

TRIUMPHS & TRIBULATIONS



Last 2014 issue



Photos Credits: Larry, Moss & Staff

*Getting more miles from the October issue (thanks Orrin)

ON THE COVER

*Eleven cars made it to the VTR in North Carolina...two (Miatas) missed the various photo opts :)
And why are Jon and his grandson on the cover of Moss?...ask him.*

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. 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. 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.

Winter is here, our Triumphs are hibernating, but 2015 is set to be a great year for the club. We'll start out the new year with our annual holiday dinner which will take place at Dangerfields in Shakopee. But the big event in 2015 will be the 25th intermarque rendezvous hosted by our club in Ashland Wisconsin. Later, in the Summer, the annual VTR will be in beautiful lake Geneva, Wisconsin. It's close proximity to home should bring a big turnout from Minnesota Triumphs. Thanks to the rendezvous planning committee for the impressive job they're doing and make sure to sign up if you plan to join the tour around the Lake Superior. Now, back to my next project, a 1964 TR4. Happy Holidays!

Terry

Pluggers By Gary Brookins



A plugger just leaves his keys in his truck, as he knows car thieves have no idea how to drive a stick shift.



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

TR Monthly Meeting October 9, 2014
Really Official Minutes

The mike checks began at 7:14. After an appropriate number of “can-you-hear-me-nows” and electronic feedback squawks, President Larry Berg (TR6) called the meeting to semi-order at 7:16.

About forty people were present, including two new members. Their names are TR4 and TR6.

Treasurer Terry Mackey (TR4 & TR6) said we have maybe \$350 more than last year.

Membership czar Joe Demuth (TR6 & Miata) reported 100 members.

Answers to the October quiz were given. (See attachment. See next month’s Tribulations for answers.) Scores at the meeting ranged from zero out of five to four of five. I’m not reporting who got the zero and the person who got the four obviously flunked cursive writing, as his/her name was illegible.

Doug (Spitfire) and Dick (TR6) reported on upcoming events, the only one of which is still upcoming is the Winter Party on January 25 at Daingerfield’s in Shakopee. Hopefully there’s a flyer for it in this issue.

Various members reported and showed pictures of their trips to the national Vintage Triumph Register convention. Nobody reported having to be trailered there or back. Next year’s VTR will be near Lake Geneva, Wisconsin, a much shorter trip. Make your reservations now.

Last, but not least, we moved to elections and appointments. The following people will be working for you in 2015:

President: Terry Neuman (TR6)
Vice President: Jon Meier (TR3)
Treasurer: Terry Mackey (TR4 & TR6)
Membership: Joe Demuth (TR6 & Miata)
Newsletter: Bill Gingerich (Spitfire)
Secretary: Andy Lindberg (TR3 & Miata)
Tech Sessions: Roger Kramer (TR7 & Spitfire)
Events: Pat Holt (TR4 & TR8)

Larry Berg was given an ovation for two years of stewardship and the meeting was adjourned.

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)



VTR REPORT

VTR REPORT JANUARY 2015

It seemed like months between Thanksgiving and Christmas this year, but only because this guy is a whimper and cannot take the cold anymore. So for a few months the VTR report will come from balmy S Florida. Hope you all rung in the New Year with visions of staying on top of this so called financial cliff. Many of you TR souls braved the New Year chill in getting a glimpse of the first sunrise of the year. Look forward to that report.

This is going to be a great VTR year as we head to Wisconsin for this year's VTR convention. The 2015 Vintage Triumph Register National Convention will be hosted by the *Illinois Sports*

Owners Association at the Abbey Resort and Conference Center in Fontana, Wisconsin, on the shore of beautiful Geneva Lake. Having hosted five previous VTR conventions, most recently in 2005, the club is pleased to welcome you for a return trip, or for your first visit. The festivities will take place from Tuesday, August 11 – Friday, August 14, 2014. For more information and to register, visit the convention website: vtr2015.com.

