



# TRIUMPHS & TRIBULATIONS



Bill C



Glenn A



Greg T



Terry M



Chip L

**National Worship of Tools Day**  
March 11 was the celebrated day, here are some members' most revered devices.

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### 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 April 8 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](http://www.mntriumphs.org)**

**Minnesota Triumphs is a charter member of the Vintage Triumph Register (VTR). For VTR Membership information visit [www.vtr.org](http://www.vtr.org)**





## PREZ RELEASE

This month's news of the most lasting significance is my receiving the following letter from the National VTR President. It was delivered to my house at 2:30 Saturday March 20, 2021 via certified USPS courier.

Dear Mr. Lederer:

*Based on our records the average age of your membership has reached a number north of seventy years old which is above the maximum standard allowable age for clubs to remain in "Good Standing." Our concern at this point is that your members may not be able to operate their vehicles with the "youthful exuberance" required by the VTR bylaws. Your Club will need to rectify this situation by October 31, 2021 or your Club certification will expire.*

*This exclusionary requirement may be waived for **two years** by the VTR Board of Directors by increasing your Club's overall 2021 National VTR membership above 22 members **and** by having greater membership participation in the VTR National Convention 2021, "The Mother Road" in Edmond, OK. Early registration is required for this condition to be effective. You may also, and we encourage, the recruitment of younger members as an alternative. This should happen immediately.*

*In closing, we recognize the Minnesota Triumphs Sportscar Club has one of our largest memberships and is one of the oldest organizations in the VTR family. We look forward your response. Thank you for your immediate attention to this issue.*

Regards,  
VTR President

**Oh my:** and for the rest of the story..... .

April Fools

It's the day before the March Club Meeting and the only snow on the ground is deep in the woodlot or what is left of the eight-foot-high snow piles down by the barn. It's perfect weather to fire up the chainsaw and take the mind off of the work that needs to be completed on the TR3. I never imagined this kind of end to a winter that started on October 16<sup>th</sup> with a half a foot of snow. Three hours after starting this month's message the sky clouded over, the wind picked up, severe weather and tornado alerts were issued. Torrential rain was followed by lightning strikes and thunder. According to an old farmer's wife's tale it is believed that the first frost will be 6 months after the first thunderstorm. Be sure to enjoy every day you can between now and October 10<sup>th</sup> in your Triumph. Two members drove to the March meeting and are already enjoying the season. Nathan took the plunge and dropped the top for a refreshing yet cool drive.

Tools are something that we all live with. Be it a mechanic, carpenter, upholster, pipefitter, lab technician, weekend warrior, apprentice or certified professional. Our garages, sheds, shops, cars, boats, offices and tractors are gathering places for tools of our toils. They are purchased new, found on the ground, machined crudely to meet a special purpose and oftentimes cherished because they are passed down through generations or gifted by that special loved one. The ones you fashion yourself have their special place on the wall for display or are tucked honorably in the toolbox. March 11, 2021 was National Worship of Tools Day. Hopefully you took time to be grateful for those you have. I am sure there are those that give you comfort every time they are in your hand. Spend some time reading the stories your fellow members have shared in this month's newsletter.

There were 35 members in attendance at the March meeting. We met new members Ronald and Patty Johnson from Monticello, MN and Mark and Mary Kay Green from Mahtomedi, MN. I thank those who invited these new members to their tables and took the opportunity to get acquainted. Nathan informed us that prior to the meeting he had received membership dues from 41 individuals, of which four were new members. **If you haven't paid your dues, please do!!!** Our target is 140 members.

Continued ----->



## PREZ RELEASE - continued

Significant business activities included: Orrin McGill was nominated for the position of Member-at-Large, and formally approved. The newsletter surcharge increase (from \$10 to \$55 annually) was approved by a majority of the members in attendance. Only one dissenting vote was cast. All members will receive an E-mail copy of the newsletter as part of their base dues. Members who previously received printed newsletters will be contacted to confirm their preference. If needed, they will be asked to make any payment adjustments before the next printed newsletter is released.

