

# The Triumph Herald

A Publication of The Rocky Mountain Triumph Club

[www.rockymountaintr.org](http://www.rockymountaintr.org)

## World War II Aviation Museum Trip

by Mark Bosler

On a clear fall morning, 8 beautiful Triumphs- accompanied by a Jag, a Mustang and a Mercedes- arrived at the Bosler's homestead for a drive to the WWII Aviation Museum in Colorado Springs. Deb & Mark had coffee and a few goodies to sustain us until our late lunch. After good conversation, we headed out for the drive to the museum. Mark had mapped out an easy, scenic route for us to drive.

We all arrived at the museum and checked in to start the tour. The docent that gave us our tour was very knowledgeable and personable. We got a great history lesson of WWII and beautiful aircraft to look at. The tour includes a visit to the WestPac Restoration hangar where aircraft can be restored or rebuilt from parts that WestPac can fabricate - many by hand. Mark had a huge grin on his face the whole time we were in the museum (and so did a few others).

After the tour, we headed to the Airplane Restaurant, which is a KC97 tanker that has a restaurant built around it. The restaurant is overflowing with WWII and military memorabilia. After a great lunch, we said our goodbyes and everyone headed home. It was a long day but well worth it!



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## A History of the TR3

by [vintagetriumphregister.org](http://vintagetriumphregister.org)



In 1952 the Type 20TS (often referred to as the TR1) is introduced at Earl's Court Motor Show. Built on a prewar Standard chassis and sporting a dual-carb version of the Standard Vanguard engine, this show car looked much like the TR2s and TR3s that later followed, although rear body styling was quite different, with a more rounded, traditional look featuring exposed spare tire.

Ken Richardson was soon hired by Standard-Triumph to oversee development of the car into what became the TR2. The car eventually gained its own purpose-built chassis frame, which incorporated front suspension originally developed for the Mayflower. The Vanguard engine (2088cc) was further developed into a reliable 90hp, under 2-liter (1991 cc) engine. The rear of the body was redone to provide a trunk and an enclosed space for the spare.

A prototype TR2 was run on a closed stretch Jabbeke highway by Ken Richardson

in spring 1953, achieving close to 125mph in "speed" trim and around 105mph in "street" trim.

The first "off-tools" TR2s were produced in summer 1953.

Various continual developments, changes and improvements to both body and mechanical specifications led to the TR3 model for 1956 and the TR3A version around 1958. Production of the TR3 largely ended by 1961, replaced by the mechanically similar (but with much more modern styling and comfort features) TR4. A small number (3,331?) of TR3Bs were built for the North American market in 1962, largely to TR3A specification, although most of these had the larger 2138cc engine and all had the all-synchro TR4 transmission.

Total TR2-3B production was something under 80,000 cars. Also, several other cars shared basic TR2-3 running gear, such as the Swallow Doretti, Peerless, Warwick, and the (Vignale) Italia. TR engines also

powered versions of the Morgan sports car.

Although the car was usually supplied as an open two-seater, an occasional rear seat and bolt-on steel hard top were available as extras.

The car was powered by a 1991 cc straight-4 OHV engine initially producing 95 bhp (71 kW; 96 PS), an increase of 5 hp over the TR2 thanks to the larger SU-H6 carburetors fitted. This was later increased to 100 bhp at 5000 rpm by the addition of a "high port" cylinder head and enlarged manifold. The four-speed manual gearbox could be supplemented by an overdrive unit on the top three ratios, electrically operated and controlled by a switch on the dash. In 1956 the front brakes were changed from drums to discs, the TR3 thus becoming the first series production car to be so fitted.

The suspension was by double A-arms, manganese bronze trunnion, coil springs



and tube shocks at the front, optional anti-roll bar, and with worm and peg steering. Unlike MGs of the same period, the steering mechanism and linkage had considerable play and friction, which increased with wear.

The rear was conventional leaf springs, with solid axle and lever arm dampers, except that the (box) frame rails were slung under the axle. The wheels were 15-inches in diameter and 4.5 inches wide (increased from 4 inches after the first few TR2s), with 48-spoke wire wheels optional. Wire wheels were usually painted, either body colour or Argent (silver), but matt chrome and bright chrome were also available. The front disc or drum brakes and rear drums had no servo assistance.