If you are not a VTR member please consider joining VTR now. The cost is \$35 which includes the bi-monthly magazine, the Vintage Triumph, technical consultants, the annual convention, support of our club and

other regional clubs, Triumph regalia and special rates on insurance for your vintage TR. Please back the club who works so hard to help keep the TR badge alive so that others may continue to have an interest in our cars in hopes of keeping our values high. Please call me with questions or go to www.vtr.org to join.

I wish all of you the best for a truly happy and healthy new year in 2015.

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

Fontana, Wisconsin Or Bust

Let's Go For It.

Lets see some beautiful country and have a great time at the Abbey Resort and Conference Center

Look Who's Going!

**Orrin & Pam McGill
Joe & Virginia Bisanz
Larry & Gayle Sanderson
Greg & Carole Thompson
Terry & Sharon Neuman**

**Terry & Bernadette Mackey
Bill Nelson
Joe Demuth**

Please refer to www.VTR2015.com

Triumph Calendar

JANUARY

JANUARY 2014-Winter Bash
will be Jan 25, 2015...venue
Dangerfields, (see page 6)

* Intermarque events

See Intermarque Monthly at:

www.intermarque.org

Minnesota Triumphs Winter Party

Will be held at

Dangerfield's

1583 East First Avenue

Shakopee, MN 55379

952-445-2245

from

2:00 to 5:00 PM

Sunday, January 25, 2014

For \$22 we get a choice of three entrees:

Atlantic Salmon

Chicken Marsala

Whiskey Sirloin

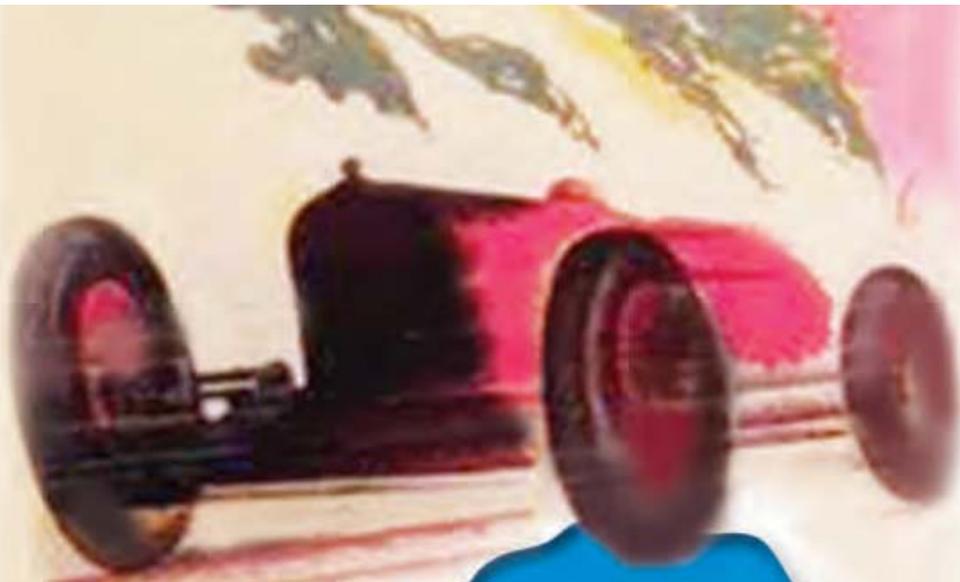
Includes mashed potatoes, mixed vegetables, salad, dessert, choice of non-alcoholic beverage. Tax and tip included in the price.

They can also serve a vegetarian dish if you let us know.

The club will have a separate room with coat racks, cash bar, as well as a spacious parking lot.

Please email Dick (imsplashcaf@yahoo.com) if you plan to attend, as well as your entree choice(s).

You can pay at the door with cash, check or credit card.



RENDEZVOUS RALLYE SUPERIEUR

Fun Run
June 6-11, 2015

Rendezvous Rallye Superieur is a tour around Lake Superior. The rallye will embark from Ashland, Wisconsin, USA, on June 6, circumnavigate Lake Superior and arrive back in Ashland on June 11. Many (but not necessarily all) of its participants will likely be the more adventurous souls in their vintage cars attending the 25th annual U.S./Canada International Sports Car Rendezvous that kicks off on June 11. Some of the cities through which the Rallye will pass include Duluth, Grand Marais, Thunder Bay, Wawa, Sault St. Marie, and Marquette.



