



TRIUMPHS & TRIBULATIONS



Summer Drives and Shows

A busy month for events, tech session to troubleshoot a TR7

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: Lining up at Mark Stephens' memorial, Doug digs into a TR7 intake, almost dry streets in Hastings. Photos by Mike Smith and Bill Connell

Back cover: A caravan of Triumphs at speed. Photo by Bill Connell

Prez Release

Good morning Motorist of British Steel (MOBS),

I hope you are doing well and are enjoying the summer. I have been so amazed at how many events there have been to get out with fellow car enthusiasts.

My last event was the Rivertown Days. It was a wet one but still so nice to see friends and meet some new ones. I have two more that I plan on doing in the next two months.

If you weren't able to attend please mark your calendars for the upcoming summer event at Brock's home on the Sunday the 4th from 11-3.

We still have three more monthly club meetings so please get out there and meet some of your fellow members.

And if you are new to the club or not and have any questions or are having trouble using your club's resources please reach out to me. I'm happy to help.

Cheers,
David



July Meeting Minutes

By Rich Riemersma, Secretary

Lucky's 13, Roseville MN. July 11, 2024, call to order 7:04 pm

Meeting run by David Anderson, President. 34 in attendance, warm and mostly sunny. 10 Triumphs in parking lot. Agenda and previous meeting minutes discussed, revised the agenda then approved.

REPORTS

Treasurer: Jeff Gilmore reported on current account balances and noted there will be some expenses coming for the club picnic.

Membership: Mike Smith reported we have 1 new member, Rod drove from Grantsburg WI, today to attend. Rod owns a 1976 Spitfire. We have a few guests attending their first meeting tonight: Evan from Bloomington owns a 1971 Spitfire and Dustin, a friend of Greg Thompson.

Events: Pat Holt reported current events are posted in the newsletter and calendar. He also let us know we now have a summer picnic scheduled for August 4th, from 11am to around 3pm at Brocks home in Crystal on Twin Lakes. Brock explained the he's planning more of a Cajun festival, with live music. Please bring a chair and something to share. Pat mentioned we need some more tables. More to come on groups IO. Please RSVP so we get a count.

Pat is still looking for someone to host the Fall Color tour, Pat is willing to help with it. Jeff Gilmer will talk more with Pat on this. Brandon is still looking for a few more volunteers for the Hastings car show July 21st. Discussion about a drive in movie night in Minnetonka, more to come.

Tech Sessions: Frank Weber was absent, Jeff Gilmer reported a last-second tech session is now scheduled for this Saturday July 14th at 10am. His TR7 needs to have water pump installed, etc. He also could use help on his TR4A that shut down just before the

Rendezvous. Reach out to Frank if you would like to host a tech session.

VTR Liaison: Greg Thompson was absent, David mentioned that the 2024 VTR is in Nashville Indiana Sept 8-12, hosted by the Indiana Triumphs cars. A show of hands had about 13 of our members present that are planning to go.

Intermarque Liaison: Pat Holt us that the Intermarque summer car show formerly at Keg and Case is now meeting at the Associated Dentist Lot, 1371 7th St., West St Paul for the Sunday morning gatherings. Next gathering is July 21st then every other Sunday starting @ 8 am come and go as you like. Also note the MN Triumph club is hosting the Intermarque Picnic August 25th. Wheels and Wings info, coming soon. Plan to register ahead if planning to go. Note: August 10th is Brit fest, more to come.

Historian: Bill Nelson reported on this day in history July 11th 1767, John Quincy Adams was born. 1804 Aaron Bull slayed Alexander Hamilton in a duel. 1914, George Herman (Babe Ruth) played his 1st major league baseball game for the Boston Red Sox. Lastly in 1899, Fabbrica Italiana di Automobili Torino (Fiat) was founded by Giovanni Agnelli.

General discussion or comments

Dick Leininger mentioned that next month is when we will auction off Greg's LUCUS light, minimum bid starts at \$70. Money raised will go to Greg's wife Nancy. Joe mentioned a number of parts for sale, touch base with him if interested. Lastly David gave out a few gift certificates to the raffle winners, and a number of small flashlights.

Meeting adjourned at 7:44

A Visit to the Headwaters

By Bill Connell

This month Angela and I joined a group of folks heading out of town for a couple of days to see the headwaters of the Mississippi and tour the small roads of northern Minnesota.

When I joined the club 9 years ago my kids were still in school and my Triumph was barely back on the road, so I wasn't attending many club meetings and I didn't trust driving the car very far.

Given that, my main entry to the club was through tech sessions. I went to every one that



Photo by Roger Kraemer

So it's pretty cool to take a couple of days off for a little tour out of town with friends to see new sights. We stayed in a beautiful restored Pullman train car at the Whistle Stop B&B, splashed around in the baby Mississippi and had a grand time. Empty nest but a full life.

We've had many new members join in the last couple of years. I hope you all find your happy spot in the club too, and share your own favorite drives and stories along the way.



Photo by Dick Leininger

I could, whether I knew anything helpful (and that was rare) or could just be an extra set of hands that knew which way to turn a wrench.

For me, as an introvert and generally not a joiner with things, getting to know people at tech sessions made it easier to chat with people at meetings, which made it more comfortable to join in on the occasional driving event. This helped the car progress too. I'll bet I learned more from all the 5-minute parking lot chats than I did from hours of reading online forums over the winter.



Photo by Bill Connell



Wheels

and

Wings

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Triumphs at Summer Events

It's been a busy month with a few car shows, driving tours, and other events to keep club members busy. Here are a few highlights!

A drive to the gardens



In late June, a caravan of mostly white Spitfires took a trip up to St. Cloud to tour the Munsinger & Clemens Gardens.

In attendance were Doug and Monica Burch, Dick and Sally Leininger, Bill Connell, Angela Woosley, Chris Hanna, Kathee Sublette and Bill Nelson.

Kathee and I did the pre-drive road test on Thursday and discovered that part of our original route was under construction (destruction) so we had to come up with some alternate streets for the drive.

On Saturday we met in Elk River and only had a sprinkle of rain on the way to Monticello via the Gardens. After having lunch and beverages at Nordic Pub in Monticello we went on our ways home.

You don't get wet if you are travelling over 40 mph, but when you stop at a signal the rain does get you a little wet (I need to try to get a better seal where the soft top attaches to the windshield frame).

Overall we all had an enjoyable drive, visit of the Gardens and meal. Also great company. Bill Nelson



Triumphs at Summer Events, cont'd

Rivertown Days: We were once again the host club for the the Hastings Rivertown Days Car Show on what turned out to be a busy weekend.



Early morning prep for the show, getting traffic signs in place, a cool summer morning, just a chance of some light rain...

...turned into a 90-minute downpour. Happily, the skies cleared a little after noon and the show ended up with a fine turnout.

Photos by Brandon Baker



Triumphs at Summer Events, cont'd

Memorial for Mark Stephens

Mark Stephen's family invited club members to attend his celebration of life service, and though it was scheduled for the same day as the Hastings show, the club made a big showing (happily after the torrential rain was done).



Photo by Joe Bisanz



Photo by Mike Smith

Scottish Fair

We also had a few Triumphs at the Scottish Highland Fair at Macalester College, adding a bit more British Isles color. There was no report on whether our club attendees tossed a caber or sampled the haggis.



Photo by Dick Leininger

July Tech Session: Mary's TR7

By Jeff Gilmer and Mary Deeg

Photos by Mike Smith

We had two goals, one to get Mary's TR7 up and running after replacing the water pump failure on the drive home from VTR. The second was to try and get the TR4a running after it stopped on the eve of Rendezvous last June. These big events seem to be bad luck for us, but with the trusty Triumph Tech Team we knew we were in great hands. A big thanks to Doug, Mike, Pat, Todd, Kris and Dick for their help, ideas, and support.