The TR3's weight was significantly more than the Morgan Plus Four and the 356 Porsches, but not much more than the MGA and MGB. All except the Morgan, which shared the same engine, were substantially less powerful.

Under most conditions the car was very responsive and forgiving, but it had a some handling vices. The chassis, which was shared by the TR2, TR3, TR3A and TR4 had limited wheel travel. As a result, on very hard cornering, the inside rear wheel would lift, causing sudden over-steer due to the increased load on the outside rear tyre. This was particularly true with increasingly common radial tyres; the original TR2/3/3A suspension was built with older, crossply tyre designs in mind. The wheel lifting was more sudden than that of other cars, because it was caused by coming to the end of the suspension travel while there was still load on the tyre, so the load on the other (outside) rear wheel was a discontinuous function of cornering load, rather than just changing slope.

The TR3 is a true roadster, designed for sunny weather but with removable rain protection. It has a convertible hood (US top) that snaps on and off and removable side curtains, allowing very low doors with padding for the driver's arm to rest on. There are holes in the floor, with rubber plugs, so that the originally supplied jack might be used from inside the car, as did the Jaguar XK120. The optional heater was poor and the shut-off valve was under the bonnet (US hood). A third person could get behind the seats, if absolutely necessary.



## The Standard 10

by [vintagetriumphregister.org](http://vintagetriumphregister.org)



Rather forgotten in the history of Triumphs in the United States is the Triumph 10, a car better known in most markets as the Standard 10, which, in turn, was an “upmarket” version of the Standard 8.

The Standard 8 was introduced in the latter part of 1953 as a replacement for the controversial Triumph Mayflower. The 8 was pretty much the first (and perhaps last) all-new car developed by the Standard-Triumph company. The “SC” (Small Car) project called for a unitized body carrying an all new engine, transmission and rear axle developed specifically for it. The first 8s were incredibly spartan: sliding windows in the doors, no external boot access (although the rear seatback did fold down), no grille and very little other brightwork. In less than a year, however, the Standard 10 was added to the line, adding back most of the equipment that probably should have been there from the start.

The 803cc engine developed for the Standard 8 is particularly significant to Triumph enthusiasts, although not certainly in its original form. Bore and stroke for the 803 were 58mm x 76mm, giving some 26 hp. If that stroke measurement looks familiar, however, that’s because

this engine was the basis for virtually all Triumph engines to follow (excepting the slant-4 and V8 engines). The Standard 10 used a 63mm bore (948cc) version of this engine. That same engine later powered the first Heralds, and in other enlarged, stroked and expanded forms, it became the engine for every Herald, Spitfire, Vitesse, GT6, 2000 and even TR5/6. Developments of the original Standard 8 gearbox and differential were used in many Triumphs virtually through the end of Triumph production.

Most of these cars did indeed feature a “Standard” badge. But by 1957 the success of the TR3 in the United States prompted an attempt to broaden Standard-Triumph’s market. With little more than a change of badging and a few lamps, the Standard 10 became the Triumph 10, sold not only as a four-door sedan but also as a four-door wagon with a “cargo-style” door at the rear. The last of the Triumph 10s in the United States featured somewhat revised styling, in the form of front sheetmetal and trim taken from the Standard Pennant. So far as I can determine, the rear styling of the home market Pennant was not adapted for the last of the Triumph 10s.

### TR10?

The car was never officially called the “TR10,” although many have referred to it as such over the years. In fact, Workshop Manuals, Spare Parts Catalogues and sales literature refer to the cars only as the Triumph Sedan or Triumph Estate Wagon. The only references to “10” are found on the car itself: on the Commission number plate (which refers to the Triumph 10HP), and on the front badge. The badge is very much like that of the small-mouth TR3, although the 10 badge is usually seen in the later blue-and-white color scheme, and “10” replaces the TR3,

with TRIUMPH across the bottom of the badge.

As with many other imports, 10s came to the United States, or at least left a U.S. dealer’s showroom, rather better equipped than their home market counterparts. Many cars were “duotoned” either with a light color from the side trim up and darker color below, or sometimes with a light color on bottom and dark color from the bottom of the windows up and over the roof. The Estate Wagons were often seen in yet another duotone version: lower body and roof were a color, and the area between the “beltline” and rain gutter was finished in white.

