

The Triumph Herald

October 2017

NEWSLETTER OF THE ROCKY MOUNTAIN TRIUMPH CLUB



Conclave Winners 2017

TR-2/3

1. Ben Deason '59 TR3A
2. Don Bell '59 TR3A
3. Les Stern '60 TR3A

TR-4/250

1. Bob Becwar '68 TR250
2. John Layman '62 TR4
3. Ned Avary '68 TR250

TR6

1. Jerry Johnson '73 TR6
2. Patrick Harcourt '72 TR6
3. Mark & Debbie Bosler '75 TR6

Spitfire/GT6

1. Sharon Robinson '69 Spitfire
2. Jean Riley '72 GT6
3. Rick Emmelhainz '78 Spitfire

TR 7/8

1. Bob & Janice Arnio '79 TR8
2. Ken Kalin '78 TR7
3. Brad Reed '81 TR7

TR Stag, Herald, 1800, Mayflower, other

1. Ben & Jean Dixon '64 Herald



34TH ANNUAL COLORADO CONCLAVE

SEVERAL RMTC'ERS MADE THE DRIVE, AND THE HUGHES BBQ AND THE SHOW-THANKS FOR A GREAT WEEKEND! CONGRATULATIONS TO TEAMS MALEWSKA AND JANIESCH FOR PLACING FIRST AND THIRD IN THE RIDE THE ROCKIES TOUR. A SPECIAL THANKS TO TERRY AND MARIETTA FOR THEIR HOSPITALITY!



TECHNICAL ADVISORS

TR2 & TR3 - Wally Gamble
wallygamble@comcast.net

TR4 & TR4A - Jim Elbe
(719) 338-2683 / jameselbe@aol.com

TR250 - Bob Becwar
(303) 279-3745

GT6 & TR6 - Andy DeVisscher
(303) 565-0031 / tr6dev@q.com

TR7 - Terry Hughes
(303) 810-1369

TR8 - Ken Kalin
(303) 255-1254

Spitfire - Bob Mott
(303) 690-8714 / (303) 748-5160

Electrical - Kevin Nadeau
(720) 308-0941 / knadean8374@gmail.com

General - Bob Klie
(970) 630-9512

Colorado Springs - Jim Elbe
(719) 338-2683 / jameselbe@aol.com

Musings from the Gavel

Time is flying and soon, if it hasn't already, the snow will too! For us lovers of our 'mature' Triumphs, the end of driving season is just around the corner. However, we have several drives scheduled for October so be sure to check the calendar for details. We have a really nice start on our slate of Officers for 2018. We will still take nominations at the October General Meeting - please give some thought to putting your name in the hat.

The 34th Annual Colorado English Motoring Conclave has come and gone. There is a list of the Triumph winners elsewhere in the newsletter. Congratulations to all of the winners. I've mentioned this before and I am again because it's important - Gary George, who chairs the Conclave Committee, is stepping down in 2 years. They are looking for British car lovers to work alongside Gary and the current committee for the next few years so that - in the words of Gary himself - "If you enjoy the Conclave and want to see it continue we need your help. Please join us on the committee so you can carry on when I/we can't." Conclave plays a big part in keeping the history of our cars alive. Give this some serious thought because I don't think any of us want Conclave to go away!

"Never drive faster than your Guardian Angel can fly."

Let the good times roll!

Debbie dbosler50@gmail.com



Board Meetings are held on the 1st Monday evening of each month at The New York Deli News, located at 7105 East Hampden Ave. in Denver. Dinner at 6pm, meeting begins at 7pm; all members are welcome.

OCTOBER BIRTHDAYS

Mike	Burkart	10/2
Mike	Cline	10/2
Brad	Reed	10/4
Bob	Grover	10/5
Brenda	Bayne	10/14
Jeff	Rose	10/15
Ray	Knaus	10/19
Warren	Cropp	10/21
Jeff	Otto	10/22
David	Bufalo	10/24
Terry	Hughes	10/24
Steve	Hart	10/25
Matthew	Mitchell	10/30



General Membership Meetings are held on the 3rd Tuesday of the month at Piccolo's restaurant. We begin gathering at 6pm for drinks and dinner and start the meeting at 7pm. We present a program and conclude around 8:30. Piccolo's is located at 3562 S. Monaco Parkway (one block east of I-25 and one block south of Hampden). In June and December, the meeting is held elsewhere as part another club event.

The Rocky Mountain Triumph Club LLC is devoted to the use, preservation and enjoyment of Triumph automobiles and is a chapter of the Vintage Triumph Register. Most members are from the Denver area and adjoining states. We promote "family" memberships, welcoming spouses and children to all club activities.

RMTC EVENTS CALENDAR

Interested in planning or hosting an event? Please contact the Events Coordinator to schedule. Just a quick reminder that once an event is planned, please have your event details submitted by the 20th of the month. Since the newsletter is distributed at the beginning of each month, some event details may need to be submitted one month earlier.

