



TRIUMPHS & TRIBULATIONS



The Three Rs!

Race report from the Kastner Cup, Rendezvous road trips, Repairing Triumphs

About Minnesota Triumphs Car Club

Minnesota Triumphs Sports Car Club formed in 1975 when our club was first given a Charter with the Triumph Sports Owners Association.

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

Our activities include:

- Monthly meetings
- Social gatherings
- Tech sessions
- Group drives
- 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.

Our next meeting will be August 8th, 2024 at the Lucky's 13 in Roseville. The address is 2480 Fairview Ave N Roseville, MN 55113, just north of Rosedale Mall.

For membership information visit our website at www.mntriumphs.org

Minnesota Triumphs is a chartered chapter of the Triumph Sports Owners Association (TSOA) and a chartered chapter of the Vintage Triumph Register (VTR).

For VTR Membership information visit www.vtr.org



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.

TR2-3B -
TR4 - John Myers (507-633-2017)
TR4A - Larry Sanderson (507-775-6940)
TR250/TR6 - Orrin McGill (763-755-7765)
TR7/8 - Roger Kraemer (651-207-3920)
Spitfire - Bill Gingerich (612-850-4072)
GT6 - Pat McFarland (763-427-5612)
Stag - David Anderson (612-810-9740)

Triumphs & Tribulations is the official newsletter of the Minnesota Triumphs Sports Car Club (MTSCC). It is published monthly except for December and January. Deadline for contributions is the 20th of the month prior to publication. All of the opinions expressed in the articles, columns, and other materials are those of the author and do not necessarily reflect the position of the 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. Non-member and commercial notices are published for \$5 per month. All submissions should be emailed to the editor: Newsletter@mntriumphs.org

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Front cover: last stop before the Canadian border, the post-rally lineup in Thunder Bay during Rendezvous, Greg drives through a redwood tree.

Back cover: Joe and Virginia Bisanz heading into Canada, grabbing a photo between rain showers

Prez Release

Hello fellow members,

I hope your summer is going well and you are taking advantage of the weather and your car.

I have been on a series of family vacations across the country and it has been wonderful. Shannon and I took the kids on what I call the "Tour of Canyons" in Utah and Arizona and we just returned from Charleston. Both times I found myself dreaming of how fun it would be to take a Triumph on the curvy roads to see the Grand Canyon or pack the beach towels and sunscreen and hit the beach.

In between trips I joined over 50 of our fellow cars club members at the Rendezvous in Thunder Bay. It was a spectacular event. A lot of fun was had by everyone. This was my second and I can't

wait for next year's event at Sugar Lake.

I hope you all are planning on making the summer picnic and some of the other car shows or driving events. I am amazed at all of the chances there are to drive, show and hang out with such great people.

Please have a wonderful 4th of July and I hope to see you at the next club meeting.

Cheers,
David



June 2024 Meeting Minutes

By Rich Riemersma, Secretary

Lucky's 13, Roseville MN. Call to order 7:01 pm

Meeting run by David Andersen, president. 38 in attendance, 70 degrees and mostly sunny. 10 Triumphs in parking lot. Agenda and previous meeting minutes discussed, revised the events and approved.

Four new members attending their first meeting tonight. Erick and Karen Little who own a Spit 6. Kris and Dawn Knox have a 1962 TR3A that Kris has owned from when he was 14.

REPORTS

Treasurer: Jeff Gilmore reported on the current account balances.

Membership: Mike Smith reported we have 1 new member this past month. Scott McQueen from Minneapolis was a past member and rejoined. He has a 1973 GT6 that is for sale. A memorial service for member Mark Stephens will be on July 21st in Maple Grove. If you can attend please drive your Triumph.

Newsletter: Bill Connell is looking for photos and stories on how you modified your Triumph.

Events: Pat Holt reported that June will be a busy month with lots of events. June 22nd, Bill Nelson is organizing a drive to St Cloud through Monticello. They'll tour Munsinger Clemens Botanical Gardens, then lunch at Nordic brew pub. We are still looking for someone to host the Fall Color Tour, Pat is willing to help with this.

Pat announced the summer picnic is scheduled for August 4th, 2-8pm, hosted by Brock Thorson. Brock is planning more of a Cajun festival, with live music at his home in Crystal on Twin lakes. They are working out the details for menu, etc.

Tech Sessions: The next tech session date is July 13th, nothing planned yet. Nathan mentioned they got more done on his Spitfire then he expected at his June 1 tech session. Thanks to all who came out and helped.

VTR Liaison: Greg Thompson was absent, David mentioned that the 2024 VTR is in Nashville Indiana September 8-12. A raise of hands showed a 10 or more of our members present that are planning to go.

Intermarque Liaison: Pat Holt reported the car show at Keg and Case is looking for a new location. More to come at the Saturday breakfast meetings. Also note the MN Triumph club is hosting the Intermarque Picnic on August 25th.

Historian: Bill Nelson reported on this day in history June 13th. In 1895, the first car race from Paris to Bordeaux was held. Average speed was 25 mph. In 2014 the newsletter counted 95 members, with TR 2's, 3's, 4's, 250's, 6's, 7's one 8. Also Spitfires, Spit 6, GT6, and one Stag.

General discussion or comments

David showed us a water color painting of his TR3 done by a co-worker's daughter. If you're interested in having her do a water color of your car, reach out to David. Dick expressed his thanks for all those who came out and volunteered at this year's Spring Kick off. They will be picking next years featured car at their next meeting.

The sale of Greg's memorabilia at Nancy's home during and after the event went well. David showed a LUCAS light we will be auctioning off at our next meeting. Dollars raised will go to Nancy.

Brandon noted that our Triumph club is the host car at the Hastings car show again this year on July 21st. With Christina recovering from her injuries Brandon will be the contact this year. He will be getting out information to help volunteer.

Gene brought up that the club has been discussing looking for a possible different place to meet for our club meetings. He stopped by the Mermaid in New Brighton on Hwy 10 to look at their facilities. A task force group will look into options. Bill and Pat talked briefly about the Waumandee time trials held September 28th.

Meeting adjourned at 7:56

Stone Arch Bridge Art of the Car show

By Bill Connell

A few club members joined the Art of the Car show at the annual Stone Arch Bridge Festival on June 15.

The show was over both days of the weekend, but the week of seemingly non-stop rain persisted through Saturday and turnout was low.



Sunday was humid but at least not raining. The five Triumphs on display couldn't beat the painted VWs for art points, but we had the largest turnout from any single marque.



Race Report from the 2024 Kastner Cup

By Greg Thompson

Photos by Greg Thompson and Brad Eells

In preparation for the 2024 racing season, the race car needed much work done to it over the winter. End of season compression check was #1-120, #2-148, #3-160, and #4-140. It was still pulling hard at my last race in September and I even bettered my lap time at Road America getting down to 2:56 from the 3:01 I did during the Kastner Cup in July but a refresh was in order. It had done 25 race weekends since it had been put together back in 2014. Engine tear down revealed some good, some bad. The bearings were all in great condition and could have gone another 25 weekends. The bad was scoring on two cylinder walls so new liners were ordered. Some of the lifters were rough but the cam was in great shape. Although the head was in great shape it was an early TR4 head that produces a much lower torque curve and is less tunable. I delivered a head to Jason Anderson to be flowed and shaved to increase compression.

While all this was being done, I took the opportunity to weld up about 30 holes under the hood and re-paint. For additional safety I added another door bar to the roll cage and tied the hoop that is under the dash into the front shock tower. I also fitted a steel front valance getting rid of the ill-fitting fiberglass one. Since I had the paint gun out, I did some bodywork on the front fenders and painted them as well.

After the short block was assembled, some Team Red members help me put the engine and transmission in minus the head. I picked up the cylinder head on Friday April 5th. I finished assembling everything, did a 20 minute run-in and a re-torque on the



head and we were all loaded for our trip to Sonoma and the Kastner Cup by Friday the 12th.

