



TRIUMPHS & TRIBULATIONS

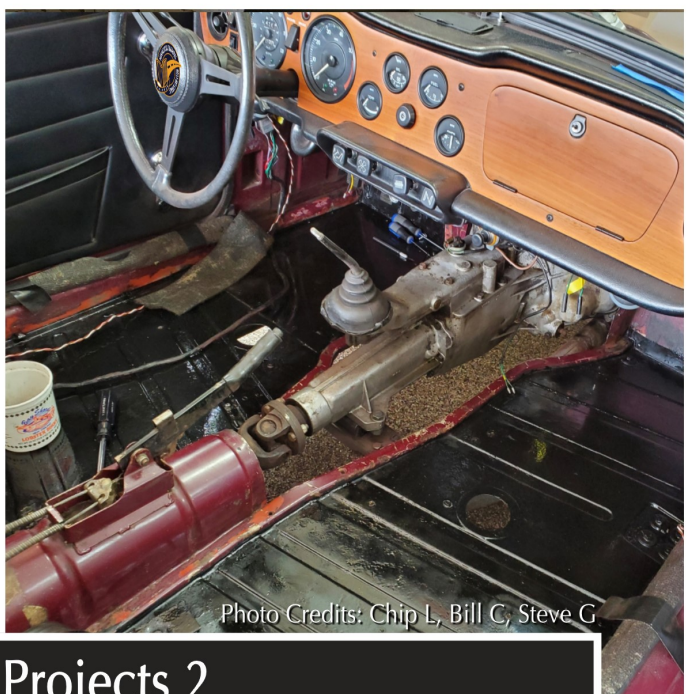


Photo Credits: Chip L, Bill C, Steve G

Members' Projects 2

Call for entries lured three more for this month. Driving season is just around the corner.

IN THIS ISSUE

	Page		Page
Prez Release	3	Member Project - S. Greenstein	12
Invitation to Travel & Tour	5	Member Project - Bill Connell	13
VTR 2021 Edmond, OK	6	Triumph Trader	14
Call for Tool Stories	7	Join Groups.IO	16
February Blues - Greg Thompson	8	Events	17
Member Project - Chip Lederer	10	Regalia / Website	18
		2021 MN Triumph Officers	19



About Minnesota Triumphs Car Club

Minnesota Triumphs formed in 1981 when a group of Triumph enthusiasts met for an afternoon of fun and conversation at Fort Snelling Park.

Since then, the club has grown to more than 150 members from throughout the Midwest.

Our activities include:

- Monthly meetings
- Social gatherings
- Tech sessions
- Road rallies
- Regional and national events

We welcome all Triumph enthusiasts, whether you own a concours winning showpiece, are restoring a diamond in the rough, are searching for just the right addition to your garage

or just appreciate the marque.

Together we can locate those hard-to-find parts and assist one another in keeping our vehicles on the road. But most of all, the club offers opportunities to explore some of the best roads in the region with others who enjoy the Triumph experience.

Monthly Meetings

Membership meetings are the **SECOND THURSDAY** of the month January through October. **We Our next meeting is March 11 at the Crooked Pint Ale House.** The address is 1734 Adolphus St., Maplewood, Mn 55117. It's the northwest corner of I-35E and Larpenteur Ave. For membership information visit our website at www.mntriumphs.org

Minnesota Triumphs is a charter member of the Vintage Triumph Register (VTR). For VTR Membership information visit www.vtr.org



PREZ RELEASE



Towards the end of January, the *mntriumphs.Groups.OI* website lit-up with conversation on two occasions. The first topic that ignited was focused on driveshaft balancing and its potential cause for vibration. Members experience with similar conditions flourished with potential causes, remedies and supporting service centers. Thank you to all who offered their guidance and insights. This is one of the reasons why the site was developed and will continue to evolve with your help. Please make sure you engage with the Groups IO site as you renew your membership. It will be your source for Club Events, Announcements and other discussions.

An innocent posting stating: "has anyone receiving an inordinate amount of spam email" resulted a great string of SPAM jocularly, trivia and personal experiences. We found out things about our members we probably would have never known. A visit to the SPAM Museum in Albert Lea was brought up. I killed the discussion by posting "Sounds Great! Who's stepping up and hosting the Tour." As Roger Kraemer, our past president, once referred to such silence; "You could hear crickets sing, it got so quite." From the historical discussion that was taking place about Spam I'd call it, "everyone ran for their foxhole".

John Myers worked 40 years at Hormel. He professes to know what's in SPAM (Spiced Ham). He has agreed to be our host for this historic and triumphant SPAM-A-LOT tour. The roads we take to get there may be lacking twisties, but, the summer farm fields will be gorgeous and fresh country air will make the top-down trip a success. A date is yet to be set.