OCTOBER

2 BOARD MEETING

7 BMCNC Oil Spot Rally

8 BREAKFAST DRIVE hosted by the Kalin's

14 BISHOP'S CASTLE DRIVE hosted by the Kenney's

17 GENERAL MEETING

28 WINE TASTING – hosted by the Bosler's

NOVEMBER

6 BOARD MEETING

21 GENERAL MEETING

DECEMBER

4 BOARD MEETING

9 XMAS PARTY

BMCNC Oil Spot Rally SATURDAY, October 7th

BMCNC Black Jack Oil Spot Rally. Meet at the K-Mart parking lot in Loveland, Take Hwy 34 to intersection of Wilson and Eisenhower. Registration is 8:30 to 9:30.

Cost, \$22. Includes Breakfast munchies, coffee plus prize. Rally will end at a restaurant in Longmont. Rally includes a driving tour, "oil spot" judge and door prizes.

*Event hosted by BMCNC

For more info, contact, Bob Quinn at 724-674-8696

BREAKFAST DRIVE SUNDAY, October 8th

Kalin's breakfast, October 8th, 2017. Our address is: [10667 Steele St, Northglenn, CO](#). We will serve scrambled eggs, coffee and juice. Please bring a side dish to share. Starts @ 8:00 a.m. If the weather is nice, we will take a short drive afterwards. Thank you, Vicki

BISHOP'S CASTLE DRIVE

SATURDAY, October 14th

The castle that "Mr Bishop" has built over the last 30 years is a marvelous creation and each time we see it something new has been added. If you haven't been there before you will realize that it is one of the "Wonders of Colorado". It is open to the public to walk around the several floors, go up the stone spiral staircases and maybe even to venture out onto the narrow walkways outside the structure.

Meet at the Bosler's home at 1686 Marsh Hawk Circle in Castle Rock at 8:45 am on Saturday, October 14th (eat breakfast before you get there). We leave at 9:00 am and will go down Co 105 to Monument, then I-25 to Co Springs, CO 115 to Penrose, south past Florence, the prison and then south on 115 to the castle. It's 35 miles south of Penrose so it's about 100 miles from Castle Rock. Driving time should be about 2 hrs.

We visit the castle just by walking in (no admission charge) and exploring the whole structure as much as we want (take a camera) and our visit will take about 30 to 45 minutes. If we are lucky Mr. Bishop may be on site doing some work and there is a small gift shop which is usually open.

From the castle, we will go through Westcliffe, Texas Creek and to Canon City for lunch. Then back through Penrose and Colorado Springs to Denver and we should be back in Denver area by 3 pm. Some are planning on driving a non-Triumph to ease the day and to bring guests. Questions to Gordon Kenney at 303-766-7826, gkenney22@gmail.com.

WINE TASTING

SATURDAY, October 28th 5:30 -??

Once again, it's time to celebrate the grape harvest! The theme this year is 'bring your favorite wine.' If you are not a fan of fermented grape juice, feel free to bring the adult beverage of your choice. There will be a meat and cheese platter. Bring an appetizer if you wish. There might be a surprise guest who can tell us everything we want to know about wine! Come join us - we've had a pretty good time the past few years! RSVP to:

303-796-8170 or dbosler50@gmail.com

Mark and Debbie Bosler 1686 Marsh Hawk Circle
Castle Rock, CO 80109

RMTC DOES RIGHT FOR ROUNDUP RIVER RANCH



West side of Rabbit Ears Pass.



The iconic Rabbit Ears Motel in Steamboat (with an "iconic" TR)



Roundup River Ranch



Top of Independence Pass.
Glorious!

Thanks Rod Tomkins for these photos

“Driving for Kids” was a three-day drive held Sept. 23-25 as a fund raising program for the **”Roundup River Ranch”** near Yampa. It is affiliated with the “Serious Fun” camps started by Paul Newman. For the children with serious diseases this camp provides many of the classic camp activities but in a medically supported environment that they can attend at no cost. This was the second year for the Colorado event and was organized by Ross and Ann Robbins. It is fashioned after the English “British Reliability Run” with most of the cars meeting the criteria of “English cars of 20 or more years old” although there were exceptions.

This year there were 17 cars that made the drive. It started in Golden and went to Steamboat Springs via Hayden and then on Sunday took us south to tour the Ranch near Yampa and have lunch with the staff. Overnight in Glenwood Springs then Monday through Independence pass, lunch in Buena Vista and then home. Each “team” (car, driver and passenger) had a goal to raise at least \$500 for the ranch and we had raised over \$29,000 by the tour’s end. A special guest this year was automotive journalist Peter Egan, who with his wife Barbara drove the event in a borrowed Lotus Elan. He spoke at a dinner in Colorado Springs Monday evening which raised more money for the camp.

