NO. Some of you have really missed out on some great club events, so get that Triumph out of storage and start driving it to club events, the grocery store, anywhere, just drive it. I guarantee you won't regret it! Thanks to Max and Linda Brewster for coming up with such a fun event and taking the time to see it through.



Tom and Lynne Deats & their guests: Mike, Christy, Quentin, and Evyn Sweeny

(Continued from page 16)

3. Verify the small vacuum hoses to the distributor and bypass valves (early carbs), etc. are connected.
4. Remove the dampers (don't add oil to the dampers yet).
5. Lift the air valves and verify that they move freely and return to the down position with an audible click.
6. Verify that the throttle shafts turn freely.

Next, start the engine and run it until it is hot. This may require some fiddling with the idle screws to keep it running. It might be a good idea to verify that the thermostat is operating properly by measuring the fluid in the top of the radiator. It should be in the 160° to 180° F range. The carbs can't be tuned properly if the temperature is well below this.

After the engine is hot, push the choke knob all the way in and make sure that the cold start valve is closed and the fast idle screw is not touching the cold start valve cam. If this is correct there should be a gap as shown in adjacent photo. Next, verify that the air valves are operating properly. Open the throttle and verify that the valves go up, and then come back down when the throttle is closed. If there is a problem here, refer to Part 2 in previous newsletters.



Next, adjust the idle screws for an engine speed of about 900 RPM. If it is impossible to reduce the engine idle speed to this level, then something is wrong that must be corrected before proceeding. Clearly, fuel is getting to the engine when the throttle plates should be closed preventing fuel from reaching the engine. First, examine the linkage to make sure nothing is holding the throttle partially open. Another possibility is that one or both the bypass valves are misadjusted or defective. Remove the bypass valves one at a time (slotted head screws) and cover the two holes in the body with duct/masking tape. If this fixes the problem, then examine, repair and adjust the valve for minimum sensitivity (see Part II). If covering the passages to the bypass valves doesn't fix the problem, then there is likely something preventing the throttle plates from closing. Pull the carbs and examine the shaft and throttle plate to make sure that the springs are holding the plates closed. Also, make sure the plate is aligned on the shaft properly such that it completely closes the carb opening. If the plate is misaligned, loosen the screws and work the throttle back and forth until the plate comes into alignment and then retighten the screws.

Manifold Vacuum: If one has a vacuum gauge, it's a good idea to measure

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 Carburettor Overhaul Part III – Reinstall, Tune and Troubleshoot

By Nelson Riedel, nriedel@nextek.net

The first two parts described removing, cleaning and disassembling the carbs and then the overhaul and reassembly. In this part we reinstall the carbs and then tune them. Some troubleshooting hints are at the very end.

Installing the carburetors

The installation of the carbs on the manifold is the reverse of the removal process described at the beginning. Make sure that a spacer with a gasket on each side is fitted between the carb and the manifold with the notches toward the front of the car as shown in the adjacent photo.



The carb throttle linkage, fuel lines, breathing hoses, vacuum hoses and choke cables must be connected. For the choke cable, I tighten the screw to the roughly correct position on the inner cable and then make the final adjustment (cold start valve closed with choke knob pushed in) by moving the outer cover in the clip (unfastened) at the top of the carb.

Tools

Two special tools are needed for work on carbs; a mixture-adjusting tool shown on the left of the photo and the Unisyn used to synchronize multiple carbs on the right of the photo. **Adjusting (Tuning) the Carbs:**



The carb adjustments are: Synchronization; Mixture; Idle speed; Bypass Valve; and Fast Idle speed. Before starting, the following should be done:

1. Verify all the emission breathing hoses are connected and oil filler cap is in place and fuel cap closed.
2. Verify the vacuum hose from the manifold is connected to the brake servo unit (been there, done that).

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.

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GENERAL MEETING NOTES

April 16, 2002 Meeting at Piccolo's *Submitted by Marty Cohen, Secretary*

Mike Cline called the meeting to order at 7:05 PM.

Gordon Kenney reported that Don Siegal of Siegal Oil would discuss car lubricants at the May General Meeting. There were two Triumphs in the parking lot.

In Bob Becwar's absence, Mike reported that we have money in the bank. Mike will review where we stand financially with Bob. Mike also spoke with the Minnesota Club on non-profit status.

Marty Cohen conducted the audit of the VTR 2000 books with Tom Deats. He reviewed the documentation supporting all payments to members of \$100 per transaction or greater and all payments to vendors and others of \$500 per transaction or greater. There were two minor items to be clarified. He is also reviewing all deposits. When this is done and the two minor expenditure items are clarified, he will issue the final audit report to the Board.

Debbie St. James spoke of the need for Car Show volunteers for judging, set-up and tear down. Cars must be in place by 9 am. Every entrant should receive an award. The May 5th Gaggle will either be toward Colorado Springs or Fort Collins. The following weekend, a Tech Session will be held at Gordon's house. A trip to Estes Park is being planned with lunch at the Hotel Stanley likely.

