



TRIUMPHS & TRIBULATIONS



Farewell to another great driving season

A fun fall color drive, TR6 body removal, and great support for The Lift Garage

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 January 9, 2025 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

In this issue

	page		page
Prez letter	3	Car show for The Lift	13-15
October meeting notes	4	Tech Session: Bill's TR6.....	17-18
Year-end membership update.....	5	Triumph Trader.....	20-21
Fall Color Tour	6-7	Events calendar, tech sessions, regalia.....	22
Team Red Race Report: Chasing My Tail	9-12	Club officers.....	23

Front cover: Triumphs and more (including a Citroen, and Caterham, and a Harley Davison) join in the Fall Color Tour, photo by Bill Connell

Back cover: Photo of a Triumph restoration in progress, article coming next year. Can you guess what it is? Hint: the gold engine color is correct for this model.

Correction: the back cover photo for October was actually John Myers' beautiful 1962 TR4, editorial staff regrets the error, and Jon Meier's TR4 is also nice.

Prez Release

Hello fellow club members!

What an excellent year we have had. As I reflect on the wonderful club meetings, tech sessions, car shows, rendezvous events and VTR it has been jam-packed with fun and great memories.

This is the last Prez letter that I will be writing as my three years are over and Brandon Baker will be taking the wheel as your new president of the club.

I'd like to thank everyone for the support and engagement over the years as I navigated my way through this role. It was a learning journey where I have learned so much and I feel more connected than ever which was one of my goals when I joined the club.

My next volunteer role is co-chairing the VTR for 2025.

So if you haven't taken the leap, I challenge you to do one volunteer thing next year with the club.

Help out at a car show, sponsor a tech session, volunteer for VTR become a board member.

Let's keep the good times rolling!

Cheers,
David



October Meeting Minutes

By Mike Smith, covering for Rich Riemersma, Secretary

Lucky's 13, Roseville MN. Oct 10, 2024, call to order 7:00 pm. 30 in attendance, 59F outside, 6 Triumphs in the parking lot.

Ongoing Club Business

The club still has open officer/board positions for Vice President and Events Coordinator.

We are also looking for a new Regalia Chair for next year. Dan Booth sent a message that he would repeat as Regalia Chair if no one else wants to do it.

Previous meeting notes approved, and the slate for new officers was approved. (Orin moved, Pat 2nd).

REPORTS

Treasurer: Jeff Gilmer reported on the club balance, expenses included the newsletter printing and deposits for 2025 VTR.

Membership: Mike Smith reported we currently have 146 registrations, approximately: 218 members.

New member attending meeting: Paul Schmidt, St Paul. Paul has a 1972 TR6 that he's owned since 1977!

Newsletter: Bill Connell reported the last issue of the year will be November, and he's looking for articles on winter projects to feature for next year.

Events: Pat Holt Pat presented the route for the fall colors tour taking place Saturday, Oct 12th. 1st events of the spring will be the annual toast to the new year, and the Spring Shake-down tour.

Tech Sessions: Frank Weber reported that the most recent tech session at Bill Connell's place was a success. No other tech sessions on the schedule right now. Contact Frank if you would

like to hold a future tech session for this fall or next year.

VTR Liaison: Greg Thompson reported that MN Triumphs have been chosen to host the 2025 VTR, July 14-19 in La Crosse, WI. We still have some open volunteer positions to fill. He is especially looking for someone to organize the autocross event. Autocross will be managed by a local club, we just need a liaison for planning. Contact Greg with questions.

InterMarque Liaison: Pat Holt reported that next year's liaison will be Glenn Anderson. The For next year's events, Spring Kickoff car show will be May 17th, and Rendezvous will be June 5-8 in Grand Rapids, MN.

Historian: Bill Nelson reported on this day in history.

1549 - Edward Seymour, 1st Duke of Somerset, is dismissed for mis-management as treasurer and Lord Protector of the Realm and is imprisoned.

1845 - Naval School (now called the US Naval Academy) opens at Annapolis.

1868 - First written account of a Canadian football game

1959 - PanAm begins regular flights around the world

1969 - the Mini Clubman and 1275GT launched

New business: Brandon mentioned that the Lift Garage event had 45 cars in attendance and raised \$6000 and 2/3 of that came from our club!