There were six Triumphs, five Lotus, a Morgan, a Westfield Seven, an Austin Healey, a Mini, a Rover 2000 and the group also included a Mustang, a Mini and a Miata. Ted (Ax and Allies) drove a sweeper truck with trailer that was welcome but never needed. The drives through North Park and over Independence Pass were beautiful.

Thanks to Gordon Kenney for sharing this article



More DFK photos submitted by Ralph Malewska

RMTC WELCOMES NEW MEMBERS:

Bill Gillespie

Steve Hawthorne TR250

RMTC P&L SEPTEMBER 2017

Income:

Ad in newspaper = \$9.41
50/50 Raffle = \$40.00
Membership = \$734.30

Total Income = \$783.71

Expenses:

Bank Charge = \$2.00
Conclave = \$112.37
Crutch Plaque Engraving \$ 27.19
General Meeting Cookies = \$21.97
New Member Celebration = \$109.66
Newsletter = \$38.10
Storage - 2nd Quarter = \$60.00
Supplies (file box) = 24.99

Total Expenses = \$396.28

Gain for the month = 387.43

Checking account monthly ending balance = \$7561.77

Premier Time Deposit Balance = \$11005.49

Proposed Change to RMTC, LLC Bylaws

The Board has voted to change the voting rules in our Club elections - basically back to the way they were written before 2016. This was presented at the July General Meeting. There was a question at the August General Meeting about the change that was presented in July and published in the August newsletter versus an extra phrase that was inadvertently in the July Board Meeting minutes. The vote was tabled and the change will be voted on at the October General Meeting.

Article III Membership Section 1 a

Current:

a. Active membership requires annual dues for each membership, the amount to be determined by the Board at any board meeting. Each membership shall be limited to one vote in any election, except for family members individually elected to Board positions (for Board votes only).

Change to:

a. Active membership requires annual dues for each membership, the amount to be determined by the Board at any board meeting. Each house membership is entitled up to two individual and separate votes.

***IMPORTANT** - We can have a brief discussion before we vote but I need to know if you want floor time so our meeting time can be managed. Thank you.

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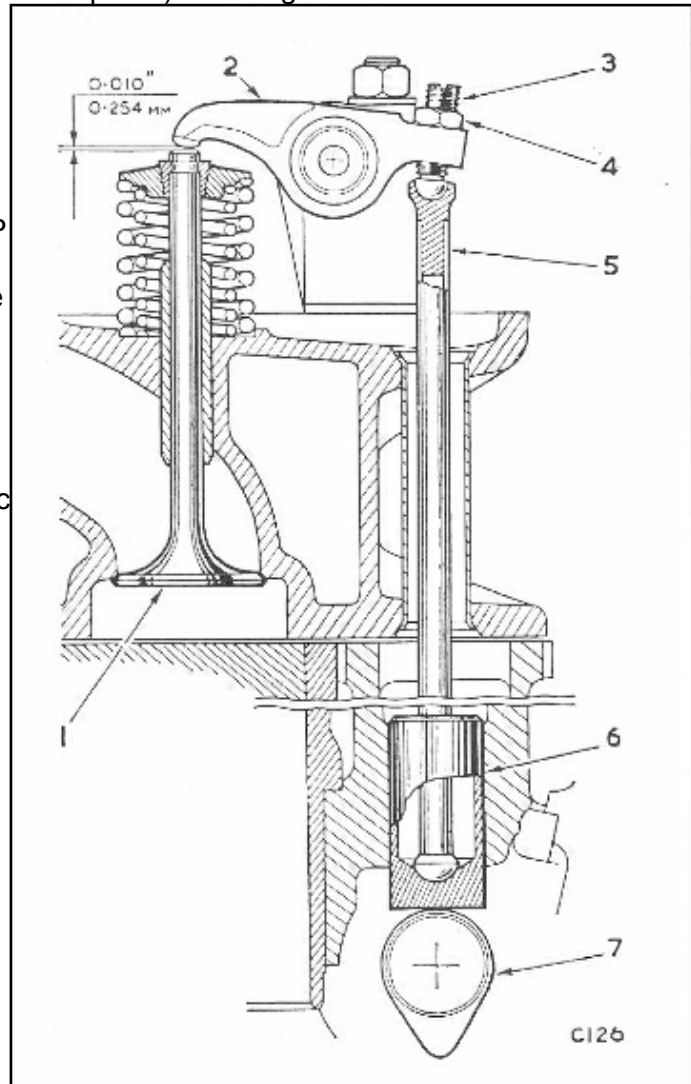


ZDDP Oil Additive

It's all over the automotive blogs, chat rooms, discussion groups, and print publications for the past few years. •The EPA has forced the reduction or elimination of ZDDP (Zinc Dialkyl-Dithio-Phosphate) from engine oil. •Are there consequences for owners of vintage autos, and our Triumphs in particular, or is this just the latest version of "the sky is falling"?

