



TRIUMPHS & TRIBULATIONS



Enjoying the late summer

A strong showing of MN Triumphs at VTR in Indiana, and two TR3 projects

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 October 10, 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.

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: The tech session group investigating Matt's TR3, Minnesota Triumphs members at VTR in Nashville, Indiana. Photos by Pat Holt and Mary Deeg.

Back cover: Jon Meier's beautiful 1964 TR4, showing at the relaunched 10,000 Lakes Concours d'Elegance in Canterbury Park, photo by Kevin Riba.

Prez Release

Hello friends,

I realize this is my last newsletter as your acting president. I cannot believe how quickly three years has past. I'd like you all to know how much I have enjoyed this role and have appreciated the experience of being president.

By stepping into this role I have learned a lot about our club and it has helped me do more of the things that I enjoy.

Most importantly it has helped me appreciate and understand how special this club is. Spoiler alert, it's the members. We have such a great group of people and I can't tell you how much I have enjoyed myself.

I'm excited to be co-chairing the VTR next year and I still plan on being very active in the club.

I encourage you to challenge yourself to take on a role in the club if you never have before. I hope to see you all in a club meeting, tech session or a luncheon.

Cheers,
David



September Meeting Minutes

By Rich Riemersma, Secretary

Lucky's 13, Roseville MN. Sept 12, 2024, call to order 7:00 pm.

Meeting run by Brandon Baker as David Anderson out of town at VTR. 25 in attendance, 12 Triumphs in parking lot. Agenda and Previous meeting minutes approved.

We had 2 previous members join us. Rick and Carolyn Racine stopped by. They had been members for years until they moved in 1999 to a warmer climate. Their son now owns their 74 TR6. They stopped by to see old friends, and might be back next month.

Brandon reminded us we have election of officers coming up in October. We are in need of someone for Vice President and also event coordinator. If interested in any position please contact David Anderson.

Our club is hosting VTR in 2025, Go to www.vtr2025.org for more information. Bill did send out the information to our members about room reservations.

Fall color tour will be October 12th. Pat and Marsha will lead the group along the Coulee region on the MN. side. Discussion about driving down then coming back through the region and stopping for dinner closer to the cities, then back home on your own.

Brandon handed out fliers for the Lift Garage car show on Oct. 6th. Our club is this year's sponsor, and they are making it a more formal type fund raiser for the garage. They help those how can't afford car repairs with just selling parts at cost and labor at \$15/hr. Phil Ethier mentioned this was Suzy's last event and she always supported this cause.

REPORTS

Treasurer: No report this month

Membership: Mike Smith absent, one new member at the meeting: Vaughn Kardashian

Website: Bill Connell reported the VTR page is up on the website. Event registration will be online by Jan 1st,

Events: Pat Holt noted the position for events coordinator is still open. It's a fun position, people are willing to help they sometimes just need a little persuasion. This coming Sunday and every 2nd Sunday is the InterMarque get together. This Saturday is the Southdale car show. Also this Sunday is the last Hastings car show for the season, and lastly there is a parade at St Helens Church in south Minneapolis.

Steve Shogren may have had the only Triumph at Wheel and Wings, he said they had around 270 cars. Featured car was the Ferrari. There was around 55 Buicks, and 20 Jaguars.

Tech Sessions: Frank Weber was absent. We have a session scheduled for September 21 at Matt Hunting's place to work on his TR3.

VTR Liaison: Greg Thompson is at VTR. More to come next month as we plan VTR 2025. We still need volunteers to help in different areas.

InterMarque Liaison: Pat Holt reported we had a good turnout, with 25-30 for the InterMarque picnic we hosted. We served left over hot dogs from our club picnic.

Historian: Bill Nelson reported on this day in history he is here at the meeting because his Triumph didn't make it to VTR earlier this week. 1764-Jean Philippe Rameau, known for his harpsichord music and famous as the composer "Pygmalion", in 1748 became one of the decomposing composers. 1940-Montignac France, four teenage boys found the Lascaux cave, which contains one of the most outstanding displays of prehistoric art ever discovered. 1953-JFK married Jacqueline Bouvier, 1954-Stirling Moss piloted his Aston Martin to victory at the Tourist trophy in Goodwood. 1966 -"The Monkees" debuted on American television.