I received the following note from a Club member on February 2nd; "started my TR3 yesterday to do some carburetor work. It peaked it's nose out of the garage and was scared by its shadow! I guess we are in for another six weeks of garage time." For those of us that have major restoration projects underway, this extra time is a blessing. This is unacceptable for members basking poolside in the sunbelt or having vitamin D deficiencies. Either way March ushers in a few more temperate days that may make it palatable for those with unheated garages to take inventory of the work that's needed to bring your car out of storage.

March 11, 2021 is **National Worship of Tools Day**, there's a day for everything. Check out www.nationaldaycalendar.com for specific details. The April newsletter will feature what you did on this day or what is the tool you couldn't live without. Take a picture and write a short story. Doesn't have to be anything fancy. Send it into the Newsletter Editors by March 20. Hopefully there will be a nice array of comments.

I'll make a pitch for Tech Sessions. Jeff Johnson is inviting members who need knowledge-based individuals to come treat their cars with love and respect. It's simple: contact Jeff and set a date, keep the task fairly simple (remove engine), identify any additional tools you may need, purchase the parts and your car will be miraculously improved. Everyone attending should learn something. If nothing else, you will learn another member's name and that Hamm's beer is not as good of a hand disinfectant as some members claim.

A Committee has been formed to organize a major **Birthday Event for the Club**. We have received verified information that the Club is both 40- and 45-years-old. It's a short/long story, but we are one of the oldest clubs in the country. As Bill Connell says "it gives the Club a reason to come together, social distance, learn something about the past and share the hope for the future." We are thinking about an outdoor picnic. Details will be forthcoming as the Event Committee becomes more active and visible. Please provide your assistance to Dick Leighninger when asked.

continued ---->

PREZ RELEASE - continued

A few highlights from the Events Calendar. The Annual Osseo Spring Kick-Off car show is set for May 22. Pat Holt is working to reserve a whole city block for about 15-20 Triumphs. Our Members' cars should be running well because they will have been tested during the Club's Spring Shake Down Tour on May 8th. Larry Berg's "Western Wisconsin & Motorcycle Museum Tour" is May 21-23. It looks to have 6-10 participants. The "Waumandee Time Trials" has 3-4 members already securing their spots. There are five members looking to head west for a "Discover America" circle tour following the Can/Mex Rallye in late September. Please check the calendar for updates. It changes weekly. Join in on the memories!

On March 11th the first in-person All-Club monthly meeting for the year will be held at the Crooked Pint in Maplewood, MN. Several important issues will be acted upon. Orrin McGill has been nominated for the position of Member-at-Large. A formal vote is in order by the membership. A quorum will be required. The Committee will vote on increasing the printed newsletter surcharge from \$10 to \$55 annually. Please note Club Dues remains at the \$25/\$26 for fiscal year 2021. We will formalize the process for approving the '20/'21 fiscal budget. Budget approval will take place at the April meeting.

As always social distancing and other necessary guidelines for ordering and payment will be strictly adhered to. The Crooked Pint staff is looking forward to making the evening special. Please follow their directions.

At -35 degrees, the frost went deep last week and the deer ticks froze; seeds are on their way for the spring planting; and maple syrup time is just around the corner. **Life is good when you keep looking down the road!**

Chip Lederer
President, MNTR

2021 New Membership Form

\$25 for a single membership + emailed newsletter \$26 for couple membership + emailed newsletter

\$35 for a single membership + mailed newsletter \$36 for couple membership + mailed newsletter

Mail to: Minnesota Triumphs, 3562 Buchanan St NE, Minneapolis, MN 55418

Name (as to appear on Name Tag)	
Partner (as to appear on Name Tag)	
Address	
City, State, Zip	
Day Phone/Cell Phone	
Home Phone	
E-mail address	
Car, Model/s	
Member of VTR	Yes No

AN INVITATION TO TRAVEL AND TOUR - Larry Berg

On **Friday May 21st**, a small group of Triumph & Motorcycle enthusiasts are on our way to the National Motorcycle Museum in Anamosa Iowa. Please join us. <https://nationalmcmuseum.org/>
This is a three-day trip that includes some of the best driving roads in Wisconsin.

Day one 286 Miles

The plan is to leave from the Machine Shed Restaurant in Woodbury and head to Black River Falls where we will get off the freeway and head south to travel through the Mindoro Cut.

<http://www.wisconsinhistoricalmarkers.com/2013/09/wr1-79.html>

Then on South to Potosi WI. And the Potosi Brewpub, National Brewery and Transportation Museum.

<https://www.potosibrewery.com/museums/>

On to Dubuque Iowa for the night.

Day Two 188 Miles

Anamosa and the National Motorcycle Museum is only 47 miles west of Dubuque. <https://nationalmcmuseum.org/>
After touring the museum, we will head back across country and up the river to spend the night in La Crosse.

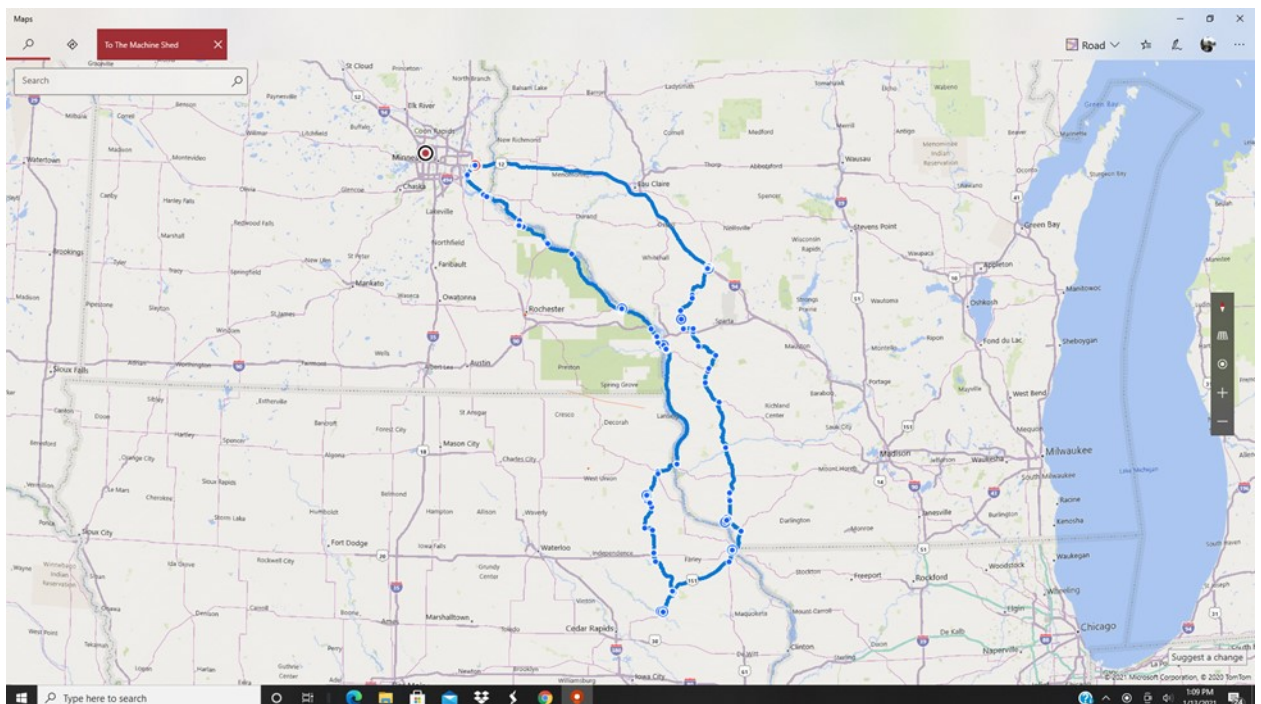
Day Three 134 Miles

From La Crosse we will head back up the river and home.

Total Mileage will be around 608 according to Google Maps.

If interested please contact me, Larry Berg, lsbergdtm@gmail.com (763) 228-0072

I will supply details for the trip, maps, hotel recommendations, etc.



Route 66 - The Mother Road

VTR NATIONAL CONVENTION
EDMOND, OKLA

2021



September 14 - 18, 2021

Hosted by: Oklahoma Vintage Triumph Register (COVTR)

Host Hotel: Hilton Garden Inn
2833 Conference Drive • Edmond, Oklahoma • 405-285-0900

SOLD OUT



www.VTR2021.com

- 1. Round Barn - Arcadia
- 2. Rock Cafe - Stroud
- 3. Fort El Reno
- 4. Rt.66 Museum, etc. etc.



YOUR TOOLS!

March 11 is National Worship of Tools Day

Send us a photo of the tool you can't live without and how you organize and care for these important possessions.

ALSO:

- What is the oldest tool you use or have owned the longest?
- What tool have you lost and miss the most?
- What tool do you always have in your TR?
- Is there a tool you've acquired and been surprised at how much you use it?
- What tools are worth paying extra for?

<<https://nationaldaycalendar.com/national-worship-of-tools-day-march-11/>>

Send 1-2 pics & a short write up to
<Newsletter@mtriumphs.org>
for the April newsletter.

February Blues

If I were to wish away any month it would be February! By now winter is wearing on me a little and I am ready for longer days and warm sunshine. It has been a rough month at our house for many reasons as I am sure for many of you as well but shop life still goes on. I feel as though little has happened on the car but I think I only missed a couple of days working on it. My goal of priming the tub came and went but more needed repairs were discovered as I went on. I have realized rust repair is like mice! If you see one there are 9 more hiding somewhere!

First up were the forward and rear deck sections. These two sections run from the door to the tail lights at the top of the fenders. The fenders bolt to these with the Stainless Steel bead trim trapped between.



The tops of these panels were not too bad but the fender mating surfaces were swiss cheese. The lip of the adjoining inner fender that it is spot welded to it was just as bad. I cut out and welded in 8-11 inch sections at a time staggering the joints in the repairs to make sure I would not lose the correct curve.



Another correction I decided to tackle was putting the small channel around the door opening to hold the door weatherstripping. The TR4 through TR4a had a 2 piece trim around the door that at the production of the TR250 was made into a single affair referred to as the fuzzy door seal. On many TR4's with rusty channels, they are ground off and replaced by the newer style but it doesn't seal at the door correctly and puts a nasty crease in the door panel.

(continued next page)



The next rust to extricate was the lower B-post. I am not a structural engineer but I think much of the rear body load is transferred through the B-post to the frame in that area. Both sides were totally removed by the rust worm and filled in with "structural bondo" after a piece of steel was pop rivetted in place to prevent the bondo from flowing into the rocker panel!



The first picture above is after I removed the filler from the hole. There are 5 panels that all come together here and are all spot welded together. Floor pan, inner rocker panel, b-post, rear inner fender, and rear wheel arch. This repair consisted of 6 separate pieces fabricated and welded.



By this time next month, I hope to be well into repair on the body panels. We will see what surprises they hold!

One of your editors,

Greg

Member Projects - Chip Lederer

I purchased my 1958 TR3, #34343 in 1985 for \$400. Many years of good intentions, parts buying and re-search has taken place since then. A vision had become clear that this car did not have the bones to be a classic restoration. I had fallen into the legion of follower of Roger Williams who authored *How to Improve Triumph TR2-4A*. My intention is to build a "fast road car." Dis-assembly and cataloguing started in October 2018 and progressed slowly. The fall of 2019 the focus was pretty intense as I burnt through 700 pounds of blasting material to clean up the frame. An 8-month hiatus occurred due to health issues and in July of 2020 I restarted a concerted effort with my new felt ambition.



After fixing a few frame locations that showed metal fatigue I reinforced the frame following specifications developed for the '58/'59 Triumph TR3 Works Car. This reinforcement resolves frame flex and stress issues inherent in the design. I then sent the frame off to be powder coated at Fusion Metals Products in New Richmond, WI. I was very pleased with the quality and they are extremely attentive to the hobbyist. Meanwhile the body continued to be restored at Chuck Koller's body shop. After major patching, panel repair, replacement of inner and outer sills and floors, the chassis was sent off to be media blasted at LNE in Harris, MN. I rented an enclosed trailer and hauled the chassis on the rotisserie. I would definitely take this approach again. It was expensive, not in my project budget, yet quick. They were thorough and cautious about panel warpage. Priming and additional repairs to obtain proper body panel gap and fitment was

Chuck's next focus. Jumping forward to the upcoming weeks; the body will get another coat of primer followed by blocking, which will be followed by the final primer coat and blocking procedures.

Selecting a paint color has been very difficult and time consuming for me. The car was originally red. I had several colors in mind ranging from Spa White, to black and several in-between. My wife and I kept coming back to a Bentley Speed Six green or a '58 Jaguar "dark" British Racing Green that was used only on racing C Types. This color is almost black in certain light situations. I could find the Glasurit codes but PPG or BSAF could not translate them into a current formulation. Working with National Coating & Supplies in Maplewood, I was able to obtain paint in three different shades. Chuck will shoot test panels with clear coat sometime in the next two weeks. Final selection will occur shortly after that.



Continued ----->

Member Projects - Chip Lederer - continued

There will be plenty of work to follow (carburation, electrical, interior, external engine, meticulous details) and then there is testing, retesting and shake down. I'm sure I'm missing something!! The key is that it's a great puzzle and when you're retired you need something to be passionate about. Thankfully I have a nice heated shop to go to work in. It's only a few steps from my back door. I'm hoping to at least drive my car on the street sometime this fall, if my ambition and will remain strong. I'm not saying it will be completely tested, reliable and roadworthy. Just on the street near my house. That's the best I can ask for with a car that has seen more than 26-year hiatus from the streets.



I'm currently working on the front suspension while cleaning, powder coating and rebuilding other subassemblies. I converted the standard steering to a Revington rack and pinion setup. Welding on the brackets requires a leap of faith that you have considered every detail. Their directions are very detailed. The suspension upgrades include Uncle Jacks' axles in an effort to reduce axle flex that results in brake fade when driving spiritedly. A Revington upper fulcrum assembly along with 3-degree trunnions are being installed to allow for both caster and camber improvements. It's a big experiment. While making these improvements it's necessary to consider radiator fitment and several other clearances. So, a lot of assembly and reassembly occurs.

Before the frame and chassis are reunited, I'd like to have the rear axle, all hydraulic and fuel piping, prop-shaft, transmission and engine installed. The rear axle and brakes have been upgraded to a 1961 Gurling rear-end which allowed for the installation of a Revington rear wheel disc brake assembly. The car's brakes will be converted to a dual circuit master assembly for greater reliability and performance. The TR6 non-overdrive transmission that is to be installed needs to be refreshed. The engine's lower end has been machined, balanced, line honed, magniflexed and assembled with 86mm jugs and pistons. Baxter Machine Shop in Eau Claire was great to work with. A Neuman fast road cam was selected. All the engine performance upgrades were reviewed for compatibility and reliability by Brian Howlett at BFE prior to purchase. The head is performance milled, reconditioned with oversize valves, seats, guides and is ready to be mated to the lower end. The cooling system is practically new and based around a Performance Rod and Custom aluminum radiator with electronic cooling fan. I'll be happy to see the body and frame reunited by the end of May. There's a lot to do before then.

Chip Lederer

Member Projects - Steve Greenstein

Greetings from SWFL: Since Stephanie and I have been here since Oct 2019 (due to Covid), I began to experience Triumph withdrawal and combined with a planned retirement at YE 2020 (hooray!), I decided to purchase another '6' as a project to keep me busy and for use when we winter here. So last July I acquired a 1970 Damsen with 73k miles from a local Triumph club member. Over 10 years of ownership, the PO did a fair amount of work on it; re-paint, new top, higher compression head, headers, gear reduction starter, higher amp alternator, new radiator, nylatron bushings, SPAX front shocks, Goodparts front/rear sway bars and adjustable TA brackets and an electric fan, but overall, the car was, as the British say, a bit unkempt.



I've spent a lot of time getting it back closer to OE spec, eliminating rattles, replacing missing parts, doing preventative work and improving its overall running and cosmetic condition. It came with two noticeable mechanical issues I've tackled:

The car had an annoying knock over bumps; traced it to a bad driver's side vertical link/ball joint connection (or lack of one)- the top hole in the vertical link had wallowed out and wouldn't hold the ball joint securely (it came apart without a fork/separator!). A used replacement vertical link solved the issue. "While in there", I replaced both leaking trunnions (had to order three pair from three vendors to get two that fit right, go figure), replaced all springs (1" lower) and the 50 yr. old spring pads, new tie rods, ball joints, rebuilt rear lever shocks and Goodparts rear shock links plus a good four-wheel alignment. Combined with a set of new 16" Konig Rewinds and 205/60 Goodyear tires, it rides and handles much better.



The stock 4 speed transmission shifts pretty well but has an annoying clunk when engaging the clutch in reverse due to broken clutch fork pin and also leaks profusely (topside selector shaft seals). Rather than spend a lot of \$ to fix what is still an old 4 speed, a J-type OD unit – completely rebuilt/sourced from Quantu-mechanics in CT. is on order. Fortunately, I have an experienced "Larry" down here who helps me on the bigger stuff like the tranny install. So much for a relaxing and restful retirement! Regards to everyone – look forward to seeing you all in May. Steve Greenstein

Member Projects - Bill Connell

Zinc plating hardware at home

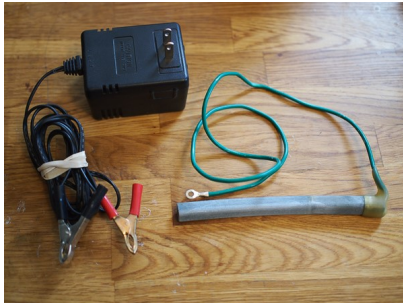
Our old cars have a lot of hardware that might be unique, hard to find, or just expensive to replace, and often those parts can be reused but maybe they don't look their best. With a simple electroplating setup you can zinc plate these parts at home for a fresh look and better rust protection.

Plating tools

- small power supply
- zinc anode (the style used in swamp coolers works well)
- small plastic bucket
- metal rod
- clips and wire brass brush

The best power supply is a small variable unit that can provide around 100-1200mA (I found one for \$45 on eBay), but you can also use a typical wall wart, producing around 300-500mA. You might already have one around from an old cell phone or other electronic gear.

If you're using a standard wall wart-style power supply, cut off the plug and put a large clip on each wire. Be sure you note which is positive (usually the wire marked with a stripe will be positive, plain one negative).



The plating solution is mostly water with a little vinegar and salt to make it conductive. You can add zinc sulfate powder to help speed things along, it's easily available online. Corn syrup is added to keep the crystal size small for a smoother plating finish.

Solution recipe

- 1.5 liters water
- 50ml vinegar
- 75 grams Epsom salts
- 50 grams zinc sulfate
- 2 Tbsp corn syrup

Prep parts by removing any rust and degreasing thoroughly. A pass with a wire wheel is sufficient for most things, but you can get as detailed as you like. The plating layer is very thin, so better the bare steel finish, the better the plated finish will be.

Get your setup ready with the solution mixed and a sink or bucket of rinse water nearby. I set a copper rod across the top of the bucket, with metal wires suspending the parts fully submerged and away from the anode.



Connect the positive side of the power supply to the anode and the negative side to the rod holding the parts. You should see small bubbles forming around the part within a minute or so.



The parts should get a dusty-looking blue-gray coating within a few minutes. When fully covered, remove the parts and brush them off, rinsing with water. Return the parts to the bath 2-3 more times for additional coating.

You can see the difference in these seat hinges I plated, the staining and rust is gone, and they have a nice uniform finish.



These shifter parts also cleaned up really well, and have a little more protection than they did originally.



Zinc isn't as durable as chrome, but it does give old parts a nice shine, and is really easy to do for small parts like these. You can find better tutorials and more info on finishes like yellow chromate that is common on car parts.

For Sale

I have many parts for all Triumphs. I have motors, frames, wheels and most other parts.

Email me at wmorris11134@yahoo.com or call me at 612-723-4602 or text. - Wayne Morris



For Sale

- Early small bubble HOOD for '61 or '62 TR4. Rare piece, with a few dents. (Pictures available) \$500 obo
 - Top bows for TR4. (Not for a TR4A) \$35
 - RH, Center, LH passenger compartment mouldings in polished aluminum for a TR4. Very good condition \$40
 - Late TR3A or TR3B HOOD late with raised hinges. In grey primer, underside in red paint. Not rusty or dented, in very good condition. \$250
 - Cylinder Head for a '75 TR6. (No rocker assembly or valve cover) \$40 obo
- Contact: steveshogren@yahoo.com or 651-454-2037

For Sale

For sale, excellent carbs, intake manifold, and air box for TR6. Carbs have been rebuilt and functioned perfectly before I changed to Mikuni carbs. Make me an offer.

Rick Morris morri033@umn.edu. (10/20)



For Sale

- 3.5 Rover V8 from a TR8, long block with 4 bbl intake and Holly 600 carb - \$400.00 / offer
 - Engine stand , almost new, \$60.00 / offer
 - 4 TR7 steel wheels with almost new tires set \$140.00 / offer
 - TR6, 4, 250 add on AC complete under dash unit, Manual included. \$275.00 / offer
 - Pair of new in the box SU 1 1/4 cards for spitfire \$550.00 / offer
 - Book - Spitfire Gold Portfolio Brooklands Book 180 page \$5.00
 - Book - Triumph Spitfire GT6 Guide to Originality by John Thomason 160 pages \$10.00
 - Book - TR3 original dealership parts book - really used but all there \$15.00
- Contact: Roger Kraemer 651-207-3920 call or text kraemer@q.com

For Sale

Rebuilt TR2-TR6 Transmission For Sale \$3,000

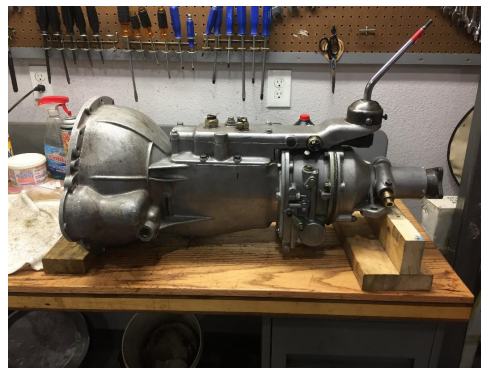
New Bearings, both roller and needle bearings Thrust washers, front and back, Front Seal Plunger, Shift Lever Spring. Shift Lever Ball Syncro Hub, New Premium Syncro Rings. Overdrive tested 418 - 425 lbs. pressure.

This transmission is from a TR4A but will fit all Triumphs, TR2-TR6.

Includes a drilled and pinned shaft for throwout bearing.

Call Patrick Holt 612-388-0505 or

email prholtmn@gmail.com



*If you want
stinkin' name badges...*

We now have a source.



1.25" X 3" white plastic.