Motor oil is one of those HOT buttons that is always capable of starting a debate among car guys. •Most gear heads have a particular brand of oil that they feel is the best, and will debate the merits at length with anyone who doesn't concur with their opinion. •But this latest debate among vintage car folks over ZDDP is widespread and touches everyone addicted to motors designed more than 20 years ago. •You see, for most of the last century, the almost universal method to open and close engine valves was via flat tappets (solid or hydraulic lifters if you will), and the ZDDP additive was there to prevent or reduce wear between the lifters and the camshaft • (#6 and #7 respectively in the diagram to the right). •But ZDDP in the minute amounts of oil that will get burned and exit through the exhaust system will shorten the life of catalytic converters. •Thus the EPA mandate to eliminate ZDDP from engine oil, and the auto makers have responded by designing engines that utilize roller lifters or overhead camshafts, and have no need for the protection offered by ZDDP.

Motor oil has carried a performance rating from the American Petroleum Institute (API) since the days of horseless carriages. Pick up any quality motor oil at your local auto parts store, and you'll see the API logo on the bottle. •(I grew up with oil cans, and I'm still having trouble getting used to this oil bottle thing!) •Automobile oils have a two letter service designation, which always begins with the letter S: , and then works its way down the alphabet for the second letter. •Historically, the newest designations have always met the performance specifications of the previous ones, and so there was never an issue with using the latest technology motor oil in vintage autos, until now. •While ZDDP levels have been gradually reduced starting with SG oils in 1988, it is the latest SM designated oil with the nearly total elimination of ZDDP has raised the concerns of all vintage auto enthusiasts who fear the worst for their cams and lifters.



Now I have to admit that I was skeptical of all this doom and gloom talk at first. •Then as I've learned more about just what ZDDP is, and what it's supposed to do, I remembered some Triumph engine problems that have been discussed over the past few years. •The problems, which have been reported by several different individuals, concerns the rapid wear and almost total destruction of the camshaft and lifters in freshly overhauled engines. •Up to now, this problem has been blamed on reproduction lifters (tappets) which are too soft when tested on a Rockwell hardness tester. But now I'm starting to believe that this might have been the first appearance of a lubrication problem, and the new reproduction parts were the quickest and easiest place to lay the blame. •Since the benefits of ZDDP are especially important during the break-in period for camshafts and lifters, it makes sense to me that the excessive wear and destruction of parts will show up in recently overhauled engines well before we see it in higher mileage motors.

ZDDP Oil Additive, cont.

So now that I'm starting to believe that this ZDDP thing could be a real problem, what can we do about it? There have been a number of possible fixes suggested already, but deciding on the best one is going to fall back on personal taste, providing even more fodder for oily discussions among motor heads. • One quick solution that's been suggested is to use a diesel motor oil that contains enough ZDDP to fend off the premature cam & lifter wear. • But diesel motor oils carry completely different API ratings which begin with the letter C, and they also contain additive packs which were designed for the diesel's unique characteristics, and may not be totally appropriate for use in gasoline engines. • You also can't automatically assume that just *any* diesel oil contains enough ZDDP to provide adequate protection. • To me, this is almost as scary as running my Triumphs without the ZDDP additive, so personally I won't even consider this as an option.

In the wake of all the fears over potential engine damage, oil supplements containing ZDDP are going to start showing up in catalogs and store shelves in a big way. • Each will claim to have just what your car needs, and only time will tell if they solve the problem or amount to nothing more than modern day snake oil. • Without a performance rating system such as the API designations for oil, there is really no way to substantiate the claims of the manufacturers' marketing departments until your engine lives another 10,000 miles or so without self destructing. • I'm not willing to let my TR motor be the experimental test bed for these additives, but please be sure to let me know how it all works out in yours!

Another option is the specialty oils for classic and vintage cars that are starting to appear on the market. • All of these I've seen so far list ZDDP as an ingredient, but they all appear to be available only in multi-grade weights (viscosity) such as 10W-30 and 20W-50 so far. • While this is going to be fine in engines of the mid 1960's - 1980's, I haven't had the best luck using them in engines from earlier times when the factory recommendations were for single weight oils.

The fourth and final option, and the one that I've decided to pursue, is to find some single weight gasoline engine oil that still contains adequate levels of ZDDP and meets an earlier API rating than SM. • You're probably not going to walk into the nearest Auto Zone or Pep Boys and find this oil on the shelf, but it is still available if you do a little bit of digging. • You should also know that the days of buying your TR oil for under \$3.00 a quart are over, but the \$5 something it will cost is no different than buying the "cheap" oil and adding a \$10 supplement to it. • (Here's another one I'm having trouble with, because I can still remember selling oil for \$0.30 a quart, and that included the tax!)



