VOL. XXXIV NUMBER 4 • MINNESOTA TRIUMPHS SPORTS CAR CLUB NEWSLETTER • APRIL 2014

TRIUMPHS & TRIBULATIONS

Projects

Photos Credits: Background: Greg T
Panel clockwise from top left: Greg H, Terry N, Roger K, Terry M, Gary S, Joe D

ON THE COVER

A call for projects brought out quite the assortment. Some look like they might be on the road this year. Others, well...hope they'll still give you a drivers license.

Triumphs & Tribulations is the official newsletter of the Minnesota Triumphs Sports Car Club. It is published monthly except for November and December. Deadline for contributions is the 20th of the month prior to publication. All the opinions expressed in the articles, columns and other materials are those of the author and do not necessarily reflect the position of MTSCC. MTSSC is not responsible for any technical advise which may appear in these pages. Classified ads in the Triumph Trader are free to MTSCC members and to members of other Triumph clubs. Submissions should be sent to the editor. Non-member and commercial notices are published for $5.00 per month.
VTR Newsletter Winner 1997, 1998, 1999, 2000, 2002 & 2004.

PREZ RELEASE

April 2014

Traditionally the Prez Release this time of year is all about getting your car ready for the new driving season, getting the fluids changed, checking the brakes, tires, wash & wax, etc. I am all in favor of that, however, this month I would like to direct you to an article that I have submitted within this paper entitled "Timing Advance and Retard Primer."

Over the years people have expressed to me their thorough and complete misunderstanding of tuning a Triumph and in particular, ignition timing. It has been my plan to write a clever article explaining just how things work but it seems that Tomislav Marincic of the Triumph List beat me by about 26 years. I ran across his article a few years ago and he explains in real terms how ignition timing, advance and retard work. I want to give credit where it is due and acknowledge his writing; it seems that the website no longer has a link to his article. Please take a look at the reprint, its great information and when you're all done with that go out and get your TR ready for the summer run. Have a safe drive.

Larry

It's NEW. Now you can keep in touch, share photos, and let other Minnesota Triumph members know what you're up to. Check in at MN Triumphs on facebook. Go ahead, write on our wall.

MINUTES OF THE MINNESOTA TRIUMPHS SPORTS CAR CLUB

TR Monthly Meeting March 13

Really Official Minutes

President Larry Berg called the meeting to order at 7:07 PM.

Treasurer Terry Mackey reported that the club has about $11,000 in various accounts.

New members Steve Greenstein (1971 TR6) and Matt Dunbar (1978 Spitfire 1500) introduced themselves and their cars.

Pat Holt talked about Rendezvous 2015 that the club is hosting.

There were some free tee shirts in the back. Most were in weird colors and sizes but people grabbed them anyhow.

The 2014 club calendars were available. They feature picture of club cars, BBQ joints and members chowing down on BBQ. See the newsletter for info on how to get yours.

The meeting was adjourned at 7:40 PM.

VTR REPORT

The ice caves were awesome as we battled -3 degree wind chills as we headed into the Northeast winds on the way to the ice caves. I hope many of you had this experience this winter as the views were spectacular. It was cool too to walk on a frozen Lake Superior, but I would much rather be working on the 4 in my Minnesota garage or readying the 6 for another new year of motoring with all of you Minnesota Triumphs friends. Duluth in early March was good for the grandson fix, but with 5' of snow banked on both sides of our son's driveway and the vents on his furnace about to be covered, we thought it best to head back to Florida till spring really starts. And from the looks of the forecast for early April the thaw should begin.

The latest Vintage Triumph is packed with good reading. The sad part was the first article by our new President, Jack McGahey. Forty years ago our national organization, Vintage Triumph Register was born when a group of dedicated enthusiasts got together. So with the year 2014 we now have more than 70 VTR Chapters spread across North America. VTR serves its chapters by supplying web hosting for chapter web sites. They supply affordable insurance without which most chapters could not operate. VTR serves its members with more vehicle consultants, an award winning magazine and an annual convention. Sadly VTR figures that only 20% of chapter members actually belong to VTR. Mr. McGahey says that to face the challenges of maintaining and improving and expanding member and chapter services and to spread enthusiasm to a younger group we will need many more members. If we could just get 50% of our chapter to become VTR members we could no doubt do much more for all Triumph owners. VTR hopes to immediately begin rebuilding the VTR website in order to make it more a communications tool, rather than the stale mess it is now.

Thank you for being a member of the VTR. If you are one of the 80% non members why not make this the month to bud into spring with a new membership to VTR along with paying your dues to Minnesota Triumphs. You may join by going on line at ***www.vtr.org***. Or you may send your letter with $35 to VTR, PO Box 655, Howell, MI 48844.

The 2014 VTR convention will be held in Dobson, NC and hosted by The Triumph Club of the Carolinas. There is lots of enthusiasm for NC as many of us have already made reservations. The Dobson Hampton Inn is now full but the Mt Airy Hampton still has rooms and will honor the $99 rate for a King or a Queen at 336 789 5999 for Sept 9-14. I spoke to the Mt Airy Hampton and they still have 11 rooms available. A brew swap and home brew competition will be held at the Vineyard similar to the one we attended at Jekyll Island. There will be a moonshine rally along with vineyard tours, many gardens, Triumphs, Blue Ridge Mts. and Parkway, and gorgeous roads, Mt Airy, Mayberry, and Barney's Ice Cream where Barney may be lurking still with one bullet. We hope you make this the year to join your fellow Triumph friends as we trek east to North Carolina. Happy Spring…. finally!!

Larry Sanderson, your MN TR VTR Liaison, 507 269 1500 or ***myfriendlar@yahoo.com***

Minnesota Triumphs Tech Specialists

As a service to fellow members, club members with an expertise in a particular model of Triumph have volunteered to act as tech specialists for that model. They don't know everything but they do know a lot. So, if you have a question, give them a call.

TR2/3/3A/3B - John Kallaus (952-891-5266)
TR4 - John Myers (507-633-2017)
TR4A - Larry Sanderson (507-775-6940)
TR250/TR6 - Orrin McGill (763-755-7765)
TR7 -Charles Setala (651-490-0489)
TR8 - Greg Gelhar (763-424-6434)
Spitfire - Bill Gingerich (612-850-4072)
GT6 - Pat McFarland (763-427-5612)
Renown -
Citroën - A. Lindberg (651-292-8585)

Triumph Calendar

Apr2014

10-Club Meeting

19-Tech Session- Andy Lindberg, 22 Dorset Rd. Mendota Hights. Changing a TR3 Waterpump.

May 2014

03-Spring Shakedown Tour, John Kallaus, details to follow

08-Club Meeting

10-Intermarque Spring Kickoff, Osseo, MN

17-Tech Session, TBD

Jun 2014

06-LBC week T.C. Commoners Run. 6PM Friday (need host)

07-CAF Hanger Dance (host Dick Leighninger)

12-Club Meeting

12-15-Rendezvous, Thunder Bay, Ontario

20-22-MSRA Back to the 50's at MN state fairgrounds

21-Tech Session TBD

28-Amery Auto Cross & Speed Run, Amery, WI

July 2014

10-Club Meeting

10-13- Iola Car Swap & Show in Iola, WI

19-Tech Session TBD

August 2014

02-Woodland Hills Winery tour, Steve Shogren host

04-Triumph Queen Mum's Birthday Drive, Pat Holt Host details to follow

10-Triumph Ice Cream Tour, need host

14-Club Meeting

17-Triumph Summer Picnic, need host

23-Tech Session TDB

23- Amery Auto Cross & Speed Run, Amery, WI

Sep 2014

06-Wheels & Wings, Oseola, WI

06-CAF Hanger Dance 6PM, host Dick Leighninger

09-14-VTR Nationals in Dobson NC

11-Club Meeting

20-Tech Session TBD

Oct 2014

09-Club Meeting

11-Triumph Fall Color Tour need host

19-Triumph High Tea, need host

25- Tech Session TBD

Jan 2015

25- Triumph Mid-Winter Bash

See Intermarque Monthly at:
www.intermarque.org

Tech Session

The March tech session on the TR4A was action-packed... with pockets of guys working on various projects. After some revisions, a rebuilt transmission with OD was installed. A couple guys worked on getting the wiper motor running. A few removed the convertible top for further work, some tightened the front wheel bearings and checked the brakes while others gave opinions on what else needed repair or replacement. Gotta love it...

Pizza (thanks for the donations...not expected), donuts (thanks WM) and beverages was the menu for the day.

19 guys made it to the event, so thanks to all of you that got dirty and showed us how to fix stuff. I enjoy doing my own work, but having some quality help and advise does make the process more enjoyable.

Surprisingly, clean up was a snap... thanks again.

Terry Mackey

Timing Advance and Retard Primer

Tomislav Marincic / The triumphs list

(Originally published October 9, 1998)

It is 1970. You own a brand-new TR6. Everything works perfectly, nothing has been modified. The distributor is a Lucas 22D6, part #41306, equipped with both vacuum advance and retard. The ignition timing was set by the factory and dealer at 12 deg BTDC static, 4 deg ATDC dynamic.

All Lucas type 22D distributors have mechanical (also called "centrifugal") advance. Yours was set by Joe Lucas to provide 0 deg advance at idle and 22 deg at 5000 RPM. The vacuum advance capsule is stamped 4/7/8; it can provide a max 16 degrees of vacuum advance. The retard capsule is stamped 3/10/8; it can provide a max 16 degrees vacuum retard.

In the examples that follow, bear in mind that:

TOTAL ADVANCE = (STATIC ADVANCE) + (MECHANICAL ADVANCE) + (VACUUM ADVANCE) – (VACUUM RETARD)

EXAMPLE 1:

You just started your fully warmed up engine, which is idling smoothly at 850 RPM.

- **Static Advance:** 12 BTDC. The Triumph mechanic set this by rotating the distributor and clamping it. It won't change in operation.
- **Mechanical Advance:** Zero. Mechanical advance is a function of engine speed only, and your distributor is "curved" for zero advance at this engine speed.
- **Vacuum Advance:** Zero. Although the manifold vacuum is very high, the vacuum advance unit doesn't sense it. The vacuum pickup, on top of the carb, is masked by the throttle butterfly.
- **Vacuum Retard:** 16 degrees. Manifold vacuum is high, and the vacuum "signal" runs from the bottom of the carb, where no "masking" is occurring, to the vacuum retard capsule, which is providing its max retard value of 16.

TOTAL ADVANCE= 12 deg BTDC + 0 + 0 - 16 deg = 4 deg ATDC

And behold: this is why you set static timing to 12 BTDC with the engine off, but when you idle the engine with a timing light hooked up you see 4 ATDC.

Example 2:

You are driving downhill in top gear at 65 MPH, stuck behind some pogue in an MG Midget wearing open-knuckle driving gloves and a tweed cap. Engine RPM is 3000. The throttle is partially open, obviously.

- **Static Advance:** 12 BTDC. The Triumph mechanic set this by rotating the distributor and clamping it. It won't change in operation.
- **Mechanical Advance:** 14 deg. Mechanical advance is a function of engine speed only, and your distributor is "curved" for 14 deg advance at this engine speed.
- **Vacuum Advance:** 4 deg (est.) The manifold vacuum is moderate, and the vacuum "signal" runs from the top of the carb to the vacuum advance capsule, which is providing "some" advance. This increases both fuel economy and CO emissions.

- **Vacuum Retard:** Near zero. Although the manifold vacuum is moderate, the vacuum advance unit doesn't sense much of it. The vacuum pickup, on the bottom of the carb, is masked by the throttle butterfly.

TOTAL ADVANCE= 12 deg BTDC + 14 deg + 4 deg – 0 = 30 deg BTDC

If someone could hook a timing light to your engine right now, they would see 30 deg BTDC. That's a lot of advance for such a low RPM, but the engine can tolerate it without pinging because it is only at part-throttle.

Notice that the Vacuum Advance is not providing any "power".

Example 3:

You've *just* pulled out into the passing lane and mashed the accelerator pedal. The engine is still at 3000 RPM, it has not yet responded.

- **Static Advance:** 12BTDC. The Triumph mechanic set this by rotating the distributor and clamping it. It won't change in operation.
- **Mechanical Advance:** 14 deg. Mechanical advance is a function of engine speed only, and your distributor is "curved" for 14 deg advance at this engine speed.
- **Vacuum Advance:** Zero. (Surprise!) The manifold vacuum is low, hence no advance.
- **Vacuum Retard:** Zero. The manifold vacuum is low, hence no retard.

TOTAL ADVANCE = 12 deg BTDC + 14 deg + 0 – 0 = 26 deg BTDC

Notice that you now have less advance than when you were "just cruising" at the same engine speed. That's because the engine is now under load and can tolerate less advance without going to higher-octane fuel. To avoid pinging, that "nice-to-have" vacuum advance economy feature is automatically cut out.

Example 4:

Victory at last! 110 MPH through the hills, god bless you. Engine RPM 5000 plus, pedal to the floor.

- **Static Advance:** 12 BTDC. The Triumph mechanic set this by rotating the distributor and clamping it. It won't change in operation.
- **Mechanical Advance:** 22 deg. Mechanical advance is a function of engine speed only, and your distributor is "curved" for its maximum 22 deg advance at this engine speed.
- **Vacuum Advance:** Zero. The manifold vacuum is low hence no advance.
- **Vacuum Retard:** Zero. The manifold vacuum is low, hence no retard.

TOTAL ADVANCE = 12 deg BTDC + 22 deg + 0 – 0 = 34 deg BTDC

Your engine is spinning fast now, and can tolerate more advance even though it is under load.

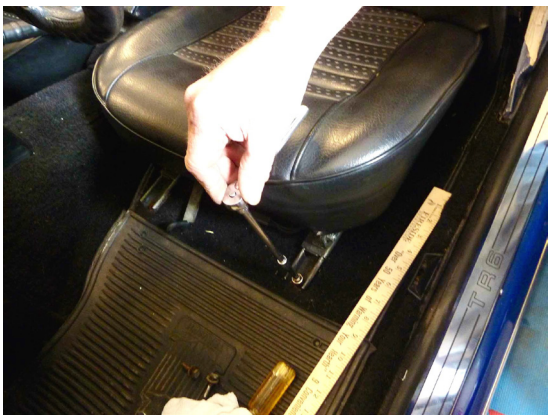
Points to remember:

- Vacuum retard is an idle emissions feature. It does little, if anything, at off-idle RPM
- Vacuum advance provides part-throttle economy, not high-load or high-RPM power. It was deleted on later cars due to CO emissions, and power did not suffer a whit because of it.
- Vacuum advance and retard can never really operate at the same time.

Getting More Leg Room in a TR6

For some people, a couple more inches of space between the seat and the pedals than is possible with the standard seat would be a god-send. Here is a pictorial showing a method that has been around for a while, but since we were doing this simple modification to a TR6, we thought we would take a few snaps and share. Materials: 36" of 3/16" X 1 1/2" steel plate; 6 flathead countersink socket cap screws, 2 of them 1" long, the other 4 are 1/2".

Submitted by Larry Berg and Joe DeMuth



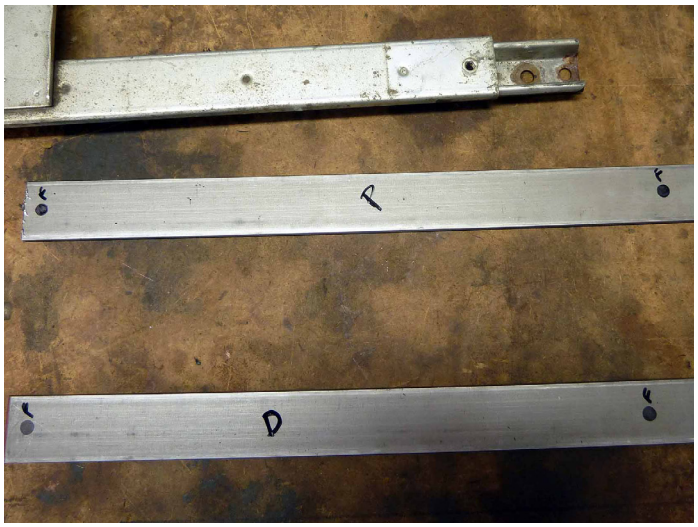
Removing front bolts ⬆

Removing back bolts. ⬆ Also note there are two holes in each rail. The outboard rail uses the front hole, the inboard rail uses the back hole. Don't ask me why.

Step1.
Remove the seat and rails as a unit. Then remove the seat from the rails, which is easier to do outside the car.

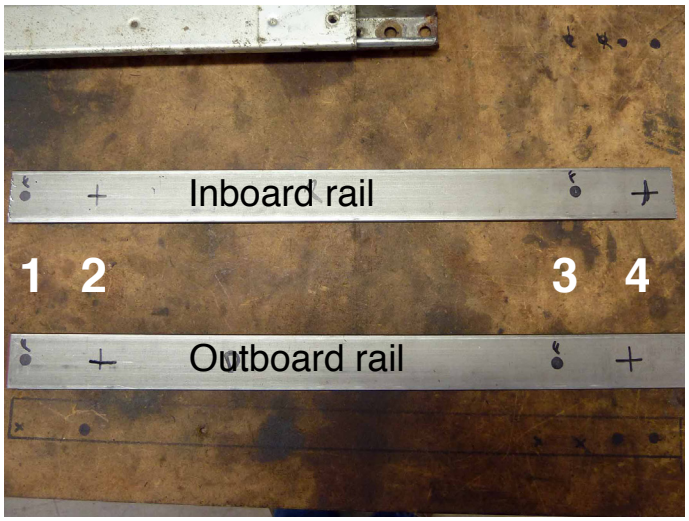
- Tilt the seat and remove the latch plates, sorry no picture.
- Remove the front bolts.
- Slide the seat forward to access the rear bolts and remove.

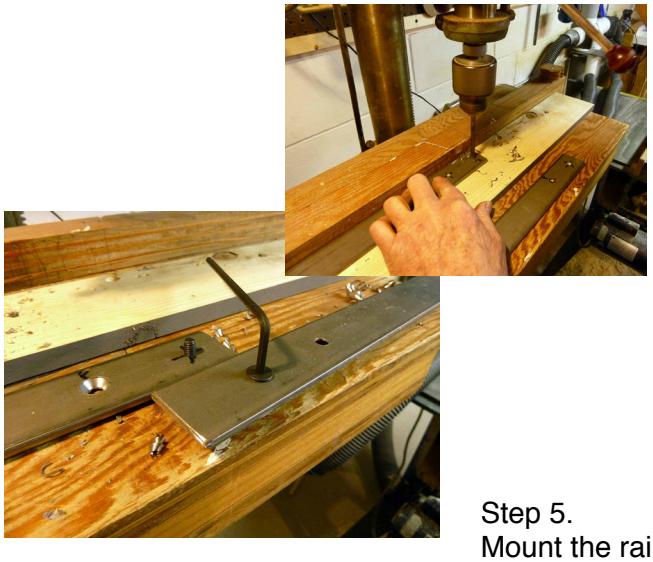
Step 2. ⬆
Cut two 18" long pieces of steel plate.



Step 3.

- Lay out marks for floor mounting holes. The easiest way to this is transfer the holes from the seat rails to the plates using a magic marker.⬆
- Next measure two inches to the right of each mark. These holes mark the new position for the seat. ⬅
- Number holes 1-4, left to right.

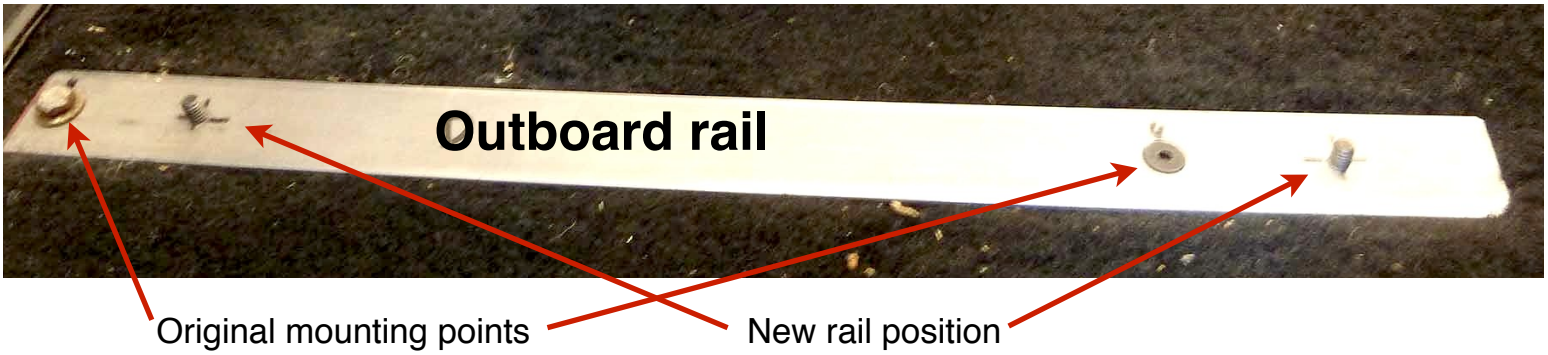




Step 4.

- Drill 5/16” holes at the 1 and 3 positions, drill #7 holes at the 2 and 4 positions in each plate. A drill press is nice but this could be done with a hand-held drill.
- Counter sink hole 3 on the top side of the plate for the 1” screw. Counter sink holes 2 and 4 on the bottom side being careful to stop the counter sink a bit before the full thickness of the plate
- Thread the bit of plate left in these two holes to accept the 1/2” screws. Or, if you have a welder, a tack weld holding the screw in place is a good alternative.
- Screw the 1/2” long screws into holes 2 and 4 in each piece from the bottom.

Step 5.
Mount the rails in the car. Use one of the original bolts up front.

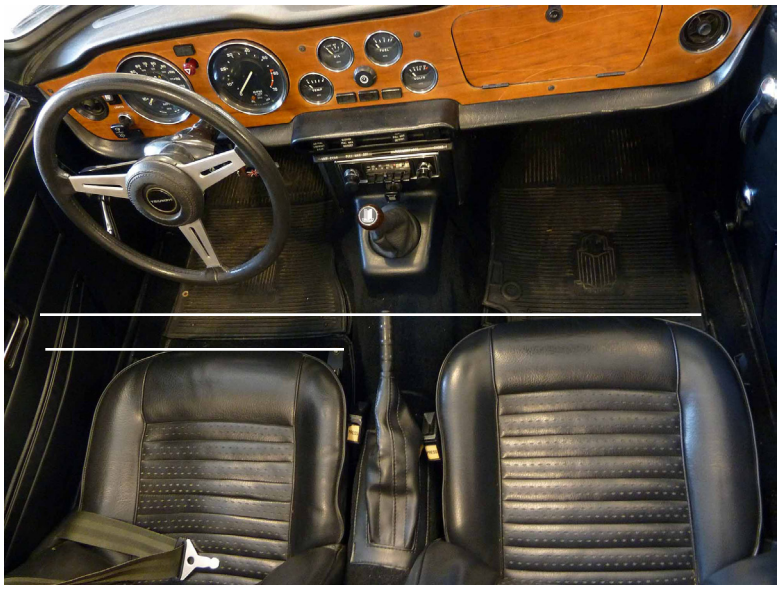


Step 6.

- With the seat moved back, there is little room for the seat controls. The lever that controls the seat tilt can be made narrower by hack sawing off some of the back and front.
- The shaft for that lever can also be cut about 1/4” shorter.

Step 7.

- Mount the seats on the rails. There are two holes at the mounting point on the seat bottom. Use the back hole on the inboard seat side and the front hole on the outboard seat side. This will rotate the seat a bit so there is more room for the adjustment levers.
- Mount the seats in the car. Done.



Converting your Gauge Voltage Stabilizer to Solid State

Story & photos by Bill Gingerich

The genesis of this project was twofold. The first was that I was driving merrily to work one morning with, according to the gas gage, a quarter tank of gas. When the car sputtered a few times and stopped, I figured maybe I really didn't have a quarter tank of gas. It seemed that the gage was not correct! The temp gage was at the ¾ mark, but it was summer, so it could have been correct. From what I knew about the electrics in a Spitfire, high reading gages could mean that the voltage stabilizer was not working as it should.

For those of you who aren't aware of the workings of the factory voltage stabilizer, it is a mechanical design that is just plain weird. The nominal 12 volts from the electrical system is fed into the stabilizer. Inside, there is a metal contact that opens and closes, making and breaking the connection. The lengths of time the contact is open (0 volts) and closed (12 volts) kind of averages out to approximately 10 volts. That 10 volts is sent to the gages. If (when?) the stabilizer fails, the output voltage rises to the nominal 12 volts. This can cause the gages to read higher than they should.

I decided to measure the voltage supplied to the gages. I checked the voltage at the battery, and got 12.3 volts. When I checked the voltage at the temp and gas gauges, I got the same 12.3 volts gage. Hmmm, not the 10 volts that should be there. It seemed I needed a replacement stabilizer.

Above: This is the disassembled stabilizer showing the bent up tabs on the case, the circuit board with original mechanism, and the new 10 volt regulator.

I have seen solid state stabilizers advertized by several of our favorite parts suppliers. Should I get one of those, or should I put in one of the stock mechanical units? It seemed obvious that the mechanical design could fail. Otherwise we wouldn't be doing any of this, would we? I decided to go solid state.

So the next question was buy or build? One supplier sells solid state stabilzers for about $18 plus S&H. This came to more than $30. Being "terminally thrifty" and unemployed, I decided to see if I could find a 10 volt regulator that would fit inside the stock stabilizer case. I knew from buying parts for various Amateur Radio projects that 10 volt regulators existed. Where could I get one, and how much would it cost?

Before I could buy a regulator, I needed to know how much current the gages drew. I measured the current draw of both gages, and got about 110 milliamps for each one. So I would need a current rating of at least 250 milliamps. I also wanted a reasonable safety factor in the design. Other factors in selection were availability, price, a size that would fit in the case, and leads that I could actually solder – no surface

Above: A close up view of the original mechanism.

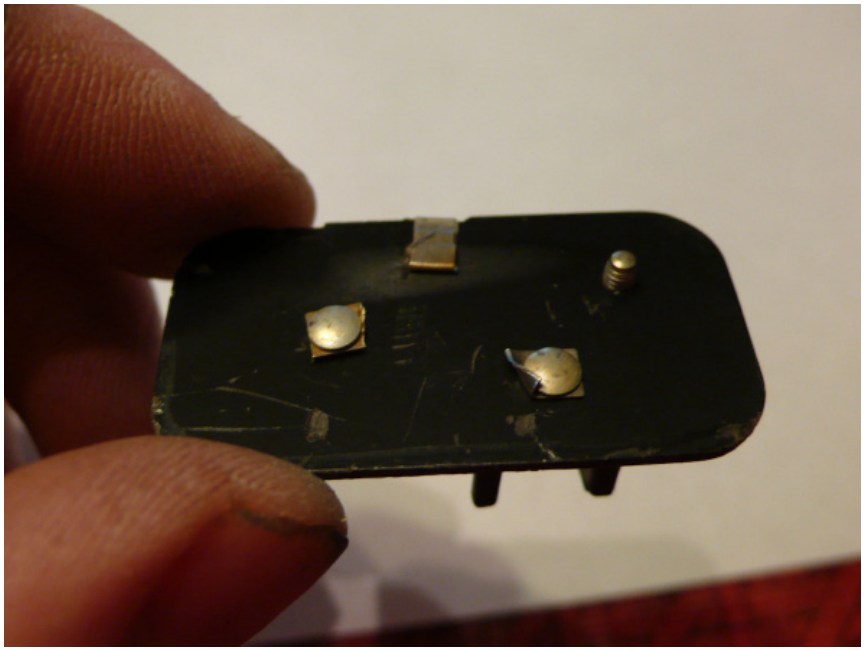
mount technology. Off to the computer I went.

I've been tinkering with electronics for better than 40 years. Back in the "good old days" Radio Shack had a wonderful variety of components in stock in their stores. Partly from that experience, Radio Shack is where I usually start looking. A quick search yielded a 10 volt regulator that could handle up to 1.5 amps. More than enough. The physical size was small enough to fit in the stabilizer case. Looked like I had a winner! It wasn't carried in the stores, so I ordered it online. The price was $4.62 plus $6.99 S&H. $11.61 was within my budget, so I placed the order. Shipping took 5 days from NJ to MN.

There are a lot of other places that can sell you this or another regulator. Digikey and Mouser are two suppliers I've used in the past with good results. It was just easier for me to order from RS.

So let's heat up the soldering iron and DO THIS! I removed the speedometer from the car, and removed the stabilizer from the back of the speedo. Next I pried out the edges of the metal case to remove the "circuit board" from the case. The case metal is fairly thick, and it took a few minutes with a small screwdriver and a small wire cutter (dykes) to bend the edges back. From there I cut and removed the old mechanism from the circuit board.

I soldered extention wires to the 3 regulator leads to give me slack to make assembly easier. I used heat shrink tubing to insulate the connections. Electrical tape would probably work as well. I soldered the wire from the Voltage In lead to the connector button for the "B" (battery) connection as marked on the circuit board. Then I soldered the wire from the Voltage Out lead to the connector button marked "I" (instruments) on the board. Last, I soldered the Ground lead to the small clip on the edge of the board. This clip is captured between the board edge and the case when everything is assembled, and provides the ground for the



Above: Here is the board with the old mechanism removed. The new rululator will be soldered the the 2 larger round pins and the rectangular clip on the back edge. The smaller threaded pin on the right is not used.

Converting your Gauge Voltage Stabilizer to Solid State

Continued from P 13

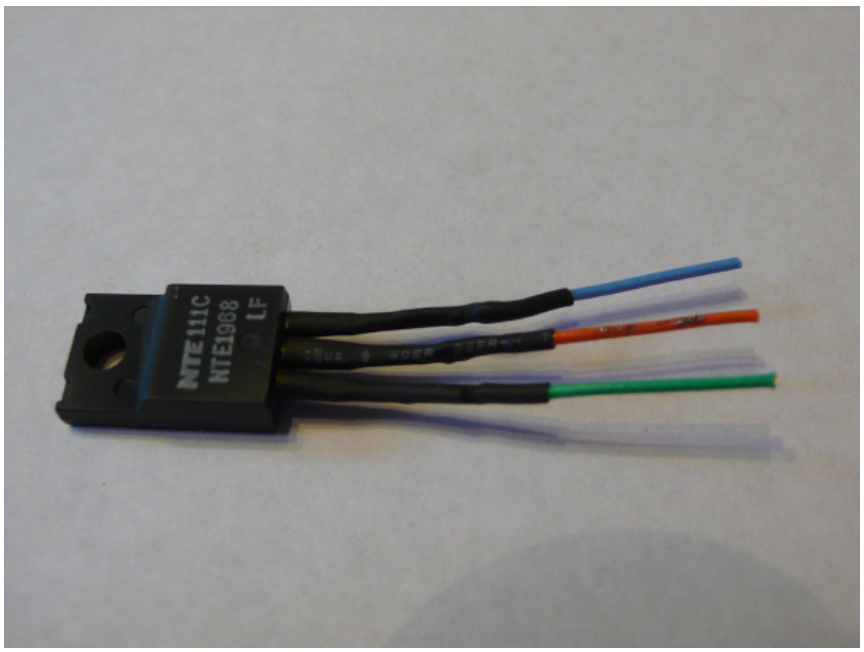
circuit.

I wanted to attach the regulator case to the metal housing to use it as a heat sink. At first I was going to screw it to the back of the case. But the case is mounted tightly to the back of the speedo, and I didn't want a screw head or nut to be in the way. So I decided to mount it to one of the long sides of the case. The regulator is narrow enough to fit along the side of the case and not interfere with reattaching the circuit board. I drilled a .125" (1/8") hole in the case, and used a 4-40x3/8" machine screw and nut to mount the regulator to the case. I used a bit of high strength thread locker on the screw,

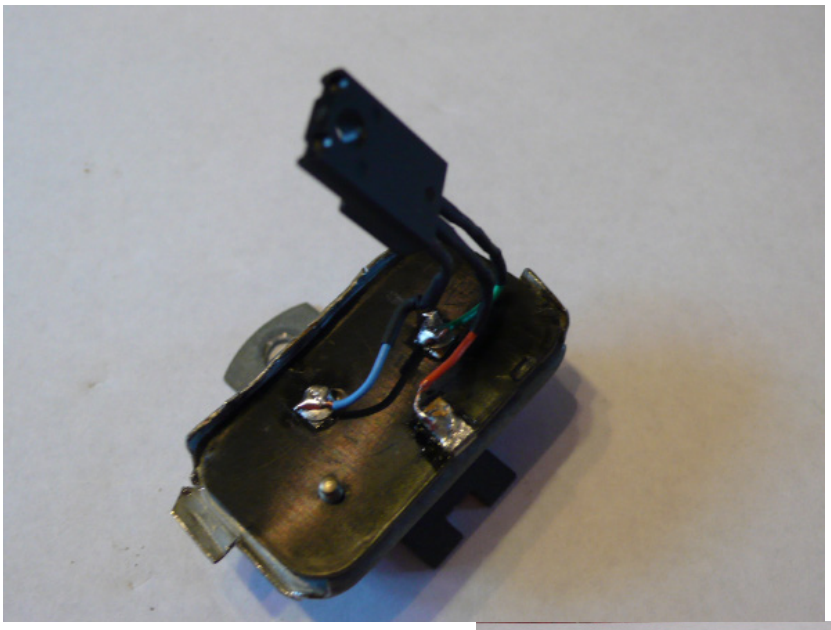
I inserted the board into the case. Before bending the case tabs back down I thought it might by prudent to test the unit – just in case. I plugged it into the car and measured the output voltage. A very nice 10VDC showed on my voltmeter. Success!

It took some light hammering and squeezing with locking pliers to get the case edges closed. Then I screwed the stabilizer case to the back of the speedo, and reinstalled the speedo in the car. It looks stock, and should be more reliable than the mechanical unit. I now plan to enjoy a gas gauge that doesn't read ¼ when it's really empty, and a temp gage that is somewhat closer to reality.

Above: The part details of the regulator: Model NTE1968. Radio Shack part # 55052569. +10 volts output at up to 1.5 amps. TO-220 case with 3 electrical "legs" for connections.

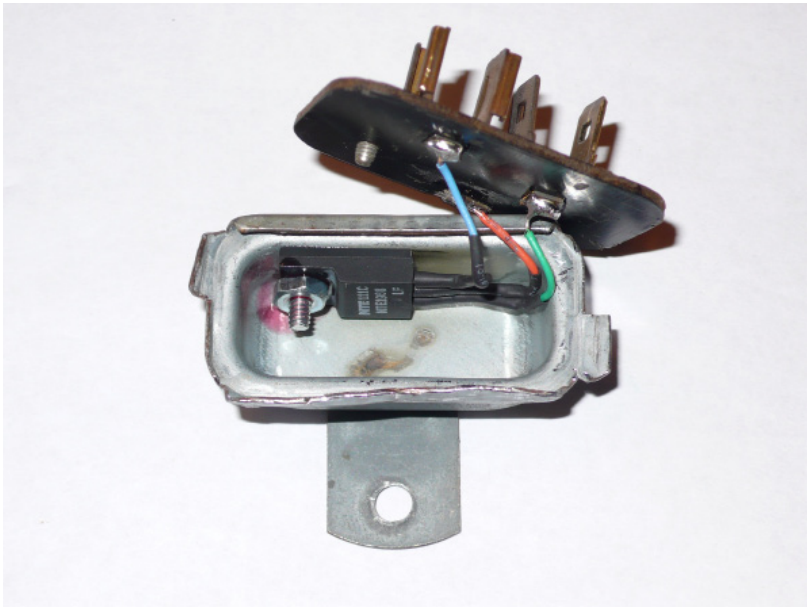


Above: This is the regulator with the extension wires soldered on and covered with heat shrink tubing.



Left: The 3 wires of the regulator soldered to the appropriate connections. The assembly is sitting "inside out" on the case for photo purposes.

Right: The case, modified circuit board and the 4-40 screw that will mount the regulator to the side of the case



Left: This shows the regulator mounted to the case. You can see the red thread locker that I used. All that remains to be done is fit the circuit board into the case, and bend the tabs down to hold it securely.

Triumph Trader

FOR SALE

2 Painted Wire wheels (grey metallic) for a TR3 (15 inch), along with 4 hubs and ear-type knock offs. Everything is used but in good condition. I'd like to sell everything for $125. I live in Duluth, but can deliver them to metro area. My contact information is jcherveny@chartermi.net or 218-310-4375. I'm a member of Minnesota Triumphs.
Jim Cherveny

'Pair of new, in the box, SU carbs for Spitfire, 1 1/4 dia. $525.00

Used 1 season DCOE 45 Weber card with air horns, no air cleaner, been sitting a while, should probablly be rebuilt. $325.00

New rear sway bar for Spitfire. $150.00
Contact Roger At 651 207-3920

Losing Storage and liquidating Spitfire and GT6 parts. Complete '76 Spitfire rolling chassis, bare '72 GT6 chassis, door skins, Spit & GT6 doors, seat frames, lots of misc. stuff. I'm working up a list of parts and condition. Ask and I'll send you the current version. Make an offer on anything you want. Bill 612-850-4072 or wrgingerich@gmail.com

TR7 front K member assembly W/ brakes struts & steering rack $60. Contact Roger Kraemer 651-207-3920

WANTED

Stock Steel Wheel for 1972 TR-6
Only need 1 rim.
Jim Larson (952) 944-6064

Seats For TR-6 or Spifire
1969-1972 high back seats that recline preferred

Call Mark (651) 450-9504

Red lens for stop/tail lamp, right hand side for TR6.
I actually only need the reflector half of the red lens.
Jim Larson (952)944-6064

Trader information *Members' notices run three months — unless you tell the editor to drop them earlier or keep them running longer. Dates in parentheses indicate the first month in which they ran. Non-member notices are published at a rate of $5 per month.*

About Minnesota Triumphs Car Club

Minnesota Triumphs formed in 1981 when a group of Triumph enthusiasts met for an afternoon of fun and conversation at Fort Snelling Park.

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

Our activities include:

- Monthly meetings
- Social gatherings
- Tech sessions
- Road rallies
- Regional and national events

We welcome all Triumph enthusiasts, whether you own a concourse-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.

Membership

Our membership year runs January 1 through December 31.

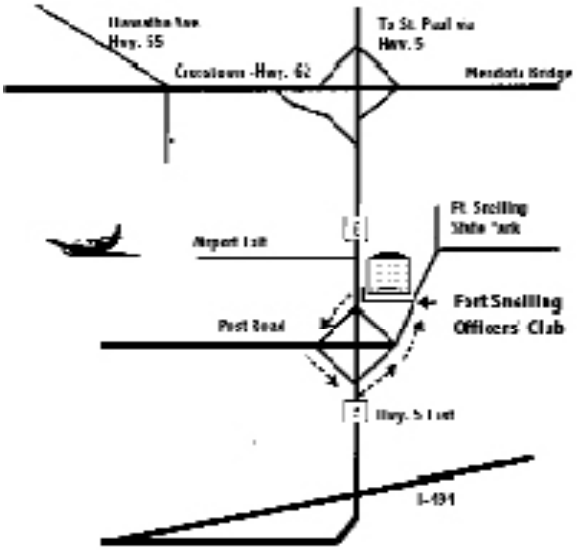
Annual membership is $25 (an additional $1 provides your partner with voting privileges at our annual election of officers). With this membership fee, your newsletter can be seen on-line or you can pick up a hard copy at the monthly meetings.

If you prefer to have your newsletter mailed to you, membership fee is $35 (plus $1 for partner's voting privileges).

Join after September 1st and enjoy full membership benefits through the remainder of the current year and the entire next year.

Monthly Meetings

Minnesota Triumphs meets the second Thursday of each month, January through October. Club members gather at the Fort Snelling Officers' Club at the intersection of Post Rd. and Hwy. 5 across from the Minneapolis/St. Paul International Airport.



BRITISH INVASION OF HUDSON

Britfest 2014

Vintage British Car Show

presented by MG Minnesota

FREE ADMISSION to Show your Car!

- 100 CAR LIMIT SHOW SPACE - ARRIVE EARLY! -

August 9th, 2014

on Walnut Street in Hudson, Wisconsin
between 1st and 2nd Streets
(in front of Dick's Bar)

9:00am to 3:00pm
Awards presented at 2:00pm

Cars will be judged by Charity Voting
proceeds benefiting Boy Scout Troop #148

See the areas Finest British Car Marques and Clubs

Attention British Bike Clubs/Owners!
You are also invited & encouraged to participate!

sponsored by

Dick's Bar & Grill
Hudson, WI

111 Walnut Street
Hudson, WI 54016

for more information contact Tom Belongia 715.781.0361

The Minnesota Triumphs Club is dedicated to the preservation and enjoyment of the Triumph Marque. It was formed in 1981 and is a charter member of the Vintage Triumph Register. Correspondence can be addressed to:

Minnesota Triumphs
4018 Emerson Avenue N
Minneapolis, MN 55412

Check our web site at: www.mntriumphs.org

Membership meetings are on the SECOND THURSDAY of the month (except no meetings in November and December). Meetings begin at 7:00 p.m. and are held at the Fort Snelling Officers' Club, just south of the Minneapolis St. Paul International Airport. Everyone is invited to attend, whether you are a member or not.

2014 OFFICERS

President
Larry Berg
763-557-1949
President@mntriumphs.org

Vice Prez
Sue Ethier
651-224-3105
VicePresident@mntriumphs.org

Treasurer
Terry Mackey
612-371-9049
Treasurer@mntriumphs.org

VTR Liaison
Larry Sanderson
507-775-6940
VTRLiaison@mntriumphs.org

Regalia
Open position

Regalia@mntriumphs.org

Membership
Joe Demuth
612-521-5658
Membership@mntriumphs.org

Newsletter
Bill Gingerich
612-850-4072
Newsletter@mntriumphs.org

Webmaster
Ron Ruettimann and Fred Olson
715-381-3040
Webmaster@mntriumphs.org

Secretary
Andy Lindberg

Secretary@mntriumphs.org

Event Coordinator
Doug Burch and Dick Leighninger
651-642-1073
Events@mntriumphs.org

Historian
Greg Gelhar
763-424-6434
Historian@mntriumphs.org

Tech Sessions
Patrick Holt
612-388-0505
Techsessions@mntriumphs.org

Intermarque Liaison
Dennis Cavallo and Pat Holt
612-822-2221 & 612-331-5378
Intermarqueliaison@mntriumphs.org

Past President
Jeremy FohrenKamm
715-781-7808

Are you connected to the group? Do you get in on the latest information?

We have an e-mail site you can easily join. It is Minnesota Triumphs Yahoo mail.

Simply send an e-mail to
mntriumphsgroupsubscribe@yahoogroups.com
You don't have to ask for anything, they will see your e-mail address and take it from there.

I wonder if they do blessings for British cars?

Triumphs & Tribulations
c/o Bill Gingerich, Editor
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