Thank you for your understanding on this issue. Lenny Kukuza, Jeff Johnson and Jody and Jon Meier volunteered to help finalize the 2021 annual budget which will be presented to the Club Membership at the April meeting. A copy of the 2021 Budget and the April Meeting Agenda will be posted on the Groups IO site on/or-about April 2nd.

Other highlights of the Committee reports are:

Dick Leighninger is heading up the Team efforts for the 40/45 Club Anniversary Gala in July or August. The location search is currently on and a site will hopefully be identified by the next meeting. Suggestions are welcome. A lot of work still needs to be done.

Wade Peterson (Groups IO Administrator) needs to lead a discussion on how to access, use and also identify the untapped potential of our new communication site.

The VTR National Convention's -(September 14-18) primary hotel is sold out. Check the website for alternatives and details. Also contact Greg Thompson.

The Club Events calendar is filling up. May starts out with a Shake-down drive to New Prague and the Osseo Spring-Kick off Car Show. There is a fabulous selection of other activities throughout the month. A date of August 14 is suggested for the Spam-O-Lot Tour to Austin, MN.

Tech Sessions are filling up - April (TR3), May (67 Spitfire), June (79 Spitfire). Get your task in the queue by contacting Jeff Johnson. All are welcome to attend these hands-on learning sessions.

On Saturday March 15<sup>th</sup> we kicked-off the monthly Tech Sessions by pulling Bill Connell's TR6 engine block. Bill had all the hard work completed before the 12 members converged on his garage. Thankfully there was coffee and pastries to be consumed. Weather was gorgeous with temperatures in the 50-60 F range. Attendance was a mixture of the regular suspects and several new hands. At one point I heard an long-term member make the comment that "it was good to see the four young guys getting the work done." Daniel Silverman, Dan Booth, Nathan Arvold and Bill Connell (all having less than a four-year tenure in the Club) were hard at it and being mentored by Pat Holt, Steve Shogren and anyone else who wished to shed enlightenment on the situation. The Club's future will soon be in the hands of all these new young members. The Committees mission is to get and keep them engaged. Please recognize their efforts and provide encouragement.

The frost has left the driveway and it is no longer sloppy. The shop doors are wide open. The Club is open for business. Welcome spring.

Drive'em with "**Youthful Exuberance**"

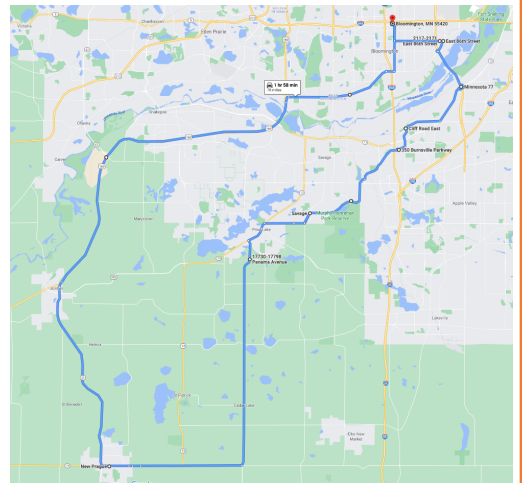
Chip Lederer  
President



## Spring Shakedown Tour to New Prague - May 8

### Hosted by Matt Huntting

Starting at the REI in Bloomington, and heading south through Burnsville/Savage/Prior Lake. It should take about an hour each way and will come up with a good spot to stop in New Prague in the middle. It may end up being a park depending on how things are opening up there. More details to follow!



## AN INVITATION TO TRAVEL AND TOUR - Larry Berg

On **Friday May 21<sup>st</sup>**, 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/wrl-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.