Roger Kraemer noted there would be a group leaving from the Crooked Pint Saturday morning, heading to Zumbrota for the Fall Color Tour if anyone wanted to join in.

Meeting adjourned at 8:00

Membership - Mike Smith

FO.MO /fō-()mō/ noun, definition: Abbreviation for “Fear of missing out.” Anxiety that an interesting event may currently be happening elsewhere, often aroused by posts seen on social media.

Don't get FOMO! You wouldn't want to miss out on the Triumph Club's award winning newsletters, emails, drives and events for 2025! It's that time of year again to renew your Triumph Club membership for 2025. If you are a new member and joined after September 1 of this year, your renewal for 2025 is automatic.

We ended 2024 with 146 “household” memberships with over 200 members on our roster!



If you wish to join our club or renew your 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:

- Paul Schmidt – St Paul MN '72 TR6

Mike Smith, Membership Chairperson
membership@mntriumphs.org

Fall Color Tour

By Bill Connell

Pat and Marsha Holt mapped out a route to see the coulees of southern Minnesota for our end of the year driving event on Oct 12.

The official start was in Zumbrota, but 8 cars met up at the Crooked Pint in Maplewood (our old meeting space) for the drive there.

We found a large group at the Zumbrota Quik Trip, with 21 Triumphs, and a Citroen, a Caterham, and an Austin Healey along with a couple of grocery-getters for a total of 28 cars (it was easier to count cars than people).



Photo by Jerry Moehnke



The drive wound around to a long segment of Hwy 60, which was a beautiful, curvy and colorful stretch of road.

The end of the morning segment brought the group to Pepin Heights store for fall apple-related items, then to lunch at the Lake House Restaurant, where we filled most of a section of tables.

We also picked up a couple more in the parade, with a Harley Davidson for even more variety.



Fall Color Tour, cont'd

After lunch most of the group continued on the designated route, sticking to county roads through Goodhue on the way to Welch and the end of the drive.

Many thanks to Pat and Marsha for planning a beautiful route with helpful stops along the way. It was a find end to our year of driving events and we made for a very long parade of Triumphs with such a good turnout.





**Minnesota Triumphs are proud to host the 2025 VTR Nationals
(aka The North American Triumph Challenge)**

July 15-18, 2025 in La Crosse, Wisconsin

<http://vtr2025.org>

Check the website for an initial schedule, more info and registration coming soon.

We need your help to organize and run this big event!

Contact Greg Thompson or David Anderson for volunteer opportunities.

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

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

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.

VTR Announces New Member Benefit

In Nashville the Vintage Triumph Register announced a new benefit that will be available to members starting in 2025: a discount on parts at a national auto parts chain.

VTR members should be getting more details about the new discount by email soon.

Membership is required to attend the annual convention. If you aren't yet a member you can join or renew at the VTR website: <http://vtr.org>



Team Red Race Report - Chasing My Tail

By Greg Thompson

After leaving Sonoma with the engine not revving above 5800 rpm, I took the car to a dyno to try and figure out what was limiting my RPM's. On inspection of the Mallory Rotor I had installed after the winter rebuild, it appeared to be rubbing on the distributor cap. After checking it against the one I took out it was just a little taller but the same in all other respects. I felt like I had found the culprit!



Photo by Carol Thompson

Father's Day weekend we headed to Blackhawk Farms with the whole family in tow. Unfortunately, the issue came with us as well. Using the adage, "if you think its fuel, it's spark", I had purchased a used Mallory from a running car and started swapping out parts to no avail. Following the race, I took a distributor to Jeff at Advance Distributors to have him set it up for the race car and installed it and headed back to the dyno again. Once again, I hit a wall at 5800 rpm. The theory was debunked!