I did a quick search on the NAPA auto parts web site (www.napaonline.com), and with a little luck I found that I could search the engine oils by API ratings, brand, or by weight. • You have to get pretty deep into the web site before this becomes available, so I'll give you a road map to find it. • From the NAPA home page, select browse PartsPRO SE Catalog. • Then every time you see Browse by Category, select the following options in this order; Chemicals & Car Care Products, Oil Grease & Lubricants, Motor Oil • 1Qt/1Liter Universal. • From there you'll be able to search for an appropriate vintage car motor oil, and read all of the specs associated with it.

I was delighted to find that for the straight 30W and 40W oils that I use in my Triumphs (and as recommended by the factory manuals), NAPA still carries SL, SJ, and SH oils in their own NAPA brand, as well as Pennzoil, Quaker State, and Valvoline. • You'll have to get the part numbers from the web site and then have your local NAPA store order a full case (12 qt) for you, but the peace of mind will more than make up for the small effort required to obtain it.

I've been a Valvoline guy for nearly 40 years now, so I was happy to find their VR1 racing oil with SL, SJ, SH ratings available from NAPA in both SAE30W and SAE40W, and I ordered a case of 30W. • When I picked it up from my local NAPA store, I was extremely happy to see ZDDP additive provides tough anti-wear protection on the outside of the case, and a similar statement on each bottle. • While this issue and the debate it has caused is far from over, I can rest easier knowing that a solution I'm comfortable with is still available, at least for now.

UPDATE: • The confusion on this topic continues and as predicted, the debate rages on. • While I did write this article based upon several published sources, more information has since surfaced which clouds the issue just a bit more. • A call to the Valvoline tech line shown on all of their oil bottles, and a discussion with a Valvoline engineer, revealed that the API designations do not necessarily tell the whole story on the ZDDP content of the oil. • Some SM oils will still contain *some* ZDDP, and some of the earlier designations may not contain enough to protect our early design engines. • So the bottom line is that you should use the API ratings as a starting point in your search, and then if the oil bottle does not specifically mention ZDDP and the protection it provides for camshafts and lifters, place a call to the tech line shown on most bottles and confirm that you are getting what you think you are!

FOR SALE / WANTED

Free for members; Non-member ads are \$5/month.

Go to ROCKYMOUNTAINTR.ORG for details

FOR SALE:

1974 Triumph Spitfire. I have owned the car since 1984. in the time since, a lot has been done. It was painted in 1985. In the last year, I completely replaced the brakes, everything new. New tires, new upholstery, battery, gas tank, Weber carburetor. Many new engine parts, including an electric fan and radiator plus, overdrive from a 1980. New clutch, starter and related parts. No rust on car. Has been in a garage most of the time. Steel top needs to be restored. Need to sell - \$6995.

(www.nadaguides.com/ClassicCars/1974/TriumphSpitfire).

Craig Secord cjsecord@mac.com



FOR SALE:

1960 Triumph TR-3. Complete. Partially apart, only light rust on rocker panels. Body work done on fenders, doors, trunk lid, tire access door and hood. Rims bead blasted and painted, four new B/W tires. Originally purchased in Florida, sat in Roseville California under tarp. Garaged for 26 years. Asking Price \$7200.00

Call Bob in Greeley, 970-518-5929

Email: hiddengig@yahoo.com

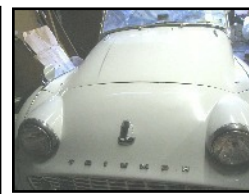
FOR SALE:

Triumph 1959 TR3A-20 Roadster TS53256LO garaged 20+ years, engine turns. Complete restoration, wire wheels, no rust, rear seat, upholstery perfect, top/boot/side curtains. Small ding left front fender. Located in Arvada, Co.

Asking \$13,500 or reasonable offer. Contact

cr.robert@hotmail.com or 303-467-0036 (leave message)

to view. MOVING SALE!!!!



FOR SALE:

1979 Triumph Spitfire. Custom built and truly unique! Created in the 90's by a gentleman in the Austin, TX area about the same time the Grassroots Motorsports Ro-Spit was being built. The builder was actually in contact with the magazine at the time and received much support from them. However, he chose to make his car a fast road machine, rather than a track car. This car has all the Spitfire features (mainly, good looks), plus a Mazda 12A rotary engine (somewhat hopped up with porting and alloy flywheel...est. 190 HP/ 150 MPH) with dual side draft Mikuni carb with stock Mazda electronic ignition, RX7 5-speed gearbox, heavy duty clutch, Mazda limited slip diff, Mazda rear disc brakes (yes, this car has four wheel disc brakes!). Further enhancements include four-wheel Koni coil over independent suspension, (the ridiculous Spitfire transverse leaf spring suspension has been replaced with dual trailing arms), and an RX8 stainless steel exhaust (still pretty loud...sounds like a Hayabusa motorcycle!). No emissions controls so it cannot be registered in any county requiring emissions testing. Located in Denver. Open to reasonable offers. Asking Price \$9250 Amit Sudan 415.609.5900 amit.sudan@gmail.com