When the 2024 Kastner Cup dates and place was revealed following the race at Road America, we were pleasantly surprised to learn that 6 of the Team Red group were planning on being in California around the same time as the race weekend. Some minor changes were made and a grand trip was set in place.

Traveling west with the truck and trailer was uneventful although windy. We arrived in →



Kastner Cup, cont'd

Livermore California on Tuesday and met Terry and Bernadette Mackey, Terry and Sharon Neuman, Joan Ostenson and Wayne Morris. Wayne's cousin lives just outside of Livermore on a charming small farm with a patch of their own vines. We all had a delightful wine tasting and dinner al-fresco. On Wednesday, Carol and I dropped the car off at the track and then went to Muir Woods to see the old growth redwoods. The other 6 did a private wine tasting in Livermore.



California dinner al-fresco

Since I had never driven Sonoma, I scheduled the Thursday practice day to learn the track. It was a good decision! First session at 8:40 went well. Since the engine was fresh with only a couple of 30-minute run-in sessions at home in the shop, I kept my RPM's under 4500. The late morning session I pushed it a little harder and all was well till the last lap when it started to miss terribly. I got towed in and quickly discovered the connections to the ballast resistor never got fully



Sharing garage space with a real Birdcage Maserati

it happened. When I arrived back in the morning to fire it up, I was going to top off the water. I had to add 1 ½ gallons and I didn't spill more than a cup changing the head. →

tightened. Easy fix and I was ready for the final session of the day. On the warm-up lap for our final session the engine started knocking terribly. I pulled off into a safe runoff area and waited there until the session ended to get towed in. We started checking everything but nothing was solving the issue of it not firing correctly. Finally, we took off the valve cover and discovered two badly bent pushrods.

I was able to find a full set thanks to Brian at British Frame & Engine. While pulling out one of the bent pushrods, one of the lifters came out and we couldn't get it back in. This required us to pull the head to get it squared away.

I had it all back together by 8pm but I didn't have a good explanation as to why

Kastner Cup, cont'd

Where did all that water go? The oil was clean! There was no water leaking after the first two sessions. I had even checked the water after session 1 and it was perfect.

Within a few minutes the answer came. There was water under the car now. We traced it to the mating of the water pump housing to the block. I had not torqued the bolts after waiting for the RTV to set. It had held pressure for 2 race sessions then let go while I was waiting on the grid and I didn't notice. Bolts tight and all was good. I hoped!

shifting sooner. My best lap on Thursday had been 2:14 and I was able to shave another 2 seconds off that getting down to 2:12.8. Qualifying #1 Friday afternoon I shaved another .6 seconds off getting to 2:12.2. Sonoma is a very technical track that requires getting proper turn-in on several corners to properly set up for the next turn. Saturday morning's qualifying session #2, I got down to 2:09.3.

For the Kastner Cup, that put me in the number 7 spot next to the number 007 TR8 driven by Bryan Brazelton and behind Jerry Barker, a veteran TR racer that usually pilots the "Herald



Chasing down Jerry Barker in Feature Race 1 on Saturday

Friday morning qualifying was Kastner Cup only session and from then on, I would only be on track with the Triumph group. The car seemed to be running alright but it seemed to be hitting a wall at around 6200 RPM. The straights are fairly short at Sonoma so I started

from Hell", but this race he had his Spitfire. I was able to pass Jerry once in a practice session so I hoped I would get the chance again. In turn 7 of lap 2, Bryan made a mistake and I was able to get by him on the inside going into the esses. By this time Jerry



Kastner Cup, cont'd

had about a 10-car gap built up. After several laps I was able to close the gap considerably but then a yellow flag came out when someone hit the wall in turn 11 because of a suspension failure. After the crash was cleared, we had a 2-lap sprint to the finish and I was unable to get around Jerry even though I had posted a better time getting down to 2:06.5 against his 2:07.0. The Kastner Cup was Jerry's final race and it was good to dog him for a few laps.

Sunday was the Kastner Cup Feature Race 2. Jerry Barker sat out as he didn't want to risk his car. That put me behind a well prepared TR4 driven by a Californian that had raced Sonoma many times. His best time was one tenth of a second better than mine so the race was on. He was running on Hoosier bias ply tires and they tend to slide a little in the hard corners.