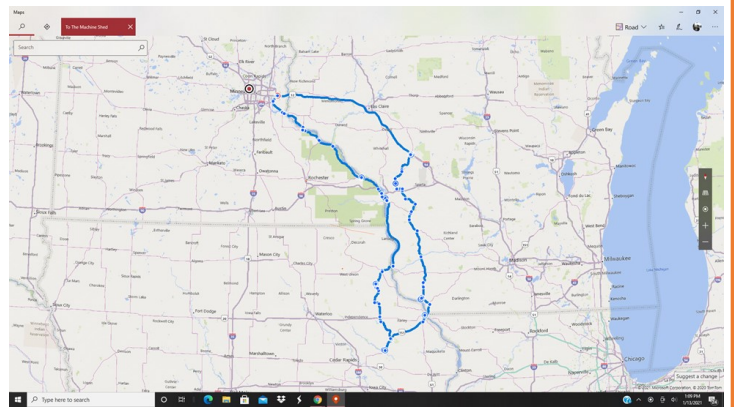
### Day Three 134 Miles

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](mailto: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](http://www.VTR2021.com)



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



**DOWNTOWN  
OSSEO, MN**

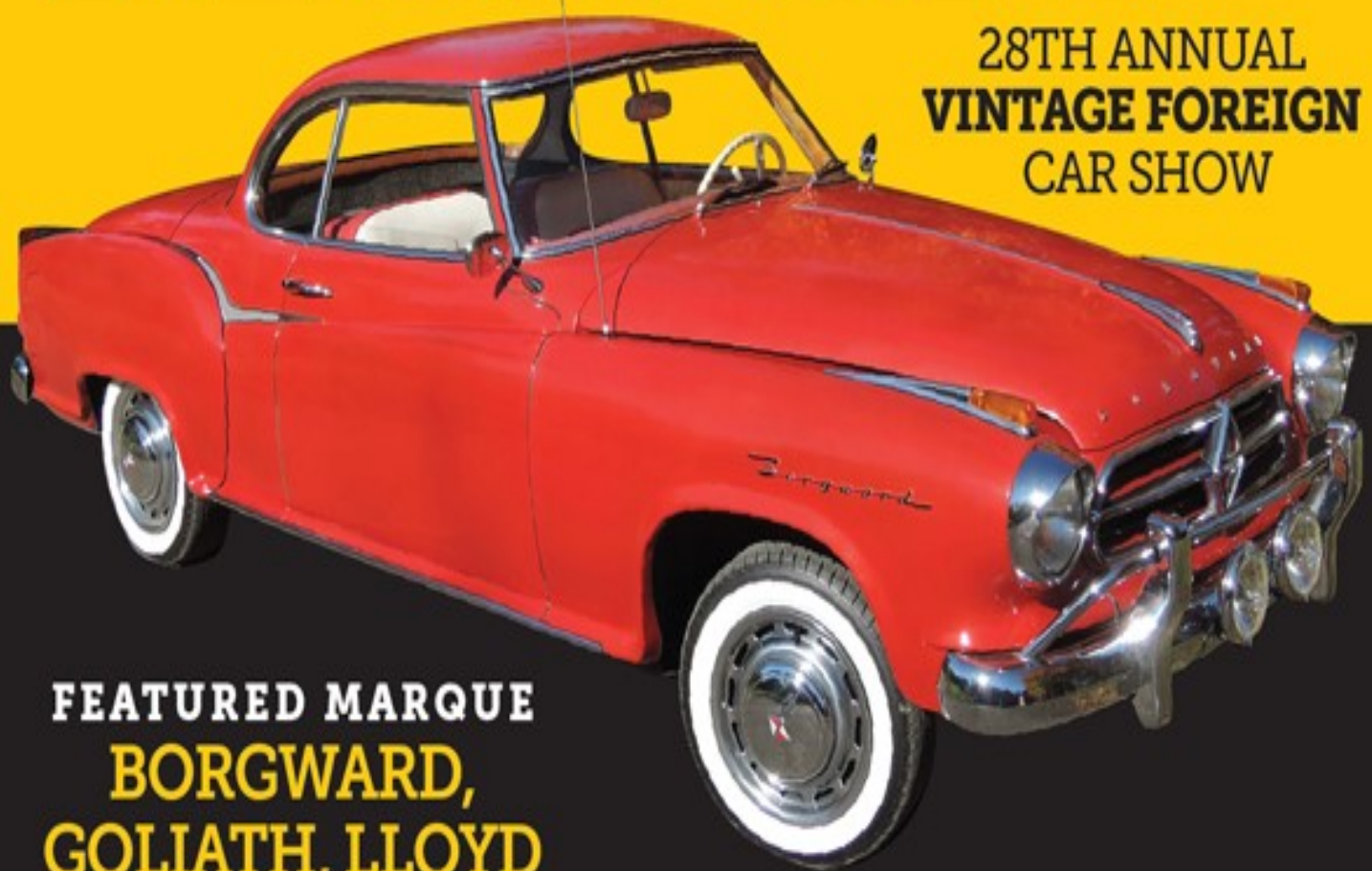
**InterMarque™**  
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RAIN OR SHINE**

# **SPRING KICK-OFF**

**MAY 22  
2021**

**28TH ANNUAL  
VINTAGE FOREIGN  
CAR SHOW**



**FEATURED MARQUE  
BORGWARD,  
GOLIATH, LLOYD**



## You Could Graph It

I am sure there is a name for the graph that would measure how much progress you are making on your TR project from week to week. I am also sure my junior year algebra teacher would have the math formula to put it on paper. For most it may look like an EKG going up and down at a frantic pace, others may have more plateaus in it but what is common for all is that most will hit a wall at some point in the life of a car project. I check out Barn-Finds.com most every day and it seems one of every five cars posted is a project started and not finished for a myriad of reasons. A short break may increase your excitement when you return to working on your car but a long break may not be good if it never ends.

I hit my first wall a couple of weeks ago. Metal work had been dragging on and seemed to never end. I pulled out the transmission and tore it down as a distraction and to get a list of parts to order for the rebuild. I have also decided to do a full on engine rebuild for the car so I don't have to pull it in a couple of years for a build. In doing so I started looking at cams and have had my head down that rabbit hole trying to decide what one to use.


All of this thinking made the bodywork less daunting so I am back at it. All panels have a coat of 2k epoxy and I started spreading filler last night to get things all straight. Hopefully progress will keep a good pace from here on out.

Until next month,

Greg



**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

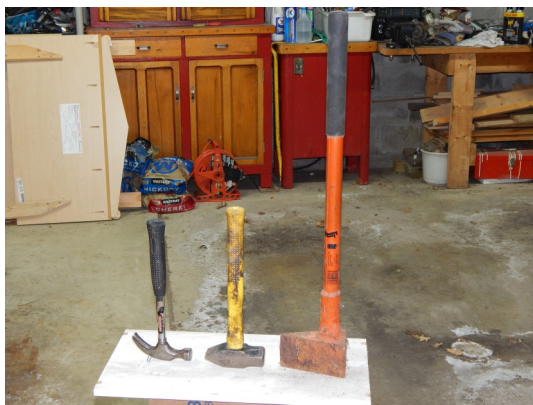
<https://mnrtriumphs.groups.io>

## Worship of Tools Day

### Bill Connell

Here's a picture of one of my favorite tools. It's a tap & die set, probably originally purchased to use on the family farm in Oregon. The lid of the wooden case is carved with my grandfather's name, and he wrote his name and PO box number on the inside, so maybe he used to lend it out to neighbors too.

I don't know a lot about the set or when it was bought, but everything is in great shape and still works really well. There are several more pieces than it originally had, with extra taps crammed in wherever they fit so the case will still close. I've used it many times to make or clean up threads on projects, including work on my Triumph.



### Glenn Anderson

I could never do without a good hammer, and sometimes you just need a bigger hammer. I've used both the hammer on the left and the one in the middle on my Triumph, but fortunately, I've never had to use the one on the right (yet?).

### Chip Lederer

I like clean and well prepared parts for my projects. This is a Harbor Freight 40 lb. floor Abrasives cabinet that I purchased for 100 on CL. If you view the You Tube video "8 Must Have Modifications" you end up with a significantly better performing system with great dust collection. Wouldn't be without it.