Meeting adjourned at 7:41

The Road to VTR 2024

By Greg Thompson,
VTR Liaison

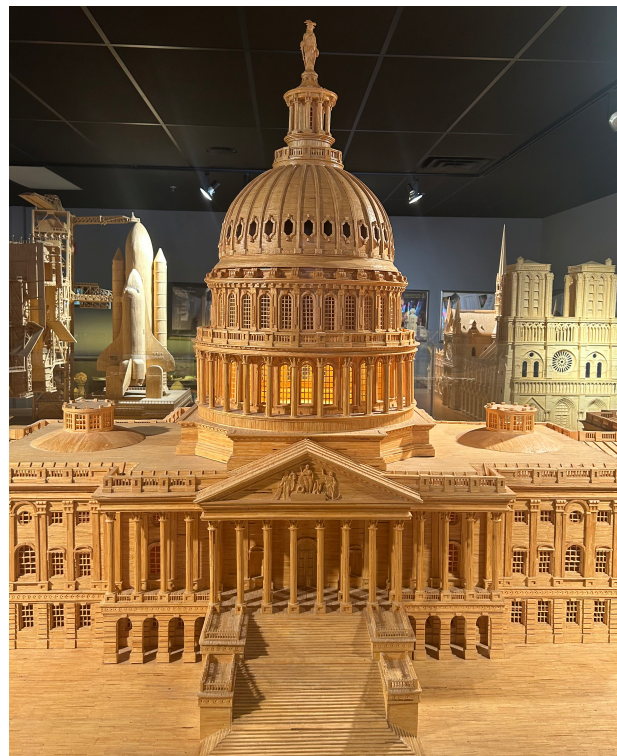
Our caravan left Friday morning heading to Nashville, Indiana and the 2024 North American Triumph Challenge. We met at 8am at the Holiday gas station in Inver Grove and departed with 7 cars on the road and one on a trailer. In attendance were 2-TR4s, 1-TR4a, 1-TR250, 2-TR6s, 1-TR7, and 1-TR8. We took the same path as we had on a previous trip using mostly 2 lane roads.

Our first goal was to make a stop at the Matchstick Marvels Museum in Gladbrook, Iowa. We had tried to go there on a previous trip and were thwarted by a closed road and long detour. It was worth the trip and we highly recommend it. From there we headed west to the Quad Cities for our overnight where we met up with one more member in a TR4a.

Since we would pass only a mile from Antique Archeology, it



Triumphs outside of Antique Archaeology, photo by Terry Mackey



Matchstick sculpture, photo by Carol Thompson

was suggested we make a stop there to see if any of the American Pickers stars were around, ha ha!

After perusing their wares, we headed south and east to Springfield, Illinois. Some of us went to the Lincoln Museum, some went to the Lincoln home and some went to the hotel for a swim.

Sunday morning several of us went to a Frank Lloyd Wright home for a tour before →

The Road to VTR 2024, cont'd



Crossing the 1838 bridge in a 1964 TR4, photo by Carol Thompson

the last leg toward Nashville. We arrived at the Brown County State Park, crossing the double barrel covered bridge built in 1838, and were greeted at the lodge by more Minnesota Triumph members, plus a Renown, another TR250, a Spitfire and a Mini. Registered members at the event totaled 22 with another 3 that came to visit for a day.

Nashville is a weekend destination for people who call Indianapolis home, being only an hour and a half away. There are many small shops to peruse and several restaurants to choose from. The Brown

County State Park with the Abe Martin Lodge was the perfect location for the event. Monday's big event was the Gimmick Rallye winding through the hills of the surrounding area. The questions proved to be very clever and so difficult that no one got a perfect score.

Tuesday morning was the VTR members meeting. The big news is they have reached an agreement with a national auto parts store chain that will give any VTR member discounts on parts anywhere from 5-40%. There are some details that need to be finalized but it will be



The Road to VTR 2024, cont'd

coming soon. This is an attempt to bring more value to being a member as the discount one large purchase will offset the cost of membership.

Wednesday was the car show on a large grass field in the park with many beautiful



Carol & Greg Thompson with their Funkhana awards, photo by Mary Deeg

well-prepared cars. The winner was a near-perfect TR2 in black with a Geranium interior.

Thursday was the funkhana and auto-cross held at an airport 45 minutes away by freeway. Several of us chose to take the hour-long curvy track to the event and were rewarded with a fun drive.

At the banquet, our own now transplanted former member Terry Telke was inducted into the VTR hall of fame for his pivotal part in the founding of the VTR. It was revealed that he used the mainframe computer at Sperry Univac to keep track of the roster.