He got a jump of about 4 car lengths on the first lap. On lap 5 I had closed the gap and caught him in turn 11. We were side by side coming out of the turn but he pulled away from me in the long straight. The next lap I would make the pass stick. I tucked in behind him going up the hill into an off camber hard right turn right on his tail. Then down a slight hill into the left hand turn 3 that feels much like being on a roller coaster then back up into another right turn at the crest of the hill. I was still right on him going into turn 3a when his engine sput-

tered and he waved me by. I was so bummed out. I had worked so hard for the pass.

My time had come down to 2:05.8 which I was very pleased with considering the engine only



Greg closing the gap in Sunday's Feature Race 2

revving to 5,200 rpm instead of the normal shifting at 6,200 with the occasional 7,000. More work to sort it out when I returned home. Leaving the track Sunday afternoon, I felt it was a great fun and successful weekend and would love to return someday and improve that time even more.

After racing on Sunday, Carol and I headed north through Sonoma County on some roads we had never driven. We spent Monday exploring the Redwood Forests of Northern California doing a couple of hikes and driving some great roads on our way home. Next year we will be at Lime Rock Park in Connecticut, another bucket list track for me.

June Tech Session: '67 Spitfire back on the road

By Frank Weber

This month's tech session was at Nathan Arvold's landscaping business, which featured a car lift. About ten club members arrived to help "wake" Nathan's '67 Spitfire from its winter slumber.

The session started by pushing the Spitfire onto the lift. One group of people started working on getting the engine to crank over while receiving a viable spark and the correct air fuel ratio. A second group started working on installing and bleeding the brake components on the

car. A third group started working on replacing the U Joints on the drive shaft.

As early afternoon arrived, Nathan fired up the grill to serve brats for lunch. People took a short break from the tasks at hand to recharge. Brats seemed to be the perfect garage food.



Shortly before lunch the Spitfire's engine roared to life. After lunch the brakes were finished up. And by midafternoon the driveshaft and the exhaust were installed. By late afternoon all the tasks were buttoned up it was looking like the little Spitty would be out on the road once again.

Rendezvous in Thunder Bay

By Bill Connell, photos by Bill unless otherwise credited

Rendezvous was in Thunder Bay, Ontario this year, with 52 of our members attending.

The main group from our club departed on Wednesday, with most folks taking a layover at various points along the north shore.



The main group heading north, Wednesday morning



Stopover cookout at Rich Riemersma's vintage north shore cabin

On Thursday groups reformed to finish the drive north, with time for diversions along the way. Our group had a leisurely breakfast in Grand Marais then dinner in Thunder Bay with the best poutine I've ever had.



Dinner in Thunder Bay, photo by Joe Bisanz



Rendezvous in Thunder Bay,

Friday's highlight for us was the fun rally, a great tour of the area on beautiful backroads. Kakabeka Falls and the park area around the river was a real treat. I also liked the idea of getting extra cards for supporting local businesses along the way. It didn't help our poker hand at all, but the pastries and coffee were delicious.



Kakabeka Falls, an optional stop on the rally, but a highlight of the trip for everyone who saw it



Post-rally lunch and scavenger hunt

The Saturday car show had a great turnout at Marina Park, benefitting community organization Our Kids Count. Attendees saw around 150 cars plus a beautiful view of the lake and Sleeping Giant mountain across the bay. Most of the crowd stayed through the afternoon of multiple spotty showers and drying off freshly washed cars.

The banquet was a great chance to swap stories from the weekend, welcome newbies to their first Rendezvous, and award prizes from the weekend.



One of the co-founders of Rendezvous, Tom Politiski

Rendezvous in Thunder Bay, cont'd

More highlights from the Saturday car show.



Rendezvous in Thunder Bay, cont'd

Once again our club received the Hard Luck trophy, this year at Pam and Orrin McGill's expense. Pam had knee issues and was in the hospital for part of the weekend and they missed out on many of the weekend's festivities.