The Annual Roadside Cleanup is being scheduled. There are only two ladies signed up so far for the Ladies Run, which will take place in September or October.

Mike informed us that Bob's Coors contact for Car Show posters has left Coors. Mike will talk to Andrea about the artwork and he will arrange to have them printed gratis. Kevin will arrange for publicity in Colorado Springs. Mike will take care of Denver.

Mike is trying to arrange for a future speaker a Colorado resident who is racing an MG Lola at Lemans.

Marietta reported that we have 1 new member, bringing the current total to 174.

Eric Conrad needs May Newsletter submissions right away.

Kevin displayed new regalia items (ie. scarves, ditty bags, wine bottle coolers, watch caps, denim shirts and polo shirts) Allhavethe RMTC logo. Sales were brisk.

Dick Fritz, a member of the MG Car Club and an officer of the Old Car Council was our guest speaker. After discussing the 50th Glenwood Rallye, Dick described the OCC. The OCC meets monthly. Membership consists of 50 clubs encompassing antique cars, classic car and even motorcycles. The membership runs from Estes Park in the north to Canon City to the south. The OCC

www.mgcc.org. You can also contact the Chairmen Alan Magnuson, 303-400-8076, or Wade Tucker, 303-948-3924.

July 4th Sturgis Meet – Sturgis, South Dakota

The Trumpe's are hosting a gathering over Independence Day in Sturgis, South Dakota. Plan on beginning the drive from Colorado on either Wednesday, July 3rd or Thursday the 4th. Group will tour Wonderland cave and have a backyard social on the Friday the 5th. Saturday the group will tour to Needles Highway; Iron Mountain Road; Custer State Park; Keystone; Mt. Rushmore. Plan on heading home on Sunday, July 7th.

The meets have usually been informal with lots of optional touring opportunities and friendly people. Other opportunities can be viewing car collections; "talking shop"; cobra rides; John's work telephone number is

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

pants

Choice award. Awards will include a certificate with a picture of your Triumph! (Thanks to Gordon for his help on this). We expect the day to be beautiful, with opportunities for picnic lunches on the grass, under the trees. We will have regalia and club raffle tickets for sale as well. Come join your friends and the club at our annual club-sponsored show, and let's show Castle Rock what fun our cars can be.

Detailed directions are as follows: To join us, take I-25 to Castle Rock, exit 181 (Wolfensberger exit). If you are coming from the north, turn left on Wolfensberger, go over the highway, and follow the bend to the right. The road is now Wilcox Street. If you are coming from the south, get off at exit 181, and turn hard right (south) on Wilcox Street. Once on Wilcox, follow it to 4th Street, and turn right. The County Building is on your left, with the parking lot directly to the west of the building — you should see the orange cones blocking off the entrance from unsuspecting non-show-participants. You may contact Debbie St. James our Events Coordinator if you have any questions, or wish to judge or volunteer at the show, at 1-719-548-8761.

Tuesday, May 21st, 2002: General Meeting, (6:00 pm) Piccolo's Restaurant

The speaker for the May 21st monthly meeting will be Don Siegel. He is president and CEO of Siegel Oil Company, one of Denver's oldest automotive fluids management companies. Don addressed the club several years ago and is a good source of information about motor oils, gasoline's and detailing and care of automotive finishes. Come with your questions and learn more about taking care of your cars.

Sunday, June 2nd, 2002: Gaggle to Fort Collins, Ft. Collins, CO

We're going to be heading to the Northern part of the Front Range this month. Full details in the June edition of the Triumph Herald!

Friday, June 7th—Sunday June 9th, 2002: 50th Annual Rallye Glenwood Springs, Glenwood Springs, CO

Several RMTTC members plan on either working or rallying at this annual event. 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. It is the MG Car Club, Rocky Mountain Centre hosting this rallye. Their website is

was founded in 1965, initially to coordinate events and mall car shows. The OCC runs an annual Swap Meet, which takes place in early June. This year it will take place on June 1st and 2nd at Adams County Fair Grounds. A car show is held on the last day of the event. Clubs who provide members to work the Swap Meet share in the net profits of the event. A club will receive one share for every ten members of the club participating. Money going to the participating clubs is determined after deducting funds needed to pay the OCC Colorado State Legislature lobbyist.

Leo Boyle, the lobbyist, stays on top of proposed laws and regulations affecting the collector car hobby in Colorado. The OCC also coordinates with the Specialty Equipment Manufactures Association (SEMA) who lobbies the U.S. Congress. The Energy Bill Scrapage Program made no sense and was defeated in Congress. Accomplishments in Colorado include collector series license plates, exemption from continuing emission testing for cars with collector plates, exemption from high truck registration fees for collector trucks as long as these trucks are not used in commerce, legalization of collector military vehicles, and year of manufacture license plates for pre-war cars. The OCC is currently working to establish year of manufacture plate for post war cars.