FOR SALE:

1976 Triumph Spitfire 1500, 61,000 miles. I have worked on this car alot over the last 17 years, driven it very little. Less than 1000 miles on the following: Professionally rebuilt higher performance engine, 4 carb PRI setup, headers, monza exhaust, HD 3 row radiator, additional electric fan. Replaced brakes, master and slave cylinders, clutch, shocks, fuel tank, bushings, bearings, seals, tires, etc. Rebuilt differential, HD starter, HD rear spring, needs some TLC aesthetically. Original soft top, original pimento paint, body ok, minor dings & scratches, original upholstery & carpet, needs body seals. \$5500.

Tom, 970-216-4501. Grand Junction, CO.



FOR SALE:

These used items are for sale by RMTTC member David Bosh, you can contact David by email at keywestbosh@msn.com or by phone at 303-550-4420.



175 CD Stromberg carburetors. \$75.00 each

B1AF metering needles for Stromberg 175 CD carburetors for Sale. \$22.00 ea.

Goodparts air housing box for dual 175 CD Stromberg's (for TR250 & TR6). \$100.00

FOR SALE:

1965 Triumph TR4A convertible - black. Purchased by Skip Wilson in 1985 from South Mitsubishi in Englewood. Driven daily to and from work, around town, British Conclave, etc. until late 2014 when he could no longer drive it. It's been sitting in the garage since then. Current Mileage 102,358. Maintained for first 8 years at Scotland Yard - do not have those records. Since 1993 maintained by Fred Hodgson at Auto Wizards. I have complete records - some highlights - Engine Rebuilt 2001 at 93,458 miles. Transmission rebuilt in 2002. Battery replaced 2013. Top replaced 1999. Asking \$10,000 negotiable. This car was my husband's baby. He wanted to be sure that it would go to someone who would care for it. That's more important than just the money. In the spirit of full disclosure, I wanted to show you the damage on the driver's side of the car. Skip had an altercation with a horse trailer and lost. Thank you, Pauline Wilson.
 pauline266@comcast.net 303-745-7860

**NEW FOR SALE:**

1973 Triumph TR6 stripped body shell with almost NO RUST! This car was being built as a vintage racer, but the project was abandoned. We are working on getting the title, BUT THAT MAY NOT HAPPEN, so it is listed AS IS. Based on the original body #'s, this appears to be a 1973 shell, which is perfect for a restoration on a 1973-1976. Shell was media blasted a while ago, NOT fully primed, so what you see is what you get! It was put in storage shortly after. There is some LIGHT SURFACE RUST and OXIDATION, but no rust/rot thru! This body shell is in EXCELLENT condition.....there are a few PROFESSIONALLY DONE rust repair patches, looks like the passenger floor pan has been replaced, perhaps a few more but not apparent, and no apparent crash damage! The shell has a few modifications, but nothing on the body shell itself that can't be reversed back to stock. Unfortunately, the doors have been CUT OUT on the inside, and the top door glass channels welded closed, so they are race only. The hood obviously has louvers, but they are nicely done. There are a few factory "holes", i.e. the original fuel filler hole, that have had metal panels RIVETED in, so an easy fix back to stock. Three fenders are EXCELLENT, appear to be rust free! The left fender was never finished, and has a dent that was pounded out, but again, not finished. The trunk lid is EXCELLENT. It would cost you \$5000+++++ to have a rusty and/or damaged body shell to be PROPERLY restored to this condition!! This is a STEAL!!!! The car is currently bolted to the frame, but the frame is NOT INCLUDED WITH THE BODY. More pictures available, or call to set up an appointment to see it!! Body shell is located in ARVADA. \$1500. Call or text TJ at 269-598-5836 or call M-F 9am-5PM 720-542-3762.

**NEW FOR SALE:**

1974 Spit. I am willing to give away. Comes with California title. Looks pretty complete except for interior. The engine fires. Can be towed if flat tire fixed or put on trailer.
 Chuck at 303-523-9458



NOMINEES FOR 2018 BOARD - PRELIMINARY

PRIME MINISTER
Terry Hughes

VICE PRIME MINISTER
**Liz Reed, Mark Bosler (Mark did
 present a letter declining the
 nomination)**