I sent a video to the guy that put the engine specs together and he said he thought I was too rich at the high end and that he had a similar issue with his TR3. About this same time, I noticed the foam in the fuel cell was getting soft and my fuel pressure was under 2 lbs. I ordered a new foam kit to install but did not get it in time for the

Brainerd race. I was able to get a new fuel pump in time and a leaner set of needles and installed both. Off to Brainerd for another try. Although it ran better, now it was too lean and running hot from the lean condition. I still could only get to 6,000 RPM. I raised the floats as high as I could and got rich enough to stop the overheating and was encouraged. I contacted Joe Curto and ordered two more sets of needles for the race coming up at Road America.

The foam arrived the day after returning from Brainerd. When I took the cover off the fuel cell and started scooping the foam out with my rubber gloves on, it fell apart between my fingers like cottage cheese. It was obvious this should have been done some time ago! Rookie mistake. I checked the fuel pump screen and the paper canister filter and they appeared clean. →

Team Red Race Report, cont'd

At the same time, I was installing richer needles so I readjusted the floats and noticed a fine sediment in the bottom of the bowl. Further inspection of the carburetors and intake showed a black film on the sides of the runners. I assumed it was from the foam being vaporized from the heat. I was getting the race car ready but also going over the street car for the drive to VTR. Time was running short!

On another front, I had done all I could to make the car handle better and now I was rolling my tires over onto the sidewall in hard cornering creating understeer. I had 205-50-15 tires on 5 1/2" rims and I was quite sure that was causing the issue.

All other TR's are running 6" at the least and many use 7" rims. I had a set of 6" on the street car so I swapped them to the race car to see how much improvement it would make.

I loaded the race car at 8pm the night before Carol and I headed off to the VTR national convention. Bobby Lee Jr and our son Carl would deliver the car to Road America on Thursday and Carol and I would arrive Friday at noon. All week I thought of all the changes I had made in preparation for the weekend at Road America. Many nights I fell asleep visualizing the track trying to remember my

braking zones and turn in points. It had been a full year since I was there and in the last race I had turned a 2:56.

We were up and on the road by 4:30 am Central. I had a drivers meeting I needed to attend at 12:15 to be able to run the



Photo by Visors Down Motorsports Photography

afternoon qualifying session and we made it with time to spare.

First session out I could tell the rim change made an improvement but the engine was still underpowered. It really shows on the long straights when I need every bit of the engine's top end. On the good side, the race weekend was shared with the Austin Healey Conclave so there were 72 cars in our group when the weekend started. There would be plenty of cars to race with. The first session out I had 3 laps at 3:06, a full 10 seconds slower than my best.

Saturday's times were no better after making several changes so Sunday



Team Red Race Report, cont'd

morning I stopped at registration to switch from the 3 minute and under feature race to the 3 minute and over. In my case, 3 minutes, and way over! I did not want to be the last car to cross the finish line in the 3 and under race.

I was gridded 17th out of 29 cars in the middle of the pack right next to the TR4 powered Ambro driven by Brendan

At the end of lap 2 Brendan passed the #112 Healey and in turn one I was right with them. I passed the Healey at turn 4 and he followed until I missed a shift at Canada Corner and he came along side me and passed in turn 13. I Passed him at the start finish line and he passed me again in the carousel. We came up on some slower cars and a white Volvo came over on him in



Photo by Carol Thompson

Alexander and right behind the blue #112 AH Sprite from Issaquah, WA. Brendan and I were side by side with him on the inside. On the start he followed a Sprite down the middle and got a few cars between us. I needed to stay with him as it was my goal to get past him at some point. He had passed me a couple of times the days before and I wanted to return the favor! He crossed the finish line of lap one about 1 ½ seconds ahead of me but by turn 5 I had closed the gap by half.

turn 1 making him brake and lose momentum. I was able to get by him into 3 but he passed me again in Canada Corner.

There were now 6 cars all racing close. Brendan was trying to get by a blue Volvo himself and still in front of the #112 Healey that I could not shake and time was getting close. The next time around in turn 1 the Healey made it by on the inside of the white Volvo and I followed him through.



Team Red Race Report, cont'd

I was able to get a run on the Healey going through the kink and got by him but he got by me again through Canada Corner. I drafted him on the front straight and passed as the white flag came out. I needed to carry as much speed through 1 as I could to hold him off. I got a good run through turn 3 and caught up to Brendan and the Volvo going side by side through 4. I had a bit more speed than them and there was room on the inside so I went for it.