Dick said that the OCC is an insurance policy to preserve

the car hobby The 50 member clubs have an average membership of 60. The organization income is \$6000 per year short of expenditures and needs 2000 more members to cover expenses. The lobbyist is paid \$15,000 per year for his services. The Swap Meet pays each participating club about \$120 for each 10 workers. Each club is entitled to 1 vote in the OCC, but benefits of OCC activities go to each car owners. Membership starts on January 1, but dues are prorated if a club joins during the year. As mentioned in prior newsletters, annual dues for each club are \$50 plus \$3 per member as of January 1.

Rod Tomkins suggested that we put the pros and cons of membership in newsletter. There was some discussion on whether the decision to join should be made by the Board or by membership vote. Mike said that the Board was elected to make this type of decision and was in a better position to weigh the alternatives and decide whether or not to join. He again asked for input from the members.

Mike adjourned the meeting at 8:47 PM.

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2002 PLANNED EVENTS

Sunday, May 5th, 2002: CRIPPLE CREEK OR BUST??, Cripple Creek, CO

Here we go driving fans, it's time to get the dust off our Triumph's and get the wheels rolling. You don't have any excuses not to get out and drive, the weather is great and so are the events. We will be taking a beautiful drive from Denver and Colorado Springs to Cripple Creek. Invite all your MG, Healey, Morris, Sunbeam, and Jag pals to come along and enjoy the day. We will meet in the parking lot across from the Red Rocks Grill at 8:45 a.m. and leave at 9:00 sharp. We will then head out and take County Road 8 South to Hwy 285 and then South on Hwy 285 to Pine Junction, at Pine Junction we will head Southwest on Hwy 126 down through Tiny Town and Buffalo Creek. We will take Hwy 67 out of Deckers and then straight into Woodland Park. In Woodland Park we will take Hwy 24 West into Divide where we will again take Hwy 67 South into Cripple Creek. This is a route we have taken in the past and it just gets better and better, it offers plenty of winding, curving roads through fantastic forests, rivers and awesome scenery.

Once we get to Cripple Creek everyone is on their own. We will officially stay approximately 2 hours and then head back. Cripple Creek is over flowing with Colorado History. You can travel straight down a 1,000 foot deep mining shaft, check out the antique stores, gamble, and eat. Stay longer or leave with the group when we head back. As this is going to press Debbie and I are working on gambling, parking, and food vouchers once we're in Cripple Creek. We'll see what we can come up with for everyone.

To get to the parking lot across from the Red Rocks Grill you will take C-470 either North or South to Morrison Road. Exit Morrison Road and head West, the Grill and parking are ¼ mile from C-470.

Now for you Colorado Springs members, this is where it gets tricky. Some of us lovers of scenery and winding roads will head North to meet the Morrison Group, we'll be meeting at the McDonalds on Hwy 83 and N. Academy at 7:15 and heading North at 7:30. Now for you sleepy heads, you can either meet up with us in Cripple Creek or in Woodland Park. We'll be getting into Woodland Park



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between 10:15 and 10:45, we'll pull in and wait a few minutes in the Wendy's parking lot on the east side of Hwy 24 and the Hwy 67 junction. Debbie and I will be heading out early so if you would like to lead the latter group up to Woodland Park please call Debbie or me (1-719-548-8761). We will also have our cell phone to help coordinate the day of the event (1-719-339-0644).

Monday, May 6th, 2002: Monthly Board Meeting, Piccolos Restaurant

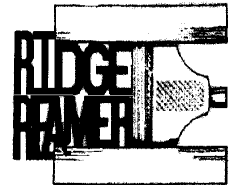
Saturday, May 11th, 2002: Spring Tune-up Tech Session:: Kenney's Home

The annual Spring Tune-Up session will be Saturday, May 11th at the Kenney house. Its your chance to check your car's compression, point setting, ignition timing, carburetor settings with the exhaust analyzer, ball joints, generator/alternator function, etc. and have fun doing it. Get some new parts and put in a new set of plugs and points, a new fuel filter and a new air filter. A grease gun will be available for YOUR use. Coffee, juice and donuts will be provided. It will run from 9 AM to noon then we will go for a short drive to a drive-in for lunch.

The Kenney's home is located in SE metro Denver. From the intersection of Arapahoe Road and Parker Road, go 3/4 mile East on Arapahoe Road, turn right on Buckley road and proceed South about 3/4 mile (the road turns to gravel). The house is on the East side of Buckley at the intersection of Buckley and Fremont. Call 303-766-7826 for information or directions.

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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 radius, antique shops, and much more. The Town officials and shop owners are excited about having their town over run with our Triumphs.

The show begins promptly at 9am, with car arrivals being from 7am until 9am.. Awards will include a judged show, by class, as well as a Partici-

(Planned Events continued on page 14)