Same as current badges • Engraved lettering is red • Printed logo is dark blue • Edges are red

\$10 each with pin or magnet back

Car(s) and year(s) optional

Order by email from

member Stephanie Greenstein

<stephanie.greenstein@gmail.com>

She'll deliver at the next meeting or you may order from her at any meeting.

**GOT
WINDOW CLING?**



If not...send me a self-addressed stamped envelope and I'll send you two of 'em. One for each Triumph you have or one for your daily driver or two for your TR or one for your front door or...
Compliments of your Minnesota Triumphs Sports Car Club.

Or you can pick 'em up at your next club event.

Terry Mackey
1961 East River Parkway
Minneapolis, MN 55414



Hey You!



Yeh You!

Have you joined the
new email list?

We're moving club emails to our new groups.io service, which will make it easier for everyone to keep in touch with club announcements and events. You can join the regular discussion list, or just be notified of important all-member updates, including the monthly emailed

<https://mnrtriumphs.groups.io>



Minnesota Triumphs Tech

Specialists

As a service to fellow members, club members with an expertise in a particular model of Triumph have volunteered to act as tech specialists for that model. They don't know everything but they do know a lot. So, if you have a question, give them a call.

TR2/3/3A/3B - Greg Gelhar greg@gelhar.com

TR4 - John Myers (507-633-2017)

TR4A - Larry Sanderson (507-775-6940)

TR250/TR6 - Orrin McGill (763-755-7765)

TR7 - Roger Kramer (651-207-3920)

TR8 - Roger Kramer (651-207-3920)

Spitfire - Bill Gingerich (612-850-4072)

GT6 - Pat McFarland (763-427-5612)

Stag - David Anderson (612-810-9740)

EVENTS CALENDAR

We're looking for more mid-summer events!

It looks like COVID restrictions may be easing by the summer, so think about a favorite antiques stop or day trip you like to take and let's make a club outing of it!

March

- 11 First club meeting for 2021 - Crooked Pint
- 13 Tech session - Bill Connell's - pulling a TR6 engine

April

- 8 Club Meeting
- 10 Tech Session - Matt Hunting's - to help with tuning the carburetors and adjusting the valve lifter clearances on his TR3A

May

- 8 Spring Shakedown Tour - Matt Hunting hosting
- 13 Club Meeting
- 14-16 - SVRA Vintage Festival Weekend at Road America
- 21 Tour to the National Motorcycle Museum in Anamosa Iowa - contact Larry Berg for details
- 22 Intermarque Spring Kickoff in Osseo

June

- 10 Club Meeting
- 10-12 Rendezvous 2021 - Lake of the Woods Vintage Sports Car club - Kenora, ON - Tentative for US Attendees
- 18-20 MSRA Back to the 50s, MN State Fairgrounds <https://msrabacktothe50s.com>

July

- 8 Club meeting
- 8-10 Iola Car Show, Iola WI
- 22-25 Kastner Cup - Portland International Raceway www.kaskastner.com/kastnercup.html

August

- TBD Spam museum tour, Jon Meier hosting
- 12 Club meeting
- 15-23 Canada to Mexico Rally <https://cana-mex.com/>, Joe Bisanz and Orrin McGill are planning to shadow part of the route, Contact them to join in the trip

September

- 3 or 4 (to be finalized) Drive-in night, River's Edge Drive In, Chip hosting
- 9 Club Meeting
- 10 Mississippi Mayhem vintage car and bike festival, LaCrosse Fairgrounds. Joe Bisanz and Orrin McGill are planning to go. <https://mississippimayhem.com>
- 11 Wheels & Wings, Osceola, WI
- 14 - 18 2021 VTR in Edmond, OK <https://www.triumphsokc.org/vtr2021>
- 17-19 - Ariens Art on Wheels Vintage Weekend, Road America
- 24-26 Waumandee Time Trials - Alma, WI

October

- TBD Fall color tour - Doug Birch, NW of the cities
- 14 Club Meeting

All club meetings are at the Crooked Pint in Maplewood unless noted otherwise

Please see the events page on MN Triumphs website for more information about our different events and a google calendar with the events for the year. <http://www.mntriumphs.org/events.shtm> Or scan the QR code to go to the website.



Every Saturday: Intermarque breakfast: currently meeting at Elsie's at 9am - 729 Marshall St. NE, Minneapolis, 55413 -

MINNESOTA TRIUMPHS SPORTS CAR CLUB REGALIA!!!

MANY DIFFERENT ITEMS ARE AVAILABLE INCLUDING:
T-SHIRTS * POLOS * HATS * HOODIES
SWEATSHIRTS * TUMBLERS

*WEARING CLUB REGALIA IS FUN & A GREAT WAY TO PROMOTE AWARENESS
ABOUT OUR CLUB & TRIUMPHS!*

Ordering is Easy...