Just as I did the blue Volvo started to come over and Brendan had to tap his brakes. I got by them both and

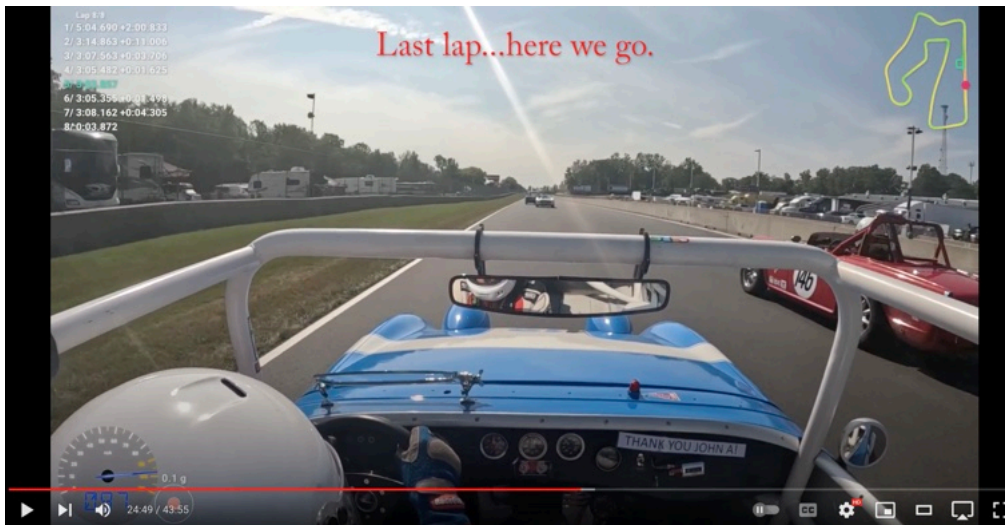
moved over to set up for the always dangerous turn 5. I had spun there earlier in the weekend and it was still in the back of my mind. I made it through and was now leading the train of 6 cars.

The Healey passed Brendan going into 6 and came along side the blue Volvo going into the kink and the Volvo went wide putting 2 wheels off allowing Brendan and an Alfa Romeo to pass. By this time, with no traffic, I was more than a second ahead. Brendan passed the Healey at the line just beating him. What a fun race.

After the cool down lap when going down pit lane I was waved off towards

victory circle. I knew there were at least two cars that passed me. Was I third? When I pulled into victory lane, I was the first car! I still was baffled. What I didn't know was that if any car broke the 3-minute mark, they were disqualified. I had won my first race with a time of 3:03. A great end to a so-so weekend.

POS	LAPS TO P1	BEST LAP
1	#146 GREGORY THOMPSON 🏆 ▲16 7 WINNER!	7 / 3:03.584
2	#197 BRENDAN ALEXANDER 🏆 ▲18 7 1.714	3 / 3:03.037
3	#112 LOREN CAMPBELL 🏆 ▲17 7 1.840	4 / 3:03.814
4	#30 DANIEL ESCAURIZA ▲14 7 3.718	7 / 3:05.649
5	#442 TODD JONGEN ▲14 7 3.969	5 / 3:05.598



Watch the race as seen by the blue Sprite that finished 3rd:

[2024 VSCDA Road America Kimberly Cup, September 15, 2024 \(youtube.com\)](https://www.youtube.com/watch?v=...)

The Lift Benefit Car Show

By Brandon Baker

On Oct 6th, the MN Triumphs along with InterMarque and the Stella DuNord Alfa Romeo Owners Club of MN hosted the 2nd annual Lift Garage Community Car Show. The blustery conditions and the Minneapolis marathon would not deter the 40+ cars in attendance. The event was originally organized by Brian Cornell of Intermarque and Brandon Baker of MN Triumphs. Upon learning that the Alfa club had put together a similar event the previous year, the decision was made to combine into this single show to celebrate the Lift Garage and the end of the season



Lift Garage, found her way into this endeavor by her time as a social worker and encountering a recurring theme: the breakdown of a vehicle would make it difficult for a person to get to work, which in turn resulted in losing their job and ultimately their housing. Cathy made a decision to learn the auto trades and open the Lift. She attended Dunwoody →

for our car enthusiast community.