We thought the TR7 issue was a fuel problem, we had spark, but no gas in the carbs. We started by disconnecting the coil and turning the starter over a few times to get oil up into the motor. Next, we started to remove the fuel line and unexpectedly found gas in the line. We connected the coil and try to start the motor. After a little coaxing it started but only would run at 3,000 RPM or higher and included backfiring out of the carburetors.

Doug noticed a gap in one carb to the intake, so we proceeded to tighten the bolts, and the backfire was gone. Now we had to figure out why it wouldn't idle.

The suggested idea was to check the timing, it was correct. We removed the distributor cap, and noticed scarring on the metal pins, and also the rotor. We replaced both and now we had it running and could get to working on the idle. We spent some time attempting to tune the carbs, and



Photos by Mike Smith



July Tech Session, cont'd



were able to get it to start easily and idle, but still had an issue with it pulsing up and down.

We decided to take a break, and as all of us are standing around the car, Mary walks in with some food for lunch and asks, "What is all that fluid under the car"? Uh, we all looked stunned and then notice the lower radiator hose had popped off and dumped antifreeze on the floor. User error upon reassembly, the clamp was not on far enough to tighten. Fixed, refilled coolant and we were back at it.

We continued to work on the carbs, and got it to where it is drivable, but still needs some

carb adjustment work. Next step is to get it out on the road and see how it goes and find some help coordinating the carbs.

The TR4a is still sitting in its cocoon, hopefully we will find some time in the near future to get a look at it. Thanks again to everyone who showed up with all their expertise.



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

TR6 Tonneau cover in excellent condition. Snaps are the small plastic type so may need replacement. \$75.00

Terry Neuman
651-494-8186



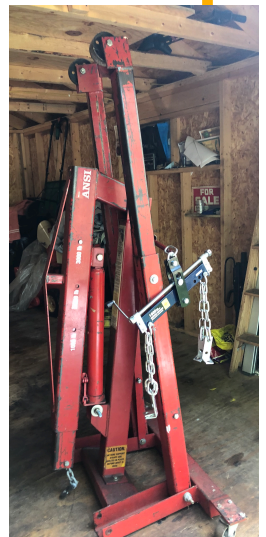
For Sale

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

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

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

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



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/>

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
- 10 Britfest, Hudson, WI
- 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 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 from 11am-3pm, at 4816 and 4818 Quail Ave. N., Crystal, MN

We will have Triumphs use 4816 and grocery getters use 4818 for parking.

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 August 2019

- "Due to circumstances beyond our control there are no minutes this month".
- The newsletter has lots of color photos credited to Roger Kraemer, Joe and Virginia Bisanz and staff of Rendezvous 2019 and the Arboretum Tour.
- The Arboretum Tour had 7 Triumphs and 2 grocery getters. The start for the drive had to be delayed a bit. There was a walk-a-thon that day with a lot of people walking on the roadway. Lunch time included a very probable sighting of Bill Murray.
- There would be a driving tour to Schech's Mill and Lanesboro MN on September 7-8 2019.
- From the Triumph Trader. Dick L had a need of the round plastic cap that fits the brake fluid reservoir for his '72 TR6.

10 years ago August 2014

- From the Really Official Minutes of the July 10th meeting. President Larry Berg called the meeting to order at 7:02 (more or less, i.e., Triumph Time). The meeting was adjourned at 8:36 (more or less).
- The newsletter has color photos of the drive planned by Doug Burch to the minor league baseball game in Miesville.
- The July Tech Session was held at the home of Steve Greenstein. The plan was to install halogen headlights with a new relay system, and also replace brake calipers, install new rotors, pads and stainless steel brake lines.

Tales and Trails

Law of Physics for British Cars

BY Rex Funk*

Sir Isaac Newton, an Englishman famed for his discovery of the Law of Gravity, has a bunch of Physics named for him. The real breakthrough in physics in the 20th century has been the development of Quantum Physics. Often startling and unconventional, the laws of Quantum Physics explain heretofore little understood phenomena. Yet no one has fully explained the perplexing contrivance of Newton's countrymen: the British car. Indeed these cars, which we know and love, defy all known laws of physics. In an effort to bring some clarity to the conundrum of the British Car, I offer this treatise in hopes that it will account for some of the idiosyncrasies of these venerable but unpredictable vehicles. This seminal dissertation will no doubt be widely, if not soberly, debated. While I support the prerogative of the reader to question my conclusions, I challenge skeptics among you to propose equally plausible, lucid and concise explanations for the phenomena in question.

1. Law of Accelerated Entropy

Entropy in British cars proceeds at twice the rate of that of normal electro/mechanical devices. Entropy is the propensity of matter to break down to its simplest form (ultimately the hydrogen atom). This previously unknown law has been deduced through observation, and is supported by the now famous *Lucas Corollary to Murphy's Law*.

2. Law of Inverse Practicality

The most desirable British cars are the least practical to own and operate. This is also known as the *Law of Sodomasochistic Attraction*.

3. Law of Momentum and Inertia

Most simply stated this law is British cars are hard to start, but once you get them going there is no stopping them. Also known as *Girling's Law*, this explains why most older British sports cars which still run, need bodywork on their front wings, bonnets and/or front aprons.

4. Law of Inverse Complexity

Mechanical devices on British cars have twice as many parts as those on other cars. In Social Science literature this is referred to as the *British Labour Party Law of Job Security and Feather-bedding*.

5. Law of Obscure and Obtuse Nomenclature

The name given to parts of British cars have no rational explanation outside of certain esoteric circles. Cases in point: a Hood is a convertible top, the Bonnet is the hood over the engine, the Boot is the trunk, and a King Dick Spanner is an adjustable wrench. Recent research has confirmed that these arcane terms were coined by early British automakers as an inside joke while in an ale-induced stupor during nightly visits to the Lucas Pub and Electrical Works in Coventry. The same beverage was consumed in quantity by writers of technical and shop manuals with similar unfathomable results.

6. Law of Agricultural Lineage

With notable exceptions, stock British car engine look and sound like tractor engines, from whence many of these original designs came. If it could plow a field, it could power an auto.

7. Cultural Phylogenetic Law of Electrical Systems

British car electrical systems recapitulate British society in that their designs are rooted in tradition, but their components often go on strike, fail to work together, and are filled with caustic and incompatible constituents. These social conditions are exacerbated by the fact that much of the populace own Lucas refrigerators, and are forced to drink warm beer.

8. Law of Inscrutable Variables

Also known as the *Stealth Corollary to Murphy's Law*, this law states that anything that can go wrong will be well hidden until it does, and will often defy diagnosis. This explains why British cars are chock full of so many delightful surprises and enigmas.

9. Law of Cyclic Effort in Restoration

Similar to the example of the process of painting the Golden Gate Bridge, this law states that as soon as one need or problem is solved another will pop up to take its place. Thus a British car restoration is never completed, but always in progress.

*With tongue in cheek, and apologies to my friends across the pond.

Reprinted from *The Triumph Standard*, March 1998

Membership - Mike Smith

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.mntriumphs.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:

- David Baker, 1969 TR6
- Leslie and David Ritchie, 1972 TR6

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.

Upcoming tech sessions:

Glenn Anderson will host a tech session on August 10th starting at 10am at his house. He has a TR2 that needs the following issues addressed to get it back on the road:

- Replace the oil pan gasket to stop oil leaks.
- Replace the oil filter housing and fix the oil leak from the oil pressure sending unit.
- A couple of small steering issues to address.

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.

Contact our apparel coordinator Dan Booth to start an order, he can get you the item and logo you're looking for.



Text or call 651-208-9355 or email dbooth41@gmail.com.

See samples of Dan's work: [Magnolia Screen Printing Ink on Facebook](#) [Magnolia Screen Printing Ink on Instagram](#)

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