Triumphs from above, taking a break to see the view from a 90-foot tower. Photo by Greg Thompson



The Road to VTR 2024, cont'd

Other awards received were;

- Jon Meier, Senior Award TR4
- Larry Sanderson, Senior Award TR4a
- John Meyers, Preservation Award TR8
- Dave Lee, Autocross 2nd place in class
- Greg and Carol Thompson, Funkhana 3rd place

To cap off the evening, President David Anderson and I gave a short presentation inviting everyone to our event next year. As best as I could tell, it was met with excitement to return.

Every evening as the days events came to a close, many of the Minnesota contingency met up in the 2nd floor lobby area to hang out and recap the day. Overall a great event and we all had a great time traveling together!

Save the date!
Minnesota Triumphs are hosting
VTR 2025 in La Crosse, Wisconsin!
July 15-18, 2025



The MN Triumphs contingency, photo by Mary Deeg



Save the date !!!
Your Minnesota Triumph Club
is hosting the VTR in La Crosse, WI July 15-18 2025.
Think about volunteering...

VTR 2025 Details

Event website: <http://vtr2025.org>

Event Dates: July 15-18, 2025
Location: La Crosse, Wisconsin

Room blocks are open now! Book your room soon to get the special group rate, let them know it's for Vintage Triumph Register 2025. Links to book your room online are on the website.

Host hotel: Radisson Hotel La Crosse
Phone: (608) 784-6680

Backup hotel: Home 2 Suites
Phone: (608) 881-6666

Check the website for an initial schedule and more info to come. Event registration will be available by January 1, 2025.



September Tech Session: TR3 Tune-up

By Matt Huntting

Following the return drive from the MN Triumph annual picnic, the traditionally spirited TR3 found itself running on, at best, half an engine, making minimum power. Accompanied by backfires and frustration, the car was limped home, where many adjustments to the carbs, floats, and fuel pump pressure checks proved useless.

With a tech session scheduled, many great suggestions were shared as to the suspected cause of the problem, including some you'd never think to check – which goes to show some of the bizarre gremlins we've encountered over the years with these seemingly simple cars!

As many suggested, the problem was likely electrical. The tech session started with checking the points on the distributor, observing the play in the rotor shaft, and after nearly killing a new high output

battery, the first rumblings of a very poor running TR3 engine.

This led to digging into the distributor more closely, with findings that the connection to the coil was concerning at best. With a well prepared tech session crew a spare distributor cap was installed (Thanks Pat!) –



Photo by Pat Holt

with many others in attendance also offering their own spare parts.

From there, the timing was adjusted, carbs balanced, and tuned. With the help of the MN Triumphs we went from undrivable to running very well in a couple of beers. I mean hours. The only specialty tools →

August Tech Session, cont'd



Photo by Pat Holt



Photo by Matt Huntting

required for this session were a carb balancing vacuum gauge, a timing light, feeler gauges, and surprisingly, a 12 pound splitting maul.

Confirmed by a post-tech session 20 mile drive through the cities, the Triumph is running substantially better. Many thanks to all in attendance and all who offered advice and suggestions.

Looking forward to many more miles and a little less black smoke! We will see you all at the Fall Color tour.

Rebuilding My 1960 Triumph TR3A

By Dennis DeGroot

First, some background: I purchased the car for \$600 (I think), in the mid-1970's in Kansas City, KS. The car was in decent shape. Some rust and dents in the driver side front fender, rust in the rocker panels and behind the stone guards. The engine ran, but used a lot of oil. The transmission and rear end were fine. The interior, except for the front seats, was in great shape.

I lived in mid-Missouri at the time so I asked a friend of mine to go



with me to pick up the car and bring it home. It was about 45 degrees that day and raining. Just before we left, the seller gave me a cigar box full of used spark plugs. He said, "You're gonna need these." Boy, was he right!

We drove home on Interstate 70 – a very busy highway – in the rain, wind and cold. I had the side curtains on, but it didn't help much. Plus, the heater didn't work. About every 30 minutes or so, we'd pull over so I could change the spark plugs and add oil. But, we made it!



Rebuilding My 1960 Triumph TR3A, cont'd



I was single at the time and sharing a house with a friend of mine.

fixed head coupe. The TR was beginning to fade. The tires were 50 years old and so were the rubber bushings. I only drove it occasionally and never on the highway.

After refinishing the Jag I decided to get busy and refurbish the old gal.

Next will come re-building the fuel system and carbs along with the brake system.

Some body work needs to be done and I may repaint the car – haven't decided yet.

Once finished I will have the joy of owning two classic British cars – a TR3 and an XKE!