Is this a pretentious, big-deal rally like the California Mille or the Monte Carlo? Well, it's a big deal for us and it will cover some exquisite roads and locations, but there the similarities end. Most importantly, there is no competition. No fast driving awards, no checkpoints, and no incentive to trash your old car. Just an extended tour on which you can enjoy your vintage car with other aficionados.

Is participation limited to older vehicles? Yes. By old we mean 25+ years old. For the arithmetically challenged that means 1990 and older. Exceptions may be granted by the rallye master for retromobiles that he believes maintain the classic spirit and vintage joi de vivre.



Is this as expensive as Hemmings' Great Race? No. You will pay for five-and-a-half days of food and lodging, and for maybe 1500 miles of gasoline. All as you go and all on your own Visa card. Once we have an idea of how many will participate, arrangements will be made so that moderate lodging and restaurants is available. The only extra cost to which you will be liable covers your prestigious Rallye Rendezvous Superieur magnetic emblem (a nice compliment to the free Circle Tour window sticker).

How do I register or get more information? Email Andy Lindberg (andyrlind@gmail.com).

October Triumph Quiz

1. In what car was Sir John Black riding when he suffered the accident that the Standard board used as the official reason for his resignation?
 - a. Triumph T.R.2
 - b. Triumph T.R.3
 - c. Swallow Doretti
 - d. Standard Vanguard

2. Who was driving the car in this accident?
 - a. Donald Healey
 - b. Ken Richardson
 - c. Alick Dick
 - d. Ted Grinham

3. In a June 1970 *Road&Track* comparison test of four sports cars, how was the TR-6 described?
 - a. Modern and Civilized
 - b. Futuristic but Unresolved
 - c. Strong but Dated
 - d. Capable but Undistinguished

4. In an April 1973 *Road&Track* comparison test of nine Showroom Stock Sports Cars, which car had the fastest lap time?
 - a. Triumph GT6
 - b. Opel GT
 - c. Porsche 914
 - d. MGB
 - e. Fiat 124
 - f. MGB GT
 - g. Triumph Spitfire
 - h. MG Midget
 - i. Karmann Ghia

5. How many members does the Minnesota Triumph Club have? (Member and spouse count as one even if they pay extra.)
 - a. Somewhere in the 70s
 - b. Somewhere in the 80s
 - c. Somewhere in the 90s
 - d. Somewhere in the 100s
 - e. Somewhere in the 110s
 - f. Somewhere in the 120s
 - g. 130 or more

Name: _____

Fun and Games with my TR6 engine and transmission

As we all know, winter is the time to embellish our Triumphs, and 2014 certainly provided a better-than-usual rationale to spend time in the garage. Especially if it's someone else's garage, like specifically Larry and Gail Berg's garage, newly remodeled and heated.

I bought my 1976 TR6 in August 2013. The previous owner had done some nice cosmetic stuff on the car, but I had bigger designs in mind to make the car "my own". I have a penchant for remodeling old stuff, not always with my own hands mind you, but the satisfaction of restoring and even improving something old and dignified is something I love. And a secondary motive was to learn (the greasy way) how these machines work. For the benefit of others who are novices, here's a brief description of the project with some photos.



More than anything, I like performance and reliability. My goal was to make the car drive like a champ. So I recruited Larry and Joe DeMuth to bring the car "up to speed", as it were. The engine and the transmission were the targets. Along the way, a few annoying items were taken care of.

I first thought we'd bolt on the Moss supercharger. But that was unsatisfying to me, not least because it would short-change my goal of getting into the engine. On the internet many people recommended going the "natural" route of increasing airflow and compression, so I opted for that approach.