Sunday everyone said their goodbyes and headed back south. A lot of people must have left early to try to beat the rain as the border guard



The hard luck trophy on display at the car show



Saturday banquet dinner

had already seen many vintage cars pass through by the time we crossed late that morning.

As far as I heard, everyone made it home and no major mechanical problems (a bad coil and muffler issue in the group were small potatoes and easily fixed). I clocked just under 900 miles for the trip. Another great time, and everyone is looking forward to next year at Sugar Lake Lodge in MN.

Thanks to Rich Riemersma, Steve Shogren, Dick Leininger, and Joe Bisanz for sharing photos.



Pit stop on the way back home, photo from Dick Leininger

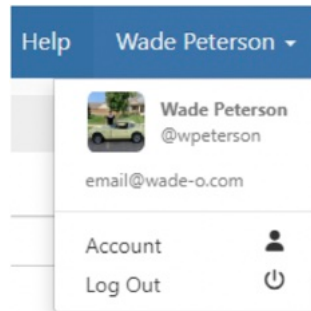
Email tech tip: Let's Get Personal

By Wade Peterson

You can customize your Groups.IO account to personalize what other members see for your profile.

By now you should be familiar with how to login to the Groups.IO website. If you don't, or want a password to do so, check back in a previous newsletter.

After logging in, you'll see a link in the upper right corner with your name and a dropdown menu. Click on "Account" to see settings, then choose *Identity* on the left side.



Ok, here's the fun part!

Profile Photo – add a fun photo of you or your car, to be displayed in the member directory (on Groups.IO).

Username – Groups.IO defaults username to first initial then last name. p.s., it's not used for much.

Display Name – I typically set new users with "last name, first name & spouse name". The display name is what you see when you receive an email from someone, via Groups.IO as the "on behalf of".

Profile Privacy – There are 3 choices, but I'd typically choose "Other members of your

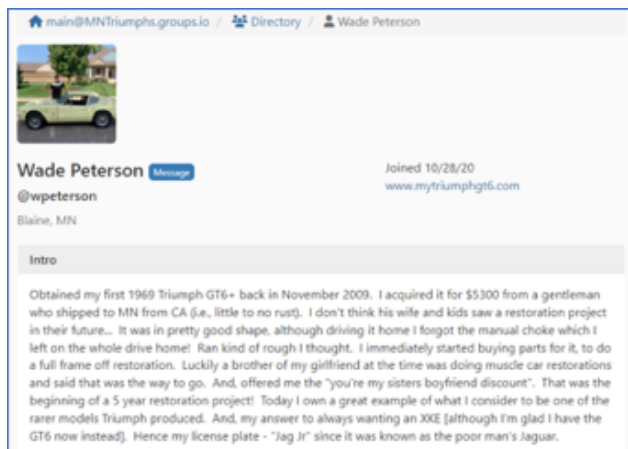
groups". Ours isn't a "Public" group, so that option is not going to override the overall Groups.IO privacy setting.

Bio – feel free to write a bit about yourself here, whatever you want.

Location – include your location if you want.

Website – if you happen to have your own website, include it here. Mine is www.mytriumphgt6.com

Here's my profile in the Groups.IO directory:



If you have questions about our club email or have historical material you'd like added to the Groups.IO website, you can send it to me at email@wade-o.com.

I'm trying to figure out what next to write about Groups.IO; as I've covered most if not all of the topics. Have a question or topics you'd like covered? Ask away!



Need a name badge?



New members get a free name badge when they join. Continuing members can get updated or replacement name badges for \$10 each.

Email membership@mtriumphs.org to order a window cling or new badge. You can also pick up a free window cling at the next club meeting or event.

Triumph Trader

Wanted

Second mechanic with experience on British cars. Shop is in new well-equipped location in Chanhassen. Working on British and German cars. Contact Rick Morris for more information. 612-207-7990. Serious inquiries only, please. I will refer you to the owner if appropriate.

For Sale

1973 Triumph GT6 MKIII, chassis #22028KF, #KF21693. Only 45,700 actual miles

Original factory finish, "white" with some touch up spots with rare original blue cloth interior

Standard 2.0 litre in-line 6, 4 speed manual gearbox, Zenith-Stromberg carburetors

Acquired from Grand Junction Colorado in 2005 with 40,026 miles. Originally delivered to Texas. No-salt Colorado car with clean Minnesota title.

Sale includes original numbers matching stock 2nd motor removed at 40,026 miles and professionally prepped for preservation. The stock engine ran perfectly but I wanted my "new" professionally rebuilt engine from my other GT6 in this highly original car. Work was done by Ernie West of Dead Lake Motors. I only put 5000 miles on this car over my 19 years of treasured ownership.

Modifications to the motor:

- Bored .020" over/Berry reground camshaft, 600 rpm valve springs, 9.25:1 compression.
- Larger 1-3/4" Zenith-Stromberg TR6 carbs
- Electric cooling fan/oil cooler/electronic ignition

Modifications to the car:

- Rebuilt gearbox/Avon Tyres/performance brake pads.
- Heavy duty suspension/competition front springs/adjustable spax shocks

Recent 2023/2024 work includes:

- Complete safety inspection
- Oil & filter change
- Brake inspection/fluid flush/new fluid
- New clutch master cylinder/new fluid
- New starter

Asking price: \$22,000 or reasonable offer

Call Scott (612)802-4599

or email: mcqueen.scott@comcast.net



Triumph Trader

For Sale

1972 GT6

I can provide more information and photographs. We are asking 23k, the car is located in La Crosse.

Email Mike and Jenni, mjdobbins@outlook.com or call 608-797-6333



For Sale

1976 Spitfire 1500

46,000 original miles, engine rebuilt 3000 miles ago, mechanically sound. Pro restoration, paint body and frame, 9 years ago in its original red. Includes 2 tops (ragtop and hardtop). Tan interior in good condition, one rip in driver's seat. Motivated seller, make a reasonable offer.

Contact Lynn Bremer at 612-910-8852 or lj_bremer@hotmail.com if you are interested.



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

Triumph Trader

For Sale

Gas tank for a '67 TR4A (ex-Bob Reed race car), make offer

Roll bar to fit TR3A, TR3B or TR4. With fasteners and new in the box rubber head pad with adhesive mount. \$100

Arcan engine lift, made in USA, with new balancer. I can deliver. Make me a fair offer. Heavy.

Text or call 612-425-6937, Steve Shogren



For Sale

For Sale: Pair of 175 - CD ZS carbs plus intake. Excellent condition, rebuilt several year ago. \$350 for carbs, \$100 for intake.

Tan Stayfast canvas TR6 convertible top with zip out rear window and reflective stripes. Almost new condition; recently removed from a TR6 with only 500 miles of driving after undergoing an older comprehensive, frame off restoration. New ones go for a \$1,000! Asking \$475.

Steve Greenstein, slg56@comcast.net



For Sale

Frame with casters to mount on frame rails with subframe removed for wedges. Can easily be modified to fit other Triumphs. \$40.00

Engine support cross bar. Fits wedges \$10.00

Contact Roger 651-207-3920, text or phone or kraemer@q.com



VTR National Convention 2024



September 8 - 12, 2024

Nashville, Indiana

Hosted by Indiana Triumph Cars

Celebrating 50 Years of "The Shape"



Join us in Nashville, Indiana for the 2024 VTR National Convention. The event will be based at the Abe Martin Lodge in Brown County State Park, just outside Nashville. Brown County, the "Little Smokies" of Indiana, has amazing topography and great driving roads for you to explore. Between Columbus and Bloomington, Nashville's downtown is home to many artists, tasting rooms, distilleries, and restaurants.



Registration is OPEN now!

Seats for Banquet are limited. Register Early!

indianatriumphcars.regfox.com/2024-vintage-triumph-register-national-convention



Club Calendar

If you'd like to host an event email events@mnrtriumphs.org and let's make a club outing of it!