NEWSLETTER
David Durstine

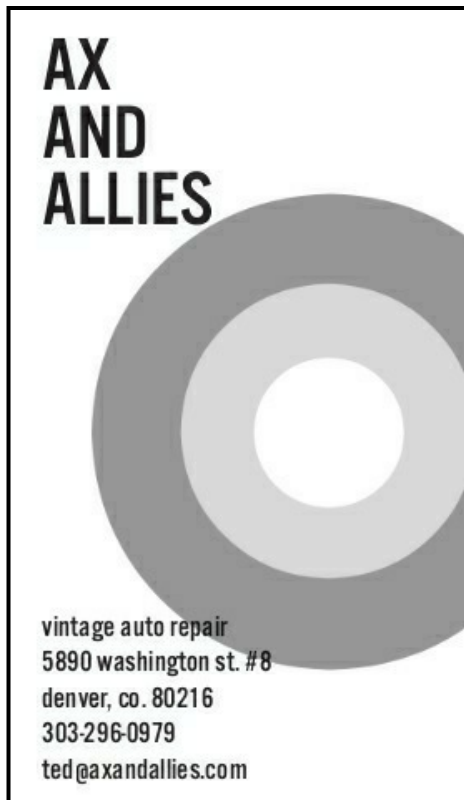
MEMBERSHIP
Kitty Janiesch

EVENTS COORDINATOR
Andrew Janiesch

TREASURER
Marla Otto, Brad Reed

MINISTER OF LETTERS
Arlene Bosh

REGALIA
Dave Bosh



Joe Bailon, inventor of candy apple red and other paints, dies aged 94

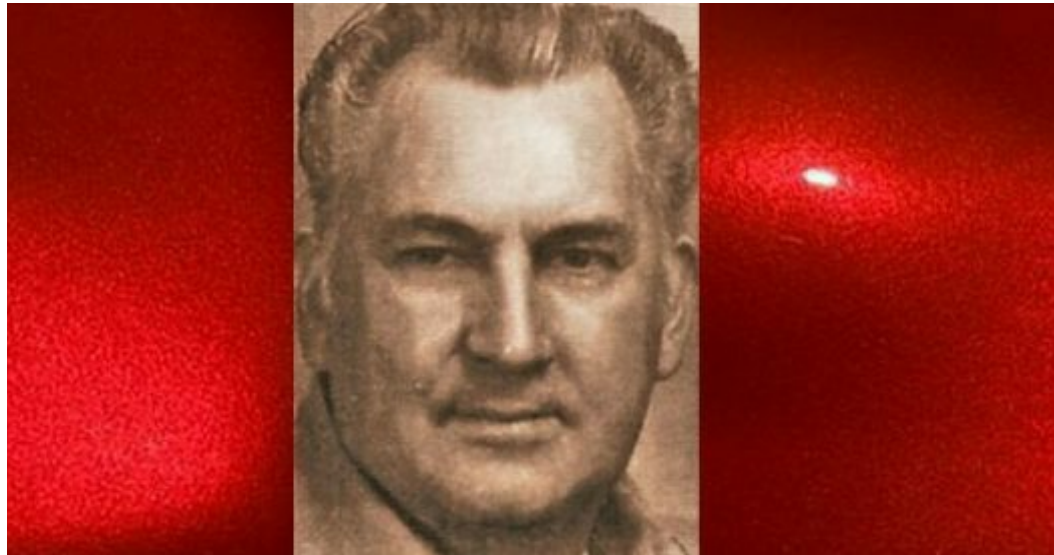


Photo from the Hemmings archives.

Reproduced from Hemmings Daily / Daniel Strohl on Sep 27th, 2017

Lay down a coat of gold first, then red atop that, then follow that with a clear coat with some red mixed into it and you get deep, delicious glowing paint known the world over as candy apple red. Sounds simple, but it took Joe Bailon, the customizer credited with inventing the process, who died this week at the age of 94, 10 years to perfect.

Bailon's eye for color and shape well predates candy apple red, of course. He applied scallops to the first car he had a hand in customizing a 1929 Ford Model A in 1937, and he experimented with adding silver and metal flake to paint at his first job as a car painter. Nor did the Bay Area sunsets or the orchards across from his childhood home play no small part in influencing his palette, but the inspiration for the technique came shortly after he returned from a stint in the Army during World War II.

According to an American Hot Rod Foundation profile of Bailon, he grew entranced at the color of tail lamps at night reflected in the rain-soaked streets. It was so pretty, he said. "I thought, wouldn't it be nice to see the whole car the color of that taillight?"

While he worked to perfect the color, he began to customize his own cars and eventually take on commissions for customers. His 1936 Ford not only got him the aforementioned job, according to Kustomrama, but also earned him a tidy profit that he then put toward a wrecked 1941 Chevrolet that he proceeded to radically alter, starting with a chromed dashboard filled with every gauge Stewart-Warner made at the time. That Chevrolet, which came to be known as Miss Elegance, earned Bailon a number of awards and recognition enough to move his customizing business from his garage to a dedicated shop in Hayward, California (where he customized, among other cars, bandleader Freddy Martin's Muntz Jet).