The Lift Garage is a non-profit car repair shop who provides labor at \$15 an hour and parts at cost for those in need. Car owners must be at or below federal poverty guidelines to qualify for services, and the waitlist is usually a few months, even with 5 bays and ASE certified technicians working 5 days a week. Cathy Heying, the Executive Director and founder of the



The Lift Benefit Car Show, cont'd

Institute as a middle-aged woman with minimal technical acumen and opened the Lift in a transient bay donated for use one day per week and volunteer technicians. Today, the organization has a team of highly qualified technicians who provide excellent care for the cars and clients of the Lift Garage.



alone raising over \$3700, thanks in part to some very generous club members.

On behalf of the Lift Garage and the rest of the organizer crew, thank you to all who attended the event, and I hope to see more of you next year! Part of



As a co-organizer, I will admit I have some bias toward the organization. I know there are a few more in our club who hold the Lift in a similar light as I do. Thanks to the efforts of multiple car clubs in the metro area, this year's event raised over \$5700 for the Lift Garage mission. The MN Triumphs club was the anchor,



The Lift Benefit Car Show, cont'd



the mission of our club is to share the enjoyment of our cars with others; this event is a great way to do that and support a community asset in the process.

For those who may be interested in learning more about the Lift Garage mission, you can find their website at <https://www.theliftgarage.org>. Once again thanks to those who attended, helped run the event and donated to the cause! We appreciate you all!



TECHNICAL SERVICE BULLETIN

76-B-6

NO.



August, 1976

SUBJECT:

WINDTONE HORN ADJUSTMENT

MODELS:

ALL MODELS

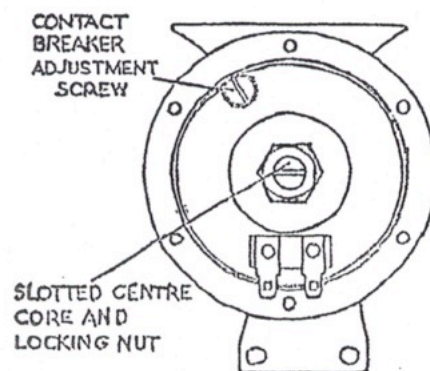
If a horn fails to sound or its performance becomes uncertain, the fault will not necessarily be in the horn. It is important to first see that the trouble is not due to such defects as a loose or broken connection in the wiring of the horn circuit or to a blown fuse. In this event, examine the wiring for the fault and rectify accordingly before renewing the fuse with the spare provided. Poor performance can also be caused by loosening of the fixing bolts. Check and tighten as necessary.

If examination shows the above points to be in order, the contact breaker may need adjustment. This can be achieved quite easily as follows:

CONTACT BREAKER ADJUSTMENT

If two horns are fitted, disconnect one whilst adjusting the other, taking care to ensure that the supply cable removed does not come in contact with any part of the vehicle metalwork. Adjustment of the contact breaker does not alter the pitch of the note, but merely takes up wear of moving parts. A small serrated adjusting screw is provided on that side of the horn at which the cables terminate. Turn this screw anti-clockwise until the horn just fails to sound, then turn it back clockwise for about one quarter of a turn.

WARNING:- It is essential that the slotted center core and its locking nut are not disturbed when carrying out the above adjustment.



JP

September Tech Session: Separating Bill's TR6

By Bill Connell

I like to do most car work on my own, so when I have a tech session it tends to be something big. The last one was to pull the engine in my TR6, and this time it was to remove the body, so I could do some repair work on the frame.



Photo by Glenn Anderson

After that, everyone grabbed a rope or an edge of the body and gave a hoist, and just like that the frame was naked.



I've done lots of work on the car, but have never removed the bumpers or many of the body bolts, so I tried to prepare by removing as many parts as I could think of.

I was close: I missed a couple of front body bolts and on the first try we realized that the reverse switch was still connected on the gear box. Joe DeMuth and I removed the whole tunnel to disconnect one dumb wire.