Interiors featured a choice of color with contrasting “flashes,” along with full carpeting. In both the Sedan and Estate Wagon, the rear seatback folded flat, giving a fairly long, flat loading area that proved quite useful in either body style. Wide whitewall tires were common, and it is likely that not too many cars were sold without the optional heater, at least in northern states. A radio, chrome wheel ring trims and windshield washer were other options. Although not mentioned in later sales literature, a semi-automatic transmission (TRIMATIC) was available. A button on the shift knob actuated the clutch.

Sales of the two models were not spectacular — production figures show only 9907 sedans and 7351 wagons built under the Triumph name — but the cars helped pave the way in the U.S. for their successor, the Herald. In fact, the two models sold side-by-side for a while in 1960. Surprisingly, though, the Estate Wagon version of the Herald was never officially marketed in the U.S., although the 10 Estate Wagon did reasonably well here. Apparently the TRIMATIC never made the transition to Herald at all.

## For Sale & Want Ads

### For Sale



Floor pans for TR4, TR4A, TR5, TR6 both right and left hand sides. These are the British Motor Heritage approved parts. They are sturdy steel floor pans made in the UK not the cheaply made China/India floor pans. I will sell both for \$500 and you don't have to pay any shipping costs (\$\$\$) from the UK. Contact Bud at [levilevi@comcast.net](mailto:levilevi@comcast.net) or call 303-941-5302

### For Sale

1964 Triumph Herald - It has a GT-6 engine, transmission and differential and all are in good shape. Body and interior are good, top is near new, runs great. Must sell too many cars in the driveway! \$2000 OBO Call 303-452-8806 (h) or 303-565-0031 (cell) Andy DeVisscher

### For Sale

TRIUMPH TR6 ORIGINAL PARTS: Boot cover (black vinyl) - \$25, Front bumper (1974+ could use re-chroming) - \$50, Front number plate mount - chrome (1974-76) - \$125, Leather wrapped steering wheel - \$40, Rear bumper bezel / number plate lighting plinth (chrome) - \$100, AMCO luggage rack (one of the bars is bent but can easily be pulled out - chrome is in OK condition) - \$80, Wheel trim (vanity) rings (x3) - \$10 each, Hub trim with TR6 center caps (silver x4) - \$10 each, Smiths Tachometer (late model) - \$25 TRIUMPH TR6 BRAND NEW UNUSED PARTS: Fuel pump assembly and gasket (MOPROD-SUPRA) - \$25, Oil pump - \$50, Flotec 13 row oil cooling radiator and installation kit with spin on filter adapter and stainless braided hoses (brand new from Moss Motors) - \$375 Contact Tim Lucas @ 720-883-4770

### For Free

Eric Conrad (RMTC member) built this frame to hold his car body while he did the chassis restoration portion of his total restoration. It's big enough to roll the chassis. He let me have it and I thought I'd pass it along to any RMTC member who could use it. It has rollers on the four corner posts and can be rolled around. It is 5 1/2 ft by 10 1/2 feet. It's free to the first tearing it down (8-10 bolts), hauling it away, person who wants it. I used it to store a project car for about 12 years



that I ended up selling. The frame is at my house in Lakewood. It also would be good as a really big shelf with some plywood on top and below) or you could use it to play beer pong too. Email: [levilevi@comcast.net](mailto:levilevi@comcast.net)

### For Sale

TR6 parts for sale: Tach & speedo, 2 doors with glass, trunk lid, 2 rear fenders. Need to get rid of stuff. [richjewett@earthlink.net](mailto:richjewett@earthlink.net) Call Rich Jewett @ #303-880-8726

### Wanted

Looking for a complete set (6) of early (black rimmed) TR6 gages in working order. Will trade for a great set of later chrome rimmed TR6 gauges. Please contact Patrick at [bespokeroadsters@yahoo.com](mailto:bespokeroadsters@yahoo.com) or call 303-525-1089.

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## Moto-Lita v Paul

by [www.macysgarage.com](http://www.macysgarage.com)

Installing a wood rimmed steering wheel is a quick and easy way to add a classic and elegant look to your car's interior. The wheel is that one part of the car that you will continually touch and caress as you guide your ride along the open road, and there's no doubt that a pleasurable drive will be greatly enhanced when you've got your fingers wrapped around a beautiful wooden steering wheel.

But wood rimmed steering wheels are expensive, and not always the highest quality. Unless a wood wheel was available from the factory when your car was new, the installation of a "universal" steering wheel and associated adaptors can be a difficult proposition that leaves you with less than satisfactory results.

Since I'm a Triumph Guy, I'll walk you through the options for installing a wood rimmed steering wheel on a Triumph TR2 or TR3, but this discussion could be applicable to most any classic automobile. For the British car guys, the most popular accessory steering wheel is the Moto-Lita. They're readily available from the usual sources, and a basic steering wheel lists for \$369.95. For that price, you get a steering wheel that's made of plywood on an assembly line in some third world factory. There's little apparent quality control and the clear finish will have some bumps (dirt specks) in it. You can also expect to feel the layers of the plywood as the wheel passes through your hands. What did he just say? That's right, for \$370 you should receive a much higher quality wheel than what you'll actually get. There is also a Tourist Trophy wheel available from Moss which sells for \$70 less, and these M-L knock-offs are of similar quality to the originals.

But wait, you're not done yet. The cost of the wheel doesn't get it on your car. These are universal wheels, and you still

need to purchase an adaptor to "make it fit". For the TR2-TR3 owner, just the most basic adaptor and horn button will cost you another \$119.95 (\$169.95 for an adjustable wheel). Now you're up to roughly \$490 (\$540 adjustable), and you'll have to wire up some sort of switch for the turn signals because the original control head is not going to work. If you wish to avoid the aggravation of engineering some way to retain working turn signals and a more serious problem that I'll mention below, then you'll have to pop for



The Moto-Lita

the more expensive adaptor (\$209.95), making your total investment in motoring bliss close to \$580. Too bad you didn't get the highest quality wheel for that much money!

Now all of your bits are here, and you head out to the garage to install your new piece. After another of those ½ hour jobs that ends up taking half the day (as you snake the wiring through a gummed up stator tube and remove/install the wheel a half dozen times to get it straight), it's time for that first joyous drive with your hands on that beautiful wooden wheel. But with the first turn of the wheel, you quickly realize that there's a big problem when you bang your knuckles on the dashboard capping!

That's right, unless you opted for the

more expensive adaptor for use with the stock control head, you've just lost most of the clearance between the wheel and the dash capping, and you'll scrape your fingers with every turn unless you are very careful and pay attention to how you hold the wheel. Yes indeed, you just lost 65% of the space you had to avoid rapping your knuckles on the dash! (Finger clearance is not an issue on TR4-6 cars, or if you retain the Triumph control head for a TR2 or TR3.)

How did this happen? The original TR2/3 wheels are basically flat (as is the new accessory wheel) but the original TR wheel has a long hub that spaces the steering wheel "out" away from the dash. Your \$120 adaptor (\$170 adjustable) does not include this needed space, but the \$210 adaptors do (at least for TR2/3). All the feelings of happiness you expected from caressing that beautiful wheel vanished the instant you smacked your knuckles on the capping! If your original wheel is dished any amount at all, new flat wheels will move even farther away from the driver and closer yet to the instrument panel. (Note: TRF does list a "dished" Moto-Lita wheel which will gain back most of the lost finger clearance, but you'll still have same quality issues as with the "flat" M-L wheels).

There's still one other thing to consider before you pick up the phone or log online and give your credit card number for a new accessory wheel. Your original wheel (TR2/3) was 16" in diameter, and the new ones are going to be either 14" or 15". As the diameter goes down, the effort required to turn the wheel will go up. Now I know that a smaller diameter steering wheel is sometimes necessary because as the hair on our heads turns gray (or disappears!) our stomachs tend to get bigger, but if you can still get under

## Moto-Lita v Paul *(continued)* by [www.macysgarage.com](http://www.macysgarage.com)

that large 16" wheel, your car will require less effort to steer than with a smaller wheel.

Now if you've stayed with me to this point, you're probably wondering how you might be able to improve on the quality, fit, and drivability issues I've brought up so far. (Sorry, I can't do anything about the high cost of wood steering wheels. All I can do is help you get a much better value for your money.) Well here's the solution, and it's only available on a very limited basis.

My neighbor Paul has an unusual hobby. He hand crafts wooden steering wheels, and they are truly things of beauty. He has been making wooden rimmed steering wheels since he was a teenager, but he maintains that it's only a hobby and his present output is only 8-10 wheels a year. Each wheel is built on an original hub and spokes (although he's made quite a few 'mid-year' Corvette teak wheels from scratch that are indistinguishable from originals), and you'll have your choice of hardwoods for the main rim and inlays. He made the TR3 wheel shown here in Teak and Walnut on a totally junk original wheel from one of my parts cars. Here is a beautiful wheel that I was going to throw in the trash, once thought to be way beyond hope. I'm glad I didn't toss it!

Paul guarantees each of his steering wheels for life, and he's only in his mid 50's, so hopefully he'll be around for a long time to honor his guarantee. To date, he's never had a warranty claim on one of his wheels, but if you ever scratch or gouge it, wreck the car and destroy it, or have it come apart on its own (not likely), send it back and it will be repaired at NO CHARGE. You'll never find a warranty like this with any new accessory wheel!

Wheels are built on original cores, so the turn signals will still work on TR2/3's that utilize a control head, and the original

spacing from the dash and finger clearances are retained. If you want one of Paul's exquisite steering wheels, you might have to send a core for it to be built on (we generally have TR2/3, TR4/4A, and TR6 cores in stock). This custom wood steering wheel service is not just for Triumphs, but any OEM wheel with exposed metal spokes. If you need some extra clearance from a smaller diameter wheel, that can be modified for you as well. If you're in a hurry, please do not order one of these wheels from us. Paul does not want to make a



business out of this, it's "Just a Hobby". Backlog is normally 3-4 months, but we do try to keep TR2/3 wheels and a TR4 wheel in stock for immediate shipment most of the time. Those of you who appreciate quality, and are patient enough to wait for it, will be rewarded with a beautiful 'one of a kind' hand crafted steering wheel that will be the envy of everyone with a car similar to yours.

Pricing? Just a little more than you'd spend for the lesser quality M-L wheel and adaptors. Prices for wheels made on your core in Paul's "standard" teak and walnut design start at just \$700. Exotic woods, woods that are harder to work with or reducing the rim diameter will add slightly to the cost. It would be best to call or e-mail me to discuss your options. You may re-

gret the purchase of a factory made wooden steering wheel, but you'll never be sorry that you opted for a quality hand built wheel from Paul and Macy's Garage. Your satisfaction is always guaranteed here!

Just a note for all you Concours Guys. Even you can put one of these wheels on your car, with minimal effect on your car's judged score. Speaking from my experience as a concours interior judge for TRA and VTR, the steering wheel and control head are worth 4 points (on a 400 point scale). If your original wheel is cracked you're going to lose 2 points for a quality issue (and covering it with a steering wheel cover doesn't fool me, I just make the 2 point deduction for the non-original wheel cover!). If you replace your wheel with a new accessory wheel, you'll probably lose all 4 points for originality, 2 for the wheel and 2 for the missing control head (unless you use the more expensive adaptor). If you use the original wheel, and have the rim re-made in wood, you'll lose 1 point (1/2 of the wheel) for non-originality (which results in a .25 deduction when the judging scores are converted to 100 at TRA). It's a small penalty to pay for such a beautiful enhancement to your car, so GO FOR IT! You won't be disappointed!



## 2014 Oil Spot Rallye, by the British Motoring Club of Northern Colorado *by Rodney Tomkins*

October 4 was one of those brilliant Colorado days. Blue skies, cool temps, no wind, perfect top down motoring. Which we did to Loveland for the Oil Spot Rallye, well organized by the British Motoring Club of Northern Colorado. My navigator, Bruce Jansen, and I enjoyed scenic tour of the hogback and the foothills from Loveland to Fort Collins with some challenging questions to answer. Some of the clues involved examining wonderful sculptures near the town of Masonville. One question was to provide an explanation for the population of Stout, the last few buildings of a small down at the very south end of Horsetooth Reservoir, see the accompanying poem for a wonderful bit of verse. I am proud to report my TR 6 won the coveted Oil Spot Trophy for The Most Artistic Oil Spot as demonstrated at the end of the Rallye, and my "poet laureate" navigator won for the best explanation, written in a moving TR 6, top down, bumpy roads, while continuing to search for answers to clues. No mean feat! Next year, let's make a point of a robust showing of RMTC members and cars and enjoy the hospitality of the BMCNC.



## RMTC 2014 Event Calendar

by Sharon Robinson

### November

- Sat 1<sup>ST</sup> Wine Tasting (Boslers)
- Mon 3<sup>RD</sup> Board Meeting
- Tue 18<sup>TH</sup> General Meeting  
Elections 2015
- TBD Coors Tour (Becwars)

### December

- Mon 1<sup>ST</sup> Board Meeting
- Sun 14<sup>TH</sup> Christmas Party  
Stonegate, Parker

### Wish to Add Your 2015 Event?

If you would like to add your event or have questions or ideas please contact us or call Sharon at 303.469.4574 or [thepickledbrit@gmail.com](mailto:thepickledbrit@gmail.com).





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#### Statements by Candidates for office

##### Prime Minister Candidates:

**David Bosh:** Vote for David Bosh as your 2015 RMTC Prime Minister in this upcoming election, representing our club! I feel that our club needs to be more of a social event for all our members to enjoy their cars, activities, events and the comradely of other members. My opposition Rod Tomkins also is a great candidate and will do his best to represent our club as well. A vote for either of us will be a vote for our membership and the RMTC.

**Rod Tomkins:** I accept the nomination for Prime Minister of the Rocky Mountain Triumph Club with humility and the thought I am ready to make a difference after being on the sidelines of the club for many years. I introduced, organized, and conducted the RMTC Highway Cleanup for the last dozen or so years. I have held the offices of Vice-Prime Minister and Events Coordinator in the past.

My personal qualifications include being an "on-task" person, well-organized

(but don't look at my desk too closely), forward looking, and positively minded. I will encourage greater membership participation in meetings, events, the newsletter, and the website. To accomplish all this I look forward to working collaboratively with RMTC Board members and the general membership to make the club, its meetings, activities, and events fun and rewarding. I appreciate your consideration and vote.

##### Membership Candidates:

**Janet Cline:** When I was approached last year to run for the RMTC Membership position, I accepted the nomination and was voted in. The first year is always quite a transition, but I muddled through and hopefully fulfilled the position to the Club's satisfaction. I am looking forward to another year of serving on the RMTC Board.

Being on the Board makes me feel like so much more a part of the group, and I really enjoy it. I would be grateful for the opportunity to continue to serve on the RMTC Board.

**Barbara McGuire:** The MEMBERSHIP OFFICE is an important part of the Rocky Mountain Triumph Club. We need to develop strategies on how to get more of the current members actively involved and to help recruit new members. Old Members and New Members exchanging new ideas will ensure that the Rocky Mountain Triumph Club will continue in the future".

## P & L Statement Sept

by Ralph Malewska

### INCOME

Membership Dues . . . . . \$277.08  
 CD-Interest . . . . . 41.69

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Total income. . . . . \$318.77

### EXPENSE

CO Sales Tax . . . . . \$10.00  
 Membership Events . . . . . 41.08  
 PO Box. . . . . 114.00

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Total Expense. . . . . \$165.08

September Profit . . . . . \$153.69

Checking Account Balance. . . . . \$4,600.65

## Wine Tasting

by Mark & Debbie Bosler

Once again, we will celebrate the Harvest Season with a Wine Tasting Party on Saturday, November 1st starting at 5:30pm. This year we are highlighting "DOWN UNDER" wines - bring a bottle of your favorite Australian or New Zealand wine. Of course, anything else that strikes your fancy is welcome!!

If you are not a fan of the grape, please feel free to bring the adult beverage of your choice. This will be a laid-back wine tasting - very relaxed! There will be appetizers and dessert. We have plenty of wine glasses and there will be soft drinks on hand. Bring an appetizer if you wish but it's not necessary. Come join us - we'd love to see everyone.

RSVP 303-796-8170 mbmb48@gmail.com dbosler50@gmail.com

Mark & Debbie Bosler  
 1686 Marsh Hawk Cir  
 Castle Rock, CO 80109



## November Birthdays

- 11/1 Paul Fallico
- 11/3 Marietta Hughes
- 11/3 Rhoda Wendelken
- 11/5 Mitchell Chapman
- 11/6 Valerie Emmelhainz
- 11/13 Andy DeVisscher
- 11/13 John Shary
- 11/16 LaVonne Peterson
- 11/17 Dave Firewick
- 11/19 Chase Wilcox
- 11/23 Pat Lenahan
- 11/23 Kevin St. James
- 11/25 Eric Malewska
- 11/29 Ken Houk
- 11/29 Kris Monday
- 11/30 Craig DeBow



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## **And Now for Something Completely Different**

If Our Dog Doesn't Like You We Probably Won't Either. ~ Any Dog Owner

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