1. Go to the Minnesota Triumphs Sports Car Web site
2. Click on 'REGALIA' under 'ABOUT'
3. Click on 'Click here to see the catalog and order items'
4. The link will take you to the Etsy site...select what you want & place your order!
Your order will be shipped directly to you



Questions? Contact: Glenn Anderson

Website - Bill Connell

The MN Triumphs club website is: <https://www.mntriumphs.org>

We've added a Drives and Tours page to the club website with some of our favorite driving routes and destinations. Send your routes to webmaster@mntriumphs.org to add them to the list!

A few members mentioned wanting more photos and pages about member cars, and we have an easy way to add those. If you want to have your car featured on the site, send the story about your car and a photo or two, and I'll add it. Or, just send a photo and it can be in the rotating photos on the home page.

Please email your car photos and stories webmaster@mntriumphs.org, or if you see anything missing, not working right, or if you have other ideas for new things to add.

Scan the QR code to go to the website:



The Minnesota Triumphs Club is dedicated to the preservation and enjoyment of the Triumph Marque. It was formed in 1981 and is a charter member of the Vintage Triumph Register. Correspondence can be sent to appropriate emails below.

Or Check our web site at: www.mntriumphs.org



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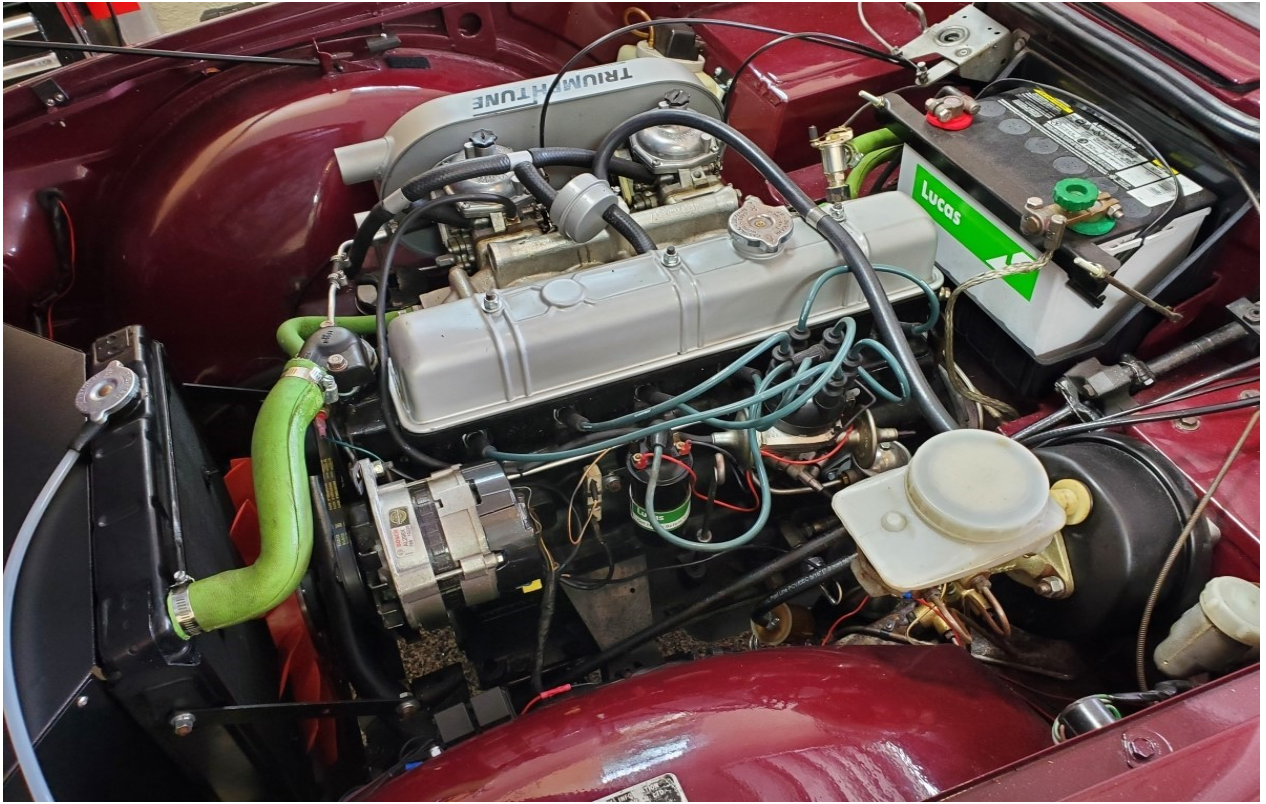
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