August Tech Session, cont'd

Since my garage is neither large nor very tall, I used 2 rope hoists from my garage rafters and that seemed to hold just fine, no concerning creaking or cracking sounds.

Part of the crew rolled the frame out of the way while we rolled in a stand I had made for the body to get it up and out of the way. and it fit well enough.

With the main work done, we looked over the frame, and it's not bad overall, but I'll know more once I can dig into it. I'll post a frame repair update in a future issue!

Many thanks to everyone who came over to help with the body lift and talk through frame repairs and future body work. I'm looking forward to having a strong frame under the car for the spring.



Photo by Dave Heglund





Return to the Tail of the Dragon III October 2nd Through 5th, 2025

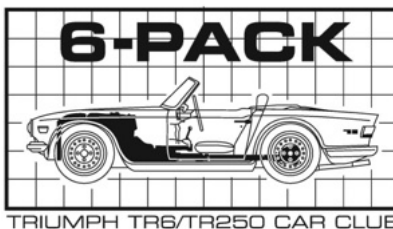
Book your reservation prior to July 1st, 2025...

And give the group name "6 Pack Trials" to ensure availability and group rates

<https://jimholewka.wixsite.com/trials2025>

Fontana Village Resort
300 Wood Road, Fontana Dam, NC 28733
1-800-849-2258

www.facebook.com and search Trials 2025



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: Best offer from a good home – hoping for \$18k

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 \$19,500, the car is located in La Crosse.

Email Mike and Jenni,
mjdoobbins@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@mntriumphs.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.mntriumphs.org/events/>

Save the date for these 2025 events!

January

- 1** New Year's Day Toast, Birkmose Park in Hudson, toast at sunrise, then breakfast at Dick's in Hudson

April

- TBD** Spring Shakedown tour

May

- 17** InterMarque Spring Kickoff Car show, Osseo MN

June

- 5-8** Rendezvous! In Grand Rapids MN, hosted by the Minnesota Healey and MG Groups
<https://www.rendezvous2025.com/>

July

- 15-18** MN Triumphs host the 2025 North American Triumph Challenge VTR Nationals, LaCrosse, WI
<http://vtr2025.org>

October

- 2-5** 6-Pack TRials, Fontana Dam, NC, featuring drives through Tail of the Dragon

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.

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@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

RIMMER BROS EST 1982

A BRITISH COMPANY SUPPORTING BRITISH CARS



PARTS & ACCESSORIES
FOR TRIUMPH MODELS
1953 ONWARDS

ALL THE PARTS YOU NEED

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



Parts service also available for Land Rover, MG, Rover, Mini & Jaguar '96 on.

LAND
ROVER



JAGUAR
from 1996

ASK FOR A
FREE
CATALOGUE

Triumph House, Sleaford Road, Bracebridge Heath, Lincoln, LN4 2NA, England
Telephone: 855-746-2767 Toll Free | Fax: 01144 1522 567600 | E-mail: sales@rimmerbros.com

www.rimmerbros.com

2024 OFFICERS

President: David Anderson
President@mnrtriumphs.org

Vice President: Brandon Baker
VicePresident@mnrtriumphs.org

Treasurer: Jeff Gilmer
Treasurer@mnrtriumphs.org

Secretary: Rich Riemersma
Secretary@mnrtriumphs.org

Membership: Mike Smith
Membership@mnrtriumphs.org

Newsletter: Bill Connell
Newsletter@mnrtriumphs.org

Tech Session: Frank Weber
Techsessions@mnrtriumphs.org

Intermarque Liaison: Glenn Wilson
Intermarqueliason@mnrtriumphs.org

VTR Liaison: Greg Thompson
VTRLiasion@mnrtriumphs.org

Event Coordinator: Pat Holt
Events@mnrtriumphs.org

Webmaster: Bill Connell
Webmaster@mnrtriumphs.org

Regalia: Dan Booth
Regalia@mnrtriumphs.org

Historian: Bill Nelson
Historian@mnrtriumphs.org

Member-at-Large: Dave Heglund
Memberatlarge@mnrtriumphs.org



Triumphs & Tribulations

c/o Bill Connell, Editor
1349 Thomas Ave.
St. Paul, MN 55104