### Chip Lederer

I hate dirty oily parts! That's why I own Triumphs. Tried cleaning parts in plastic tubs and all the other cheap approaches. What a mess. Found this Safety Clean unit in Anoka for \$50. Everything works. The PSC1000 solvent is purchased at Tractor Supply. \$44.99 for five gallons. This stuff is not for the novice who doesn't wear rubber gloves. But there is nothing better and makes this cleaning tank a centerpiece of my shop activities. I'd give up some wrench's and a lot of other things before giving up this.

### Chip Lederer

Best seat in the shop. Ill never trade it. It's the reason I get nothing done!!!





## Worship of Tools Day

Terry Mackey

**ALTAR:** Usually a raised structure containing objects of worship and frequently adorned with a cross.



**STANDARD WORK CHEST:**  
The altar from which to worship those oh-so-holy tools. (Terry M.)

**TOOL:** A device or implement used to carry out a particular function.



**TITE-REACH® RATCHET EXTENDER:**  
Bought what appeared to be a very essential implement at the State Fair for probably \$5. It's for wrenching in those hard-to-get-to places. After 10 years, haven't found a use for it yet. (Terry M.)

**TOOL:** A device or implement used to carry out a particular function.



**AUTOMATIC OIL/FLUID CATCHER®:**  
Can't do without this important device. Functions 24/7. This one is from Moss, but any brand works well. (Terry M.)

Greg Thompson

The tool I use most often for other than its intended use is this glass installers tool. I picked it up at Back To The 50's years ago and it is not in the drawer very often, it's most often in use. It's great for lining up body panels or holes in interior panels with screws into the body. It gives greater range of motion with a twist of the wrist versus an awl.



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](mailto: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)



# March Meeting Pics

photos: Bill Connell, Chip Lederer, Dave Anderson





## Member Project - Mike Frazzell

### TR3A – Heater Removal, Repair, and Re-installation

This project was necessary because the blower motor was seized on my '59 TR3

Some of this information can be found in the original Triumph Shop Manual in the BODY section on pages 12-15

1. First disconnect the battery to avoid shorting wires under the dash
2. Drain the radiator to minimize coolant in the heater hoses
3. Close the heater valve (in the engine compartment)
4. Remove the nut from the stud above the battery in the engine compartment which is one of 3 which hold the heater bracket
5. Remove the glove box door to give better access to the heater
6. Remove the glove box itself
7. Remove the other 2 screws under the dash which hold the heater bracket to the dash support bracket (called panel stays in the manual). The heater is now "loose" except for
8. the 2 hoses, wires, and defroster tubes
9. Detach the defroster tubes from the heater (on the "elbow piece")
10. You will now need to remove the water hoses from the pipes on the firewall but first devise a way to plug those pipes off when you do so. I used short pieces of 1/2" ID tubing pushed over the pipe ends and then plugged with short pieces of dowel (see photos)
11. Now pull off the hoses and plug the pipes. Some anti freeze will drain out of the pipes so have rags or something to catch it
12. Disconnect the ground wire which comes from the heater
13. Disconnect the power feed wire from the heater switch on the dash
14. It is now necessary to remove the passenger side dash support bracket but first remove the "alloy elbow piece" (item 4 on exploded view) which will make the job easier. To remove it you must remove the small screw which holds it to the heater body and then wiggle it free to pull it off.

Continued ----->

Fan Motor



Fan Showing Brass Nut



Grungy but Not Leaking Core



Before Disassembled



Before Removal



Completely Disassembled



Out of Car



## Member Projects - Mike Frazzell (continued)

14. Now you are ready to pull the heater down past the wiring harness and under dash wires (with the hoses still on) but be very careful not to disturb any instrument panel wiring
15. Once you have the heater out of the car, you can disassemble and repair it as needed. I completely disassembled mine to get at the motor. It is fairly clear which screws must be removed to take it apart. The most difficult part is removing the 3 spring clips which clamp the entire assembly together. I used large clamps to relieve some of the pressure. You will need them even more to put the spring clips back on when you reassemble. Try not to damage the core while doing all of this
16. Before you can pull the motor out, you must remove the fan blade. It is held in by a brass nut which squeezes the blade to the motor shaft (see the photos) You must reach in with your fingers or pliers to loosen it.
17. My heater motor was damaged from some sort of water entry (hard to believe in a TR3) and a Starter/Alternator shop was able to repair it for lots less than a new motor would cost if you could find one
18. A radiator shop can flush and test your heater core although they might not be able to repair a leak because of difficult access to the inside of the circular core
19. After cleaning and repainting, I held the assembly together with the large clamps and put the spring clips back on
20. The motor wires go through a rubber grommet in the top plate and I added some silicone sealer to that spot to prevent future water entry at that point
21. Reattach and clamp the water hoses before installing the heater
22. When reinstalling the assembled heater, lift it and push the stud on the heater bracket up through the hole above the battery and attach it's nut. Take care not to squash the rubber drain hose which comes out of the "scuttle vent" above the heater
23. Remember to reinstall the alloy elbow piece into the heater as you reattach the dash support bracket with it's 2 screws
24. Now attach the heater to the dash support brackets with 1 screw on each side
25. Reattach the defroster tubes
26. Pull the plugs off and push the heater hoses back onto the firewall pipes, clamping them tightly of course
27. Reconnect the ground wire and power feed wire to the switch
28. When finished, open the heater valve, replace the coolant, and start the engine. Watch for leaks at the firewall hose connections under the dash. You may have to bleed air from the system by leaving the radiator cap off for a while
29. If all is well, after you heave a sigh of relief, enjoy the frightfully warm air coming from your heater as you motor to the nearest pub for a pint of warm ale.

Brass Clamping Nut



Clamped for Removal or Replacement



Spring Clips Removed



Signs of Water



Back in the Car



All Ready to Reinstall



Sick Motor





## Tech Session

Thanks to everyone who came out or loaned tools for the Tech Session on March 13 to help pull the engine out of my TR6. We had a good turnout, I think 10-12 showed up, Dan jumped in and really led the work. I almost feel bad for doing so much prep work that we ran out of things to do, but it was a nice day to hang out in the sun and eat pizza and have a beer.

I got the last of my gearbox assembled and the engine block mostly stripped down before calling it a day. I haven't measured yet, but for those who were curious, the crank bearings are all marked 0.10, so it looks like it was ground at some point. Maybe that's also why the bearings look like they're in great shape, they aren't 75,000 miles old after all.

Hopefully I can get it cleaned up and off to the machine shop and we can have a reinstallation party later this spring.

Bill Connell





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FOR TRIUMPH MODELS  
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## ALL THE PARTS YOU NEED

Trust us to deliver...**Worldwide.** Millions of parts in stock.



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## 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

## For Sale

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

Email me at [wmorris11134@yahoo.com](mailto:wmorris11134@yahoo.com) or call me at 612-723-4602 or text. - Wayne Morris



## 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](mailto: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](mailto:kraemer@q.com)



# 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!*

## April

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

## May

8 Spring Shakedown Tour to New Prague - Matt Huntting 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 - CANCELLED~~  
18-20 MSRA Back to the 50s, MN State Fairgrounds  
<https://msrabacktothe50s.com>

## July

8 Club meeting  
8-10 Iola Car Show, Iola WI  
10 MN Triumphs Summer Party - Spring Lake Park Reserve, Hastings, MN - SAVE THE DATE!  
22-25 Kastner Cup - Portland International Raceway  
[www.kaskastner.com/kastnercup.html](http://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](mailto: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](mailto: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](http://www.mntriumphs.org)



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Open

Triumphs & Tribulations is the official newsletter of the Minnesota Triumphs Sports Car Club. It is published monthly except for November and December. Deadline for contributions is the 20th of the month prior to publication. All the opinions expressed in the articles, columns and other materials are those of the author and do not necessarily reflect the position of MTSCC. MTSCC is not responsible for any technical advice which may appear in these pages. Classified ads in the Triumph Trader are free to MTSCC members and to members of other Triumph clubs. Submissions should be sent to the editor. Non-member and commercial notices are published for \$5.00 per month.

SPRING HAS SPRUNG !!!  
LET'S GET ON THE ROAD!!  
Spring Shakedown Tour  
May 8



**Triumphs & Tribulations**  
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