See the club website for more information about upcoming events and a Google calendar that you can add to your personal calendar: <https://www.mnrtriumphs.org/events/>

July

- 11 Club Meeting
- 21 Hastings Rivertown Days car show, MN Triumphs are the host club
- 28 Intermarque Picnic, Cherokee Park

August

- 2 2nd Annual Benefit car show, sponsored by the NE Kiwanis Club, contact Roger Kraemer for more info
- 4 MN Triumph Club Summer Picnic
- 8 Club Meeting
- 25 Intermarque Picnic, Cherokee Park, MN Triumphs are the host club

September

- 5-7 Brits in the Ozarks Car Show, Fayetteville, Arkansas, Agri Park
- 7 Wheels and Wings, Osceola, WI
- 8-12 Vintage Triumph Register (VTR) National Convention, Nashville, Indiana.
- 12 Club Meeting
- 28 Waumandee Time Trials

October

- 6 The Lift Garage benefit car show
- 10 Club Meeting
- TBD Fall Color Tour

*Join us for a fun
Summer Picnic!*

The club's 2024 summer picnic will be Aug 4th between 11-3 at 4816 and 4818 Quail Ave. N., Crystal, MN

We will have the TR's use 4816 and grocery getter's use 4818 for parking.

It will be bring a chair and something to share. BYOB

More details to follow on the groups.io.

Music and outdoor activities are planned, so bring a hat.



In the Rear View Mirror

Bill Nelson, Club historian

5 years ago July 2019

- From the minutes of the June 13th meeting. Close to a record turnout. 71 in attendance with 17 Triumphs in the parking lot. We had a new member Rich Riemersma join us for the meeting.
- There were some color photos credited to Doug Burch of the Spring Kick-Off and some by Joe and Virginia Bisanz of the trip to Elkhart Lake that some of the members made.
- Joe Bisanz wrote an article on the trip that seven club members made to the Road America Race Track in Elkhart Lake Wis.
- From the Triumph Trader. 1964 Triumph Spitfire Mk2 that has been gone through and restored every single bolt. Dan.

10 years ago July 2014

- Color photos on the newsletter cover credited to Leiney and staff.
- The big three in attendance at the Rendezvous in Thunder Bay were Triumph, MG, and Austin-Healey, in that order.
- There was an article written by and photos submitted by Tom Mayer of the Standard Triumph Monument located in Coventry, England.
- From the Triumph Trader. Complete '76 Spitfire rolling chassis, bare '72 Gt6 chassis, lots of other misc. stuff. Bill G.



Membership Update

By Mike Smith, Membership
membership@mnrtriumphs.org

The Minnesota Triumphs Car Club is always welcoming new members. If you wish to join our club or renew an old membership, **please register and pay electronically** through our website's "membership" page. This is the easiest method for all involved.

Follow this link to register:

www.mnrtriumphs.org/about/membership/

Or join in person by attending a club meeting or event anytime. Annual membership fee is \$30 for up to two members in your household. New membership includes one Triumph name



badge, car window cling and access to our club events and email support group.

The MN Triumphs welcomes the following new members since our last meeting:

- Erick and Karen Little - Spit 6.
- Kris and Dawn Knox - 1962 TR3A that Kris has owned from when he was 14.

Tech Sessions - Frank Weber

Tech sessions are a great way to learn about your car or get help with your Triumph project. They can be anything from sharing specialized techniques to help learning how to tune up a Triumph to extra hands separating a car's body from the frame.

The calendar is open for new tech sessions!

We typically plan for the 2nd Saturday of the month, but that can change based on your schedule.



If you have a Triumph project you need help “fooling around” with, or have an idea for tech session, please contact me at: frankj.weber3@gmail.com or 952-934-0523.
Also at: Techsessions@mntriumphs.org

Website - Bill Connell

The MN Triumphs club website is at:

<https://www.mntriumphs.org>

If you want to have your car featured on the site, send 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.

Scan the QR code for a quick shortcut to see the club website on your phone.



Please email your car photos and error reports to webmaster@mntriumphs.org.

Regalia/apparel - Dan Booth

Minnesota Triumphs Club logo apparel is available on demand in many different styles, for men and women, with options for various logos and colors.

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