Around 1956, he finally perfected the candy paint process and proceeded to apply it to other colors beyond red. One of Bailon's most famous custom cars beyond Miss Elegance, the 1958 Candy Bird prominently featured the technique paired with Tommy the Greek's pin striping and gold highlights. As Kustomrama pointed out, Bailon capitalized on his invention by selling the paints and instructions to other customizing shops, but the shops would then continue using the technique without buying paints directly from Bailon.

Regardless, Bailon's status as the father of candy paints has never been disputed. In 1960, the National Roadster Show inducted Bailon alongside Robert E. Petersen, Wally Parks, and George Barris into the National Roadster Hall of Fame. Later in the Sixties, he followed Barris' lead and moved his shop to Southern California specifically to customize cars for Hollywood stars and for films; his work collaborating on the Pink Panther Mobile and the Barber Shop roadster took place during this period.

Bailon closed his Hollywood shop in 1984 to return to his roots. Rather than work on high-profile commissions for celebrities and studios, he returned to the radical customs of his youth. He also began a long-term re-creation of Miss Elegance, which he sold in the early Fifties (it was crushed in the Seventies).

According to Kustomrama, Bailon suffered a stroke on Saturday, leading to his death on Monday.

RMTC BOARD MEETING - MONDAY SEPTEMBER 11, 2017

Present: Debbie Bosler, Mark Bosler, Terry Hughes, Marla Otto, Eric Malewska, Kitty Janiesch, Andrew Janiesch, Arlene Bosh

Guests: Dave Bosh

Meeting was called to order at 7:02 P.M.

BOARD REPORTS

Terry – did not have anything

Marla – P & L information. Income was from membership. Gain was \$394.09. The time deposit matured on 9/5/2017. Rates are currently the following: 91 day .20 APR, 182 day .25 APR, 1 year .40 APR, and 2 year .80 APR. If no action taken, will reinvest at 182 day rate of .25. At maturity we can change to a different term. The thought was to leave at a 182 day rate. Motion made by Arlene and seconded by Terry to leave at 182 days.

Kitty – received 9 renewals from Marla. There has been an increase in the price for name tags. The price is the same for a magnet or for pins. Kitty also mentioned that the deposit of \$200.00 for the Christmas party is due November 9th to the Arbor house.

Andrew –brought up a lack of communication for events on who gets the events. The events page can indicate Whomever's event it is, but that member needs to get information to Andrew by the 20th of the month. The member who

is doing the event needs to do the write up for their event (date, time, etc.). The post event write up would follow the same guidelines. If a member is unsure, please contact Andrew or another board member.

Event procedures for publication:

Prior to the 16th of each month a write up due for activities.

After the 16th of the month, will be in current newsletter.

Write ups need to be sent to the Events Coordinator, currently Andrew or Newsletter person.

Eric – picked up nameplates for the crutch award. Mark Bosler has them.

Mark – mentioned that the price of postage stamps might up to .60. The new Board would need to address the newsletter mailings of which there are 60 being mailed out. Possibility of an increase in membership dues. Mark will provide an amount to produce and mail out a printed newsletter.

Deb – Board minutes need to be signed, since they are a legal document. We need to have a printed copy of the minutes with the signature of the Minister of Letters. Arlene has copies on her computer and will print them out and sign.

We discussed the discrepancy in the July meeting minutes and that resolution will follow these minutes in the October newsletter. Nominations for 2018 Board will be presented at the September General meeting and we will vote in November.

Meeting Adjourned at 8:45 P.M.

Respectfully Submitted,

Arlene Bosh
Minister of Letters

****CORRECTION TO BYLAWS in July Newsletter: Should have read: Each house membership is entitled to up to

RMTC SPONSORED EVENTS OCTOBER 2017

S	M	T	W	T	F	S
1	2 BOARD MTG	3	4	5	6	7 OIL SPOT RALLY
8 KALIN'S BK DRIVE	9	10	11	12	13	14 BISHOP CASTLE
15	16	17 GEN MTG	18	19	20	21
22	23	24	25	26	27	28 BOSLER WINE TASTING
29	30	31				

CCCC Corner

Collector Car Council of Colorado, Inc.

Dedicated to the preservation of automotive history

Please visit the CCCC website for contact information for the officers, the complete minutes from the July meeting and a listing of upcoming events and shows.

Legislative News - September Meeting

Legislative prospects: Leo Boyle discussed what might come up in the 2018 Colorado legislative session beginning in January. Issues most important to Coloradoans are transportation, education, and taxes but workable solutions are hard to come by. And usually expensive. Air quality, specifically ozone violations, may result in proposed regulations on vehicles as well as stationary sources. A question from the floor asked what can be done about out-of-state licensed vehicles being driven regularly (not by tourists) on Colorado highways. That appears to be a low priority for law enforcement.

www.collectorcouncil.com

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