After discarding the pollution control stuff, the cylinder head was removed and sent to Total Engine in

Bloomington, where Jason gave it his expert treatment: porting the head and intake manifold (means hand-grinding the rough surfaces and smoothing the edges to improve intake airflow about 12% and exhaust flow about 20%); regrinding the valve seats; and shaving the head (which slightly reduces the volume of the combustion chamber) to increase compression from the stock 7.5:1 up to about 9.25:1. Of course, the whole thing was bead-blasted to look like new, and then painted. After the head was installed, the camshaft was replaced by a slightly hotter but still street-friendly GP2 cam from Richard Good, and new timing sprockets, chains, and refurbished vibration damper were installed. Of course, one can't do all this and not provide new valves, guides, springs, shortened pushrods, tappets, and rocker assembly, can one? In they went. With his mysterious gauges, Larry timed the whole thing and my excitement started to build.

The increased airflow has to get out somehow, so a new exhaust header was bought from Moss and ceramic-





coated a nice silver color. Mating that to the back exhaust took a little modification by Larry, but he likes problem-solving, and put it together with some strain on his back and neck.

What about fuel delivery? For now, Larry convinced me that the stock Strombergs are just fine, though the jets and needles had to be modified to increase fuel flow to match the increased air flow. Joe Bisanz might convince me to change to Mikunis some day. Spark was improved by rebuilding the distributor (Advance Electronics), getting a new ignition coil and cables.

Although I had a working stock 4-speed transmission, while the engine was out of the car I opted for one of Larry's 5-speed conversions. He sourced a W58 Toyota Supra tranny, had it checked and new

seals installed, bought a conversion kit from Eaglegate, and we were ready to go. The kit included a new clutch disc, bushings, and bell housing. Joe helped get the tranny mated to the engine while still out of the car. The whole engine-transmission package slid into the car like (...sexual metaphor deleted).

A couple of niggling items were fixed along the way. My steering column felt loose and could be moved up and down...not a very secure feeling while driving. There is a clamp attaching the column to a bracket behind the dash, within which clamp there is a type of compression spring that had wiggled out of the clamp and down the column. With effort, the spring was relocated back inside the clamp and tightened



down: voila, stable column. Thanks Joe. My rear U joints were replaced and the wheel hubs checked.

Larry replaced the throttle bushings. All the dash gauge bulbs were replaced and I tried to clean the red indicator lenses but they look the same. When we put the interior back in, Joe showed me how some guy had modified his seat track to get a couple more inches of rearward travel. Having long legs and a bad knee, that looked enticing to me, and Larry fabricated a track extension for my car. He's written an article on that slick little mod.

The moment of truth came when Larry gave me the honor of turning the key for the first time. It fired up instantly, settled into a nice rhythm with

a slight lope due to the new cam. It thrilled me that one can disassemble all that mechanical stuff and somehow get it back together and have it work immediately.

The work was not without challenges. The worst was a rumble in the driveline when I got it on the road, along with a curious stuttering of the clutch pedal. Larry diagnosed it and sure enough, when the assembly was removed, the bolt holes in the replacement bell housing from Eaglegate were drilled inaccurately, causing an axial misalignment which caused the rumble. Eaglegate was unable to replace it because it has gone out of business, something about a feud between the father and son owners. So Larry and Greg Gelhaar re-drilled the correct holes and re-installed the tranny. Problems solved. Larry knows his stuff! And thanks Greg.



I've read testimonials of increases in horsepower to 170 just from changing a camshaft, or porting. Bogus! If anyone has a super-charged TR6, I'd like to arrange a driving comparison and report to you all.

Perhaps most importantly, I can now take a trip knowing my engine and tranny are "new" and reliable. One of the most gratifying changes is the five-speed transmission, which is great at highway speeds and smooth-shifting in all gears. The gear ratios in the Toyota conversion are nicely suited to this engine. At 70 mph I'm turning just 2500 rpm. If you don't have overdrive, consider this transmission mod.

Many thanks to Larry and Joe for their expertise and teaching, and Greg for the machining. I learned a lot and I think I have a very spiffy vintage TR6 to zip around in. See you at the meetings.

Rick Morris

With all the modifications, we think we have goosed the horsepower from about 75 to 120 or thereabouts. Maybe I'll dyno it someday. The total expense for all this was somewhere around \$8500 for everything. I was having so much fun that the costs got away from me, but I constantly rationalized that "while we're in there we might as well...". We've all been there, right? Amortizing the cost over the miles of enjoyment and especially reliability, I think it'll prove well worth it. This car's a keeper.

So, how does it drive? I have to say that the seat-of-the-pants change in performance, without actually timing it on the track, isn't overwhelming. It is definitely stronger, but the engine isn't as smooth as it was with the stock cam. I can merge onto a highway with more zip. At traffic lights, the loping rhythm with the wonderful exhaust note makes it seem as if I've got an SVT Mustang V8 under the hood. Love that! On the internet, where exaggeration isn't prosecuted,



Host hotel:
AmericInn Ashland
1-866-378-9950
More information
to come at
mnrtriumphs.org



**SOUTH
BEACH
RENDEZVOUS**
on Lake Superior
ASHLAND, WI
JUNE 11-14, 2015
hosted by
**MINNESOTA
TRIUMPHS**

Anniversary **25th** Rendezvous



be sure to
wear your
TROPICAL
attire



25th Annual Intermarque Lake Superior Rendezvous

Rallye Superieur
Tropical theme deck party
Touring
Tech Sessions
Car Show
But wait! There'll be so much more...

Situated on the
Tropical South Beach
of one of the world's largest
natural air conditioners.

Dip your rims in the cool of Superior!





EVENTS SCHEDULE

THURSDAY:

- Registration
- Rallye Superieur Welcoming Event
- Parking Lot Party
- Funkhana

FRIDAY:

- Registration
- Madeline Island Tour
- Autocross/Speed Run
- Scrabble Scramble
- Deck Party (Hotel Chequamegon)
- Silent Auction

SATURDAY:

- 25th Rendezvous Car Show
- Waterfall Tour
- Silent Auction
- Banquet





Its Time to Register

Register before April 1, 2015 and be automatically entered in the "Early Bird Drawing" for a valuable prize.

Registration is being done by mail, not on the web in an effort to keep costs at a minimum. Also, registration is by the person, not couple, so the cost for one person is half the cost of a couple.

Registration Cost:
\$40 US, \$45 CA / person
Optional Banquet ticket:
\$30 US, \$33 CA / person
A free t-shirt is included with each registration.

How to Register

- Print the form.
- Mail the completed form and your payment to the address on the form.
- You will receive email confirmation of your registration.

2015 South Beach Rendezvous Registration Form

Check a box: registering one person or registering two people

Name Person 1 _____

Name Person 2 _____

Address _____
Street City Zip

Email Address _____

Telephone/s _____
Primary Phone Other Phone

Car 1 _____
Make Model Year

Car 2 _____
Make Model Year

Car Club _____

T-Shirt Sizes	Person 1 Shirt Size	Person 2 Shirt Size
XXL <input type="checkbox"/>	XXL <input type="checkbox"/>	XXL <input type="checkbox"/>
XL <input type="checkbox"/>	XL <input type="checkbox"/>	XL <input type="checkbox"/>
L <input type="checkbox"/>	L <input type="checkbox"/>	L <input type="checkbox"/>
M <input type="checkbox"/>	M <input type="checkbox"/>	M <input type="checkbox"/>
S <input type="checkbox"/>	S <input type="checkbox"/>	S <input type="checkbox"/>

Fees: Check Boxes: one person \$40 US \$45 CA / two people \$80.00 US \$90 CA = _____

Banquet Tickets : one ticket \$30 US \$33 CA / two tickets \$60 US \$66 CA = _____

Total = _____

Make checks payable to:
 Minnesota Triumphs

Mail this form and your check to:
 Joe DeMuth, Registration Chair
 4018 Emerson Ave N
 Minneapolis, MN 55412

I am aware of the hazards inherent with motor vehicle events and specifically release and do indemnify the organizers, supporting sponsors, and Minnesota Triumphs, collectively and separately from any and all liability from personal injury and property damage incurred by me or my guests while participating in Rendezvous 2015.

Sign Person 1 _____

Sign Person 2 _____

Triumph Trader

FOR SALE

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.*

5 **Five Speed Conversions for your TR.** 5

Drop your RPM by about 900 at 70 MPH

EagleGate Kit uses Toyota W58 transmission and retains the TR hydraulics and clutch release bearing

5 5 Complete conversion, installed about \$2,300
Contact Larry Berg (763) 228-0072 for details. 5 5

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.

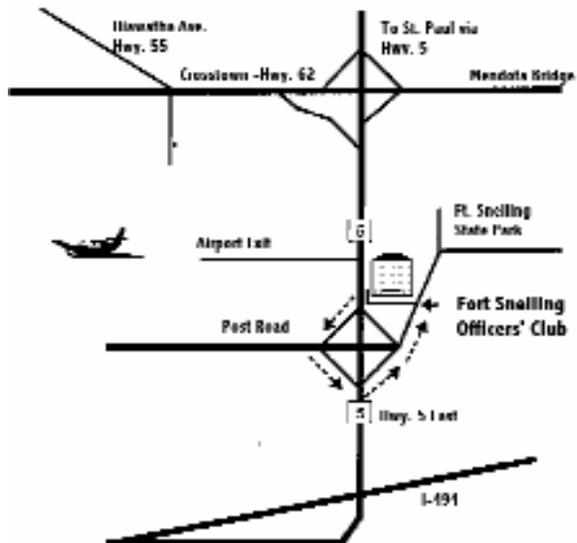
Annual membership is \$25 (an additional \$1 provides your partner with voting privileges at our annual election of officers). With this membership fee, your newsletter can be seen on-line or you can pick up a hard copy at the monthly meetings.

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.



Steve Rixen is...



Strictly British, LLC



Parts, Service & Consultation

Email: scrixen@gmail.com

Cell: 612-877-1938

5995 Highview Place, Shoreview, MN 55126



MEMBERSHIP NOTES

Are you a member of the VTR?

Please consider joining the Vintage Triumph Register. This national association of Triumph car clubs offers various benefits to chapter member clubs and individual members including The Vintage Triumph quarterly newsletter, free classified advertising in the newsletter, access to VTR's staff of volunteer vehicle consultants, various VTR Triumph car club regalia, an annual convention hosted each year by one of VTR's many local chapters, and low-cost collector car liability insurance for club sponsored events. Yearly dues are \$35. For details, go to their web site at www.vtr.org or pick up a form from Larry Sanderson at a club meeting.

Its That Time Again

Well, it's happened again. Our cars are a year older and its time to cough up the yearly dues. Dues should be paid by March 31 to ensure continued access to this newsletter and my emails about club events. There are two levels of dues, \$25 gets you an emailed newsletter each month, January through October. \$35 entitles you to a mailed hard copy of the newsletter (\$10 to cover printing and mailing costs.) Family memberships are available for an extra \$1.00. This allows couples two votes at club meetings determining the many weighty issues that arise throughout the year. You have three options for paying dues:

- Pay at the monthly meeting
- Pay using PayPal - visit our web page at www.mntriumphs.org/join.htm
- Mail payment to me at 4018 Emerson Ave. N, Minneapolis, MN, 55412.

You will receive an email with the latest roster early this month. Please be sure to look yourself up to proof. If there are changes, make note of them on the form below and mail with your dues.

Membership Form

\$25 for a single membership + emailed newsletter \$26 for family membership + emailed newsletter

\$35 for a single membership + mailed newsletter \$36 for a family membership + mailed newsletter

Mail to: Joe DeMuth, 4018 Emerson Ave N, Minneapolis, MN, 55412

Name	
Partner	
Address	
City, State, Zip	
Day Phone	
Evening Phone	
Email Address	
Cars	

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.

2015 OFFICERS

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612-388-0505
Intermarqueliason@mntriumphs.org

Past President

Larry Berg
612-228-0072



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

mntriumphsgroup-subscribe@yahoogroups.com

You don't have to ask for anything, they will see your e-mail address and take it from there.



Triumphs & Tribulations

c/o Orrin McGill, Editor
4018 Emerson Avenue N
Minneapolis, Minnesota 55412