The house had a one car garage which neither of us used. So, that's where the re-build

began. I rebuilt the suspension and the engine. Had another guy do the body work and paint. I re-did the seats and trim with a kit. Painted the car a cream color; not stock, but I like the look of it. The upholstery is red. Initially, the car won several shows and almost always got a trophy.

As time went on, I married, and had two children but we continued to drive and enjoy the TR. In fact, my wife and I dated in the car. Several years ago, just prior to my retirement I purchased a 1970 Jaguar XKE





Triumph

August, 1976

<p>SUBJECT:</p> <p style="text-align: center;">SPURIOUS PARTS</p>	<p>MODELS:</p> <p style="text-align: center;">ALL MODELS</p>
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It has come to our attention that a number of non-standard road wheels are being fitted to British Leyland cars in the field. It is important to note that the fitment of any non-specified wheel may adversely affect the performance of the vehicle, and in certain cases, could affect the safety of the car. Fitment of non-standard wheels can, in some cases, cause such side effects as overloading of hub wheel bearings, change in steering and general handling characteristics.

We must therefore caution you against the use of anything other than a standard British Leyland wheel. All wheels specified by British Leyland Motors are tested and designed to comply with all the requirements of Federal Motor Vehicle Safety Standard 110.

Fitment and use of wheels which do not conform to specifications may affect the vehicle warranty coverage if a defect is caused which relates directly to that wheel fitment. In this case, warranty coverage would be denied.



Pat Holt flaunting his non-standard road wheels (and probably other spurious parts) at the Waumandee Time Trials, photo by Bill Connell

Triumph Trader

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: \$20,000 or reasonable offer

Call Scott (612) 802-4599
or email: mcqueen.scott@comcast.net



Triumph Trader

For Sale

TR2/3 Robbins crushed grained vinyl triple window convertible top. Still in the box, never used. Fits commission numbers TS4400-TS41742. Includes Lift-a-dot and Tenax hardware. Originally purchased from TRF part #RB2232/B. Currently Robbins summer sale price is \$507, Moss price is \$599.99. I will sell it for \$250.

Glenn Anderson

Call or text 651-485-3711



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

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



Club Calendar

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

Help the club plan more fun events for 2025 by running for events coordinator! It's a great way to get to know club members and find new roads to explore.

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

October

- 6 The Lift Garage benefit car show
- 10 Club Meeting, last meeting of the year and election of 2025 club officers
- 12 Fall Color Tour, a drive around the coulees of southern Minnesota

January

- 1 New Year's Day Toast, Birkmose Park in Hudson, sunrise



In the Rear View Mirror

Bill Nelson, club historian

5 years ago October 2019

- From the minutes of the Sept 12, 2019 meeting. The weather was not kind. 64 degrees, cool and rain in the area left the parking lot void of Triumphs. 43 members drove their "other cars". Two new members were in attendance. Tim Winker, proud owner of a '74 TR6, and Nathan Arvold, enjoying his '67 Spitfire.
- The Fall Color Tour will happen on Saturday, October 5th at 10 AM (rain date October 6th). Meet in White Bear Lake.



- The October 19th tech session will be at Jim Senden's house. A '66 TR4A that has not run since 1988.
- Color photos of a trip to Deadwood, South Dakota, The Mill Tour, and the 7th Annual Bacon Bash.
- From the Triumph Trader. For sale: 1971 GT6 Mk3. Not running but did run when parked in a garage 37 years ago.

10 Years Ago October 2014

- No newsletter, but I think most of the club members had a great year.

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:

October 5, we'll be helping to lift the body off of Bill Connell's TR6, in preparation for some needed frame repair work

If you have a Triumph project you need help with, or have an idea for tech session, please contact me at: frankj.weber3@gmail.com or 952-934-0523.

Also at: Techsessions@mnrtriumphs.org

Membership - Mike Smith

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

- Gregory James, 1972 TR6
- Evin Bloomquist, 1971 Spitfire MkIV

The Minnesota Triumphs Car Club is always welcoming new members. You can join or renew on our website:

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.



Website - Bill Connell

MINNESOTA TRIUMPHS
SPORTS CAR CLUB



WELCOME! ABOUT • NEWSLETTERS • EVENTS • MAINTENANCE • Q

The MN Triumphs club website is at:

<https://www.mnrtriumphs.org>

If you want to have your car featured on the site, send a photo or two, and I'll add it to the rotating photos on the home page.

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

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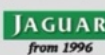
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Triumphs & Tribulations

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