

TRIUMPHS & TRIBULATIONS



Knuckle-Bruisers

Photo Credit: Greg G, Joe D, Gary S, Pat H, John K,
Joe B, Larry B, Wayne M, Doug B & Terry M



We paid
Snap-on®
how much for
this tool
????!!!



ON THE COVER

A call for project shots produced these beauties. Could only a handful of all the members need to work on their British iron? The Triumphs must be that reliable...

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.

Orrin said “Get me the Prez Release by the 20th or the Prez will be released” so here it is.

Last night while sitting in my recliner dozing off, after having finished a post St. Patrick’s day Guinness and a bowl of popcorn, some annoying guy on TV wearing a green sweater vest started dancing around singing “Just move your body” or something to that effect. Well I jumped right up, put on my sweater vest and started dancing. Gail thought I was nuts and it made Cooper bark, but seriously, it did make me think just how bad inactivity is for all of us and for everything around us. This

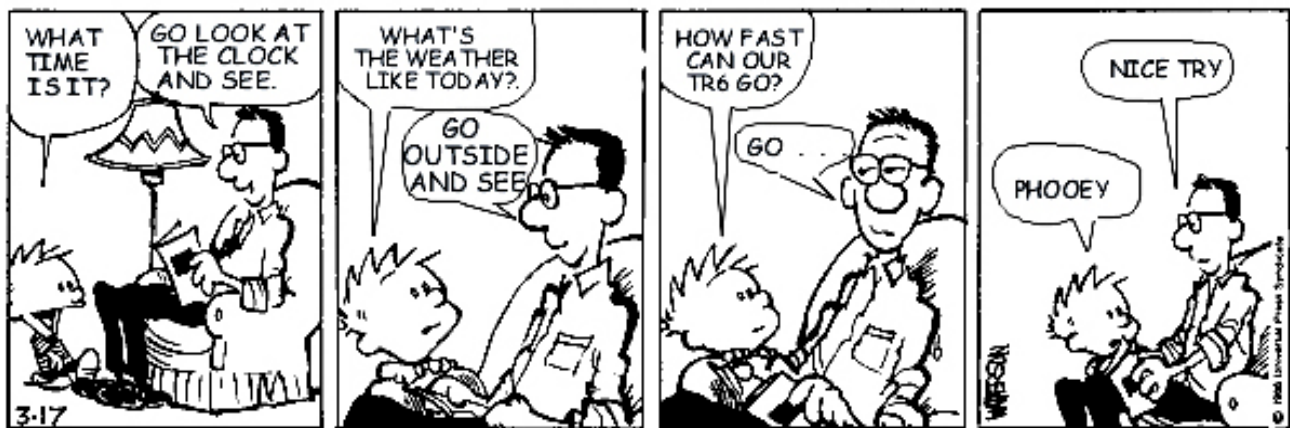
somehow leads to the care and feeding of our Triumphs. Right now there are three TRs in the garage that are all suffering to some degree from inactivity and neglect. One, an extreme case, having been in storage for 11 years has a frozen engine and you can only imagine what the clutch and brake hydraulics look like. The other cars have dried up leaking seals at the differential and transmission, contaminated hydraulics and the grease in the hubs, all dried out. All this could have been avoided if only they had been driven. As for storage, much of the ravages of time could have been prevented if a few precautions had been taken. My dad used to say “looks like they

were rid hard and put away wet”, works for cars as well as horses.

What works for cars and horses also applies to club members so here is a plea to get up off your rear and become an ACTIVE member. We need volunteers for many of the planned events and those who are planning events could sure use your help. It will get the blood pumping in your veins and do a world of good for your brain, new endorphins, synapses and all that.

“Use it or lose it” – it applies to all of us and our cars!

Let’s get MOVING
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

March 14, 2013 Meeting

President Larry Berg called the meeting to order at 7:08 p.m.

We had several new members join us tonight, including Linda Nelson and her son Alex, who recently acquired a 1968 Spitfire from a sunny and warm spot in Florida and had it shipped to our frozen snow-covered land. John Patten is also a new member who joins with a 1966 TR4A project car. Fun!

Larry mentioned that due to personal obligations, Jeremy Fohrenkamm will be unable to continue as our Tech Session coordinator, but Pat Holt has agreed to take on those duties. Many thanks go out to Pat and we wish Jeremy all the best.

The Spring Shakedown tour is coming up on April 20 and it will be coordinated this year by John Kallaus.

Larry spoke of the new calendar challenge, which involves getting pictures of your Triumph in front of as many barbeque restaurants as you can find. Five points will be given for each Triumph in the picture, so if you get a couple of cars together, you get more points (and you get to share a barbeque meal with your friends)!

He also mentioned the upcoming auto painting seminars at Welle Auto Supply on April 23 and 24.

Treasurer Rick Hansen reported that we still have money in our accounts, but the big news is that the IRS has accepted our tax-exempt status, which is retroactive to the last year when we had it. Many thanks to Rick for seeing that effort through to completion!

Membership chair Joe DeMuth said there are about 40 member "groups" (that is, individuals or families) that were paid members last year who have not yet renewed their membership this year. Currently, there are about 50 "groups," which translates to about 90 members. Joe is hoping to have everyone's dues by the end of March.

Newsletter editor Orrin McGill mentioned that the newsletter will now be posted online and an e-mail sent to everyone with the link. In the past, the newsletter was always e-mailed as an attachment, but many e-mails returned a bounce-back. Secretary Fred Olson agreed this was a good practice and

said he'd work to get the newsletter online as soon as it's available.

Event coordinators Terry Mackey and Dick Leighninger mentioned that there are a handful of events that still need organizers. Anyone willing to help is encouraged to contact Terry and Dick.

Speaking of events, watch for tech sessions on the third Saturdays of the months. Linda (mentioned above) and Carla with her TR6 mentioned that they would likely be interested in sessions on their cars.

Historian Greg Gelhar mentioned that anyone with pictures of events can also post them to the club's Facebook page.

Some of the big upcoming events are the InterMarque Spring Kick-off coming up on May 11 in Osseo, Minn. and British Car Week in Hot Springs, Ark. which is May 29 - June 2. The big VTR get-together this year is in the wine country of California.

Larry adjourned the meeting at 7:50 p.m.

Total Attendees: 37

Total Triumph Cars: 0 (will all this salt and cold ever go away?)

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 APRIL 2013

Report from the VTR membership meeting at Galveston Island in Texas last fall finds that attendance was sparse. Blake Discher, VTR President was not in attendance. A proposal was brought up where as Triumph-powered Morgan owners could be VTR members. VTR already accepts Peerless and Italia owner's cars. The proposal is being studied and tabled for now. Treasurer, Bill Smith also was not in attendance but sent a financial report saying that VTR has \$80,000 in the bank and all bills are current. Triumphs of Southwest Florida have been named the latest VTR chapter. It is interesting that TSWF requires that all members be member in good standing with VTR. VTR is

hoping to find someone to update and refresh the VTR website.

Check the list below to see who plans on going to the next VTR in California. San Rafael, CA will be the hotel sight at the Embassy Suites. This should be another great VTR as the Greater San Francisco Triumph Clubs will host this VTR/Triumphfest from Oct 2 – Oct 6, 2013 in the wine country of Napa north of San Francisco.

Now is the time to plan for a great California vacation while seeing some of America's best Triumphs. Contact the Embassy Suites San Rafael-Marin County, CA at 1 415 499 9222 for reservations.

With winter still holding on now would be a good time to make plans.

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.

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

San Rafael, CA Or Bust

Let's Go For It.

Lets see some beautiful country and have a great time on the West Coast.

This should be the best VTR ever.

Look Who's Going!

Orrin & Pam McGill

Joe & Virginia Bisanz

Larry & Gayle Sanderson

Greg & Carole Thompson

Terry & Sharon Neuman

Wayne Morris & Joan Ostenson

Terry & Bernadette Mackey

Triumph Calendar

3/2/13

**MINNESOTA TRIUMPHS
SPORTS CAR CLUB
2013 EVENTS CALENDAR
(tentative)**

**Does not include tech sessions
(not yet scheduled)**

**Does not include *Cherokee
Park picnics (last Sunday of
each month)**

MARCH

14-Club meeting

APRIL

11-Club meeting

13-Tech Session

Linda & Alex Nelson (Spitfire owners)
1129 Benton Way,
Arden Hills, MN 55112
612-965-1001

20-Shakedown / Spring Tour
John Kallaus will be hosting.

MAY

9-Club meeting

11-*Intermarque in Osseo, MN

19- @ 2:00pm Meisville Mud
Hens vs. Lake City Serpents.
More info to come...Gary
Stephenson to host.

Memorial Day Weekend:
Drive the Brainerd International
Race Track with your Sports Car
See the BIR web site:
[www.brainerdraceway.com/
2013-schedule/eventsbydate.html](http://www.brainerdraceway.com/2013-schedule/eventsbydate.html)

29-June 1 *British Car Week
National Meet in Hot Springs,
Arkansas

JUNE

2-*10,000 Lakes Concours in
Excelsior, MN

08-CAF Hanger Dance, 6PM to
Midnight (host: Dick Leighninger)

6-9-*Rendezvous in Grand
Rapids, MN

13-Club meeting

15-Antique tour (host: Steve
Shogren)

21-23 Back to the 50s at MN
State Fair

29-*Amery Auto Cross & Speed
Run in Amery, WI

30-MNTR Cherokee Park picnic
(host: Phil & Sue Ethier)

JULY

11-Club meeting

11-14 *Iola Car Swap & Show in
Iola, WI

26-*Drive In Movie Night @ Vali
Hi (host: Andy Lindberg)

27-*Wine Tour (host: Steve
Shogren)

AUGUST

4-Queen Mum Tour?

8-10 New London/New
Brighton Antique Car Run

8-Club meeting

10-*Britfest in Hudson, WI

24-*Amery Auto Cross & Speed
Run in Amery, WI

SEPTEMBER

07-*CAF Hanger Dance 6PM to
Midnight (host: Dick Leighninger)

08-*Wheels & Wings in
Osceola, WI

12-Club meeting

14-Summer Picnic (host: Phil &
Sue Ethier)

20-22 *Waumandee Hillclimb in
Alma, WI

22-Mystery Tour (host needed)

OCTOBER

2-6 *VTR in San Rafael, CA

10-Club meeting

12-Color Tour (host needed)

20-High Tea (host: Carole
Isakson)

JANUARY

JANUARY 2014-Winter Bash
will be Jan 26, 2014...venue
TBD

* Intermarque events

ALL classified, calendar and event submissions are due by the 5th of the month PRIOR. (May issue due by April 5).
For a computer-savvy Twin Cities Car Club Event Calendar go to <http://calendar.mnhealey.com/>

ONGOING

Multi-Marque Breakfast EVERY* SATURDAY MORNING! 8:30 a.m., Square Peg Diner, 2021 East Hennepin in the Hennepin Square Building, Minneapolis, Minnesota. Everyone is invited! Special room for the auto-afflicted. Attendance on recent Saturdays has been twenty to thirty or more. Women are invited every Saturday but the second Saturday of every month is Lady's Day. All marques and nationalities invited. Info on and map to the Peg: <http://www.squarepegdiner.com/> (*The Peg is sometimes closed on holiday weekends.)

East Ender's Saturday Morning Breakfast A group of vintage foreign motoring enthusiasts have started a semi-monthly East Ender's Breakfast Group for those that want Breakfast a little later and not drive to Minneapolis. Join the East Ender's on the 1ST AND 3RD SATURDAYS each month, 9:00 a.m. at: Sail Away Café, 1321 St. Croix Trail, Afton, MN. North of County Road 18 and St. Croix Trail.

April 20-21 MAC NOVICE AUTOCROSS DRIVING SCHOOL. MAC will again host a 2-day driving school for NOVICE (less than 1 season experience, no previous autocross school) autocrossers who want to learn more about the sport, how to get started, what to bring, how to prepare, how an event is conducted, how to get the most from your driving experience, and more! Saturday classroom session at Dunwoody College of Technology, Minneapolis, MN. Sunday driving instruction at Midway Stadium, Saint Paul, MN. Cost: \$50
<http://www.mnautox.com>

April 27 Midwest Motor Sports Open House. 728 8th Ave. S., Sauk Rapids, MN 56379. Info:
<http://www.sportscarguys.com/>

May 3-5: Super Popular Awesome Miata Rally We will be traveling southeast to the area made famous by fur trader Zebulon Pike, who saw Native Americans playing a game with sticks and a rubber ball, naming the great Midwestern city "La Crosse" WI. We will begin our journey in Prescott, WI (details later). This will be a fun tour of winding river roads and lots of Miata springtime fun! We will be staying at the LaCrosse Days Inn on Friday and Saturday night. For lunch on Friday, please bring your own lunch with you for a picnic style outing. On Saturday a drive or two will be planned, then a Saturday night dinner is provided by the club. We also have a Sunday drive towards ome and activity planned. The fee for this event is \$60/per person. Registration Forms and checks should be returned by Friday, April 5. Checks should be made out to Miata Club of Minnesota. Questions? Contact: Dave or Deb Brinkman 612-369-3492, dbrinkman@charter.net

May 4: British Car & Motorcycle Display at the Minnesota Scottish Fair & Highland Games (See flyer) Dakota County Fair Grounds, 4008 220th Street West, Farmington, MN <http://www.mnscottishfair.org/>

May 5 Autofair, Brats, hotdogs, soft drinks, door prizes, and cars! Porsche, Audi, Mercedes. Hosted by Maplewood Imports, 2780 Maplewood Drive, 55109. Contact gandeweg@hotmail.com

May 11 InterMarque Spring Kick-Off, Osseo, MN. See flyer in this issue.

May 17-19 Road America, Spring Vintage Weekend, Sportscar Vintage Racing Association

May 18 Commemorative Airforce Spring Hangar Dance – Dance to the Roseville Big Band, tour the museum, see restored WWII aircraft. Open to all InterMarque clubs. Preferred parking will be available for sports cars. \$10 admission (this is a fundraiser for the Commemorative Airforce). Fleming Field, South St. Paul. Dick Leighninger, host

May 25-26 Brainerd International Raceway VSCR and SCCA's LOL will be racing Memorial Day weekend, along with NASCAR road racing, muscle car drag racing, and track touring. Don't race? VSCR and SCCA invite you to drive the race track during lunch break touring sessions on Saturday and Sunday. Details will be available at www.vscr.org. Also see the BIR web site: <http://www.brainerdraceway.com/2013-schedule/eventsbydate.html>.

May 29-June 2 British Car Week National Meet. Hot Springs Village, Arkansas. Some Triumphs are going. Can any MGs, Healeys, Jags, etc. make the trip?

June 2 10,000 Lakes Concours d'Elegance, Excelsior, Minnesota. Historical and superbly-conditioned cars displayed along the shores of Lake Minnetonka. The event will benefit the Courage Center Foundation. Information: 10000lakesconcours.com

June 6-9 Rendezvous: Brake at the Lake. Ruttger's Sugar Lake Lodge, Grand Rapids, Minnesota. This year hosted by the Minnesota Austin-Healey Club.

June 15 Lake Pepin Great River Road Car Event. Car enthusiasts come help us celebrate the 75th Anniversary of the founding of The Great River Road this June 15th 2013 by joining us in our first annual progressive car show. For additional information contact: Pat Ament, info@stoneferngallery.com, 612-845-6000

June 23 Celebrate 356 Porsche Heritage. 10:00AM – 1:00PM, Central Park, Roseville

June 29 Amery Airport Autocross/Speed Run. Amery, Wisconsin. Hosted by the Minnesota Austin-Healey Club.

June 30 InterMarque Picnic, Cherokee Park. The June picnic will be hosted by the Minnesota Triumph Club. But it's still pretty much a do-it-yourself affair, so bring your own beverages, plates, silverware, lawn chairs, grills, and a dish to pass if you want. If it rains, it's cancelled. All marques are welcome and encouraged to attend.

June 18-21 ~~June 30~~ Road America, The HAWK with Brian Redman. One of the largest vintage racing gatherings in the United States. Over 50 classes of cars racing in several groups. The weekend will showcase CAN-AM. Featured marque is Corvette.

July 12-13 Speed Reunion, "A Celebration of European Motoring" Arrowhead Resort, Alexandria, MN. Learn more at: <http://www.themotoringjournal.com/moto-gusto>

July 26 InterMarque Drive In Night, Vali Hi Drive In, 11260 Hudson Blvd. N., Lake Elmo, East 94 at Manning. Friday night. Probably a bad movie but definitely a good time.

July 27 Woodland Hill Winery tour. Open to all marques. Details to come. Hosted by the Minnesota Triumph Club.

July 28 InterMarque Picnic, Cherokee Park. The July picnic does not yet have a host, but it will go on regardless. It's pretty much a do-it-yourself affair, so bring your own food, beverages, plates, silverware, lawn chairs, grills, and a dish to pass if you want. If it rains, it's cancelled. All marques are welcome and encouraged to attend.

August 10 Britfest on the St. Croix. New scenic location in Hudson, Wisconsin: Lakefront Park (located along First St. and the St. Croix River between Buckeye and Vine Streets). Hosted by the Minnesota MG Club.

August 24 Amery Airport Autocross/Speed Run. Amery, Wisconsin. Hosted by the Minnesota Austin-Healey Club.

August 25 InterMarque Picnic, Cherokee Park. The August picnic does not yet have a host, but it will go on regardless. It's pretty much a do-it-yourself affair, so bring your own food, beverages, plates, silverware, lawn chairs, grills, and a dish to pass if you want. If it rains, it's cancelled. All marques are welcome and encouraged to attend.

August 31-Sept. 1 VSCR vintage race with SCCA's Jack Pine Sprints Double Regional and Trans-Am series at Brainerd International Raceway. www.VSCR.org

September 6-8 Road America, VSCDA Elkhart Lake Vintage Festival. The weekend regularly attracts nearly 300 vintage and historic racecars including a field of pre-war models. The paddock is open to spectators all weekend. On Saturday fans can watch a historic road course reenactment tour, which will leave Road America and follow a route almost identical to the street course driven in the early 1950s. <http://www.vscda.org/> Some videos of the race courtesy of Jim Perry, P and B Motorsports: <http://www.youtube.com/watch?v=gK2Zkmslsto&feature=youtu.be&hd=1>. <http://www.youtube.com/watch?v=0xxASD8etiE>. <http://www.youtube.com/watch?v=vKkpcMcxxZk>.

September 8 Wheels and Wings, Osceola, Wisconsin. L.O. Simenstad Municipal Airport. Car parking begins at 7:00 a.m.

September 20-22 Waumandee Hillclimb, Alma, Wisconsin. Hosted by the Minnesota Austin-Healey Club. Blank Hill Road, Waumandee, Wisconsin. Vintage cars only. 1983(?) and older. Two-mile course with eighteen curves and a 400-foot vertical rise. Second annual event. The first running was spectacular. Info: Tom Hazen myliberty@comcast.net.

September 29 InterMarque Picnic, Cherokee Park. The September picnic will be hosted by the Minnesota Austin-Healey Club. But it's still pretty much a do-it-yourself affair, so bring your own beverages, plates, silverware, lawn chairs, grills, and a dish to pass if you want. If it rains, it's cancelled. All marques are welcome and encouraged to attend.



WWW.BRITISHCARWEEKNATIONALMEET.ORG

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Events:

San Francisco Driving Tour
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VTR Concours
Hospitality Party
Funcours Car Show
Funrallye
Awards Banquet
Triumph Vendors and Regalia

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cregg.cowan@sri.com
Get complete details at:
www.triumphtravelers.org



HEY Everyone, Meet Carla Herling!

Howdy, y'all! I am looking forward to meeting you and picking your brains for help while fixing my 1975 TR-6. Hopefully, I won't be too much of a pain, if I drive you crazy, please feel free to tell me so!

So how does a middle-aged, recently divorced, unemployed disabled Army vet become a Triumph owner? Well, here's the story!

I'm a tomboy (even though I do have fingernail polish on my nails) and I became interested in fixing cars out of necessity. My first car that I bought (for a mere \$125) was a 1973 Plymouth Suburban station wagon that had seen better days. It was a boat, and needed constant attention to keep running. When I drove to work or college every day, The Beast would conk out at the same place, the intersection of Barton and Bradley roads in North Olmstead, Ohio. I would sigh, grab a pen or screwdriver, pop the hood, take off the air filter and jam the pen into the butterfly valve. Then I would start it, and put a brick on the gas pedal to keep it running until I could get the pen out and replace the air filter. I suppose, in hindsight, I should have replaced the carb, but I was a poor college student, and that wasn't in the budget. I

would fix holes in the exhaust by cutting tin cans, and wrapping those around the hole and binding it together with wire. But, hey, the car WAS mine, and I kept it running the best and cheapest way I could.

I had the beast for about 5 years, and it went into the Army with me. I went to Fort Ben Harrison for my advanced training. I went to the Indy 500, not to watch the race, but to work doing trash detail, and to assist people. Other people in my unit got to go too, some even were the Honor Guard that carried the flags before everyone during the National Anthem. But trash detail got me into the race for free, and I did get to watch the race.

Because the post had an auto shop for soldiers to work on their cars. The Beast got worked on there and was running very nice. It rarely conked out; somehow the butterfly valve lost its cantankerous ways in the process, and rarely got stuck. It was a great car to have on post, I was still in the barracks, and friends of mine would put stuff in it before the inspections. Man, The Beast could fit a lot of stuff in there!

I parted ways with The Beast because I got orders to be stationed in Germany (West Germany). I sold The Beast for

twice what I paid for it, and the guy thought he got a really good bargain! I could have shipped The Beast with me to Germany, but I think he would have died on the Autobahn.

In Germany, I got a 1976 blue Chevy Vega station wagon nicknamed The Blue Bomber. He had issues as well; the engine was falling down, and rubbed a hole in the oil pan. The windshield had cracked and had to be replaced. The windshield wouldn't come off normally, so my husband, Jim, and I had to bust up the windshield to get it off. While punching the glass out, I got a nice cut on my arm. Since the tie rod was rubbing against the oil pan, we dropped it with a few washers. One day after driving 41 miles to work including on the Autobahn, The Blue Bomber decided to pop the tie rod while I was parking it. Someone upstairs was really looking over me, because if that would have happened while on the Autobahn, I probably would be pushing up daisies. After that episode, The Blue Bomber was parted out and crushed!

I then bought a 1974 red-orange VW Bug named Rosalie. It was love at first sight. She also got worked on at the auto shop, not because she ran bad, but for tune ups and oil changes, and stuff like that. While I owned Rosalie, she

got decorated with over 400 stickers, most obscene in both English and German. Every year when she got inspected, the inspectors would ask me if I was covering up rust spots with the stickers, but I wasn't. Rosalie even got to drag race in the Bug-In, and even won a race (the other guy red lighted). I got a repair manual for her that was very humorous, it was written by some hippies smoking something. I fixed the heat on her and my friends Bugs, and became a bit of a Bug expert. My heat was so hot, that my plastic first aid kit melted. Minor details.

After my four years were up in Germany, we left active duty. Unfortunately, since Rosalie didn't have the required safety equipment, I had to leave her in Germany (big pout). I bought a 1984 Ford Escort which I named The Tank, because he was so square. He decided that he didn't like his aluminum cylinder head and cracked it, so my husband and I had to replace that in our garage in Pontiac, Michigan. My parents didn't think that car was safe, so on one visit to Cleveland; they forced me to trade him in for a 1989 Chevy Caprice Classic, which I named The Beast 2. I hated that car, because my parents forced me to get it (they paid for half of it), and because of all the crap in it. I couldn't really

work on it because of all the anti-pollution crap and the computers. All I really could do is change the oil and spark plugs. Rosalie was the last car that I really was able to work on. The next three cars I got (a 1996 Ford Aspire, a 2002 Saturn SL2 and my current car – 2009 Jeep Patriot SE) I haven't worked on because of all the EPA equipment and computers. I really missed getting under the hood and getting greasy. I had gotten divorced and remarried, and my new husband, John, had no mechanical aptitude. If something went wrong, it was "Take it to the dealer."

I divorced John and the year following the divorce was crazy. I ended up having to go to Ohio and help my parents as my father had a massive heart attack and my mother is blind and has asthma. They also were taking care of my older brother, who was in an accident when he was 2 and suffered a traumatic brain injury, making him unable to feed, dress or bathe himself. He basically is a toddler in an adult male body. While I was in Ohio, I was let go from work; my position was eliminated in company reorganization. I tried to help my family as much as I could, but I am severely disabled as well. So after three months, I couldn't help them anymore and came back to Minnesota. I tried to get outside

help for them, and because of that, they have disowned me. Because of all the craziness that was going on, I really couldn't cope, my body was in bad shape, I was in a lot of pain, and I fell into a deep depression.

Since my ex hadn't done maintenance and repairs to my house, a friend's husband, Alan, came over and fixed things, and I would pay him for his work. Alan also made some improvements to my house, making it more handicapped accessible. I now have a pulley system to bring the clean clothes basket up the stairs from the basement. We would also talk while he was over fixing things, and somehow we got on the subject of cars. Alan owns a 1959 MG-TD, and he got me interested in buying an older car that I could fix up. But now the dilemma, what kind of car should I buy?

In high school, my Biology teacher, Mr. Miller, had a MG Midget. Everyone in the school liked that car, but I thought it was too small. A boyfriend had a 1977 Corvette that he let me drive, but it was too smooshy on turns. I thought about getting a VW Bug, but I wanted something with more power. Another boyfriend had a Triumph TR-6, and that was lots of fun to drive! Aha! I'll get a TR-6!

Now that I had decided on what kind of car to drive, it was time to find one. I searched all over the internet, looking for a car that was affordable and that needed some work. I found the VTR site and found a car in Schaumburg, IL that I fell in love with. I called the owner, Dave, and said that I wanted him. I even had a name for him, Rupert. So I went to the bank, and put a lien on my Jeep Patriot (Jeep-Jeep) to buy him. Now I had to get him to Minnesota.

Because the TR-6 weighs more than the Patriot, there was no way that he could tow it home to Minnesota. So I rented a Uhaul truck and vehicle trailer in Illinois and Dave and I got the TR-6 on the trailer. I drove home on January 20th, in very windy conditions. The wind gusts got up to 55 mph, and I had to pull over in rest stops because my hands were so tired from gripping the wheel. While in the rest stops, the truckers there would get out of their cabs to admire my new car. Cars that were passing me on the highway would slow down and take a look at Rupert. Wow!

After a long 12 hour drive, I finally made it home. My driveway is too small for the Uhaul truck and trailer, so I parked them on the street and called the Crystal police to let them know,

as there is no overnight parking on city streets. The next day, Alan came over to help me get Rupert off the trailer. He gave us such a hard time about getting off the trailer, my driveway was uphill from the trailer, and the engine was downhill. It took Alan, a neighbor, me and a winch two hours to get Rupert off the trailer and into my garage. It was 5 degrees, with a wind chill of minus 35, and because of the difficulty we had getting the TR-6 off the trailer and into the garage, he became a she, with a new name of Roberta. We didn't start her because it was too cold, and the ignition switch doesn't work right; Dave took it apart, and you have to put the key in and turn it, and then take a screwdriver to the other part to start it.

My girlfriends want me to bring Roberta to a get-together that we are having coming up. In order for me to do so, I've got to get the old gas and sediment out of the gas tank. I also need to fix or replace the ignition switch. I'm not sure if the keys that Dave gave me are the right ones, since it seems that the door locks don't work as well, but that could be due to the cold weather. Dave told me that these keys are the ones that he got when he bought the car, and that he used to be able to start the car with them. The tires need to be replaced, they are

over 14 years old, Michelin 185/15 redlines. If I can get her running, then I can drive her to get tires.

I've ordered some manuals; I just got the Owners Workshop Manual, but it doesn't show how to repair the ignition switch or how to drop the gas tank. I also don't have many tools, the ex took most of them. I am however, eager to work on Roberta, and would be willing to pay someone for letting me use their tools, garage and assistance. My garage is tiny and full of stuff; somehow we managed to squeeze Roberta in, and there isn't any room for working on her. If there is a club member who would be willing to help me get Roberta up and running so I can drive out to Cottage Grove and show her off to my girlfriends, I would be eternally grateful. My phone number is 763-516-2681, and I live in Crystal.

The British Car Week National Meet Report

DON'T MISS THE 2ND ANNUAL BRITISH CAR WEEK NATIONAL MEET BEING HELD AGAIN IN HOT SPRINGS, ARKANSAS, WEDNESDAY MAY 29TH thru SATURDAY JUNE 1ST.

Caravan with us to Hot Springs!

The "National" is being held again during British Car Week for "the purpose of bringing everyone together, no matter the margue. And what a better place than the middle of the country"!

We'll leave Tuesday morning May 28th and drive to KC, KS the first day - 450/miles where we'll stay at the conveniently located Holiday Inn Suites arriving about 4:30pm. The hotel is about 1.5 miles from the British Victoria parts warehouse if anything is needed. We have presently 10 rooms reserved and the Holiday shuttle will be taking us to an evening barbeque feed and then back to the hotel. Wednesday the 29th we drive the remaining 432/miles to Hot Springs - great roads & great weather - arriving in Hot Springs again around 4:30. We'll register and regroup for the opening night reception and meet and greet.

The Meet features all the expected national events plus lawn bowling, pontoon boat cruises, fish fry's, slalom competition, cocktail parties, Crown Jewel Car & Bike Show, road tours, barbeque, noggin & natter, President's Cup Challenge, a Liverpool Legends Beatles Tribute Band Concert and featured speakers including Dana Britton the SU & Zenith Stromberg carb guru and Scott Helms, founder of British Car Week. All the big sponsors will be attending such as Haggerty, Moss, Griots Garage, SCCA, British Victoria plus many others.

When we depart Sunday June 2nd from Hot Springs we'll drive north on Hwy 7 the beautiful two lane scenic route that National Geographic picked as Arkansas's most beautiful highway back to KC, KS Holiday Inn & Suites, again arriving about 5:00 - 432/miles. The shuttle will take us to dinner & back again. We'll leave KC after breakfast and arrive back in the Twin Cities around 5:00 - 450/miles.

This is an easy comfortable pace two day drive. I've driven to and attended meets and conventions from coast to coast and I can honestly say I've never enjoyed one more. You'll see some of the nicest examples of all marques of British sports cars from many, many states, owned by the most normal & approachable people you'll encounter at a meet or convention. It is thoroughly enjoyable, well attended and VERY well organized. Check out the Meet website at - britishcarweeknationalmeet.org and Let's Go! Question - Call Joe Bisanz @ 651-324-2573 or Orrin McGill @ 612-865-6518

See Flyer On Page 8

Hot Springs, AR or Bust **Let's Go for It!!**

**Lets see some beautiful country
and have some great BBQ
in Arkansas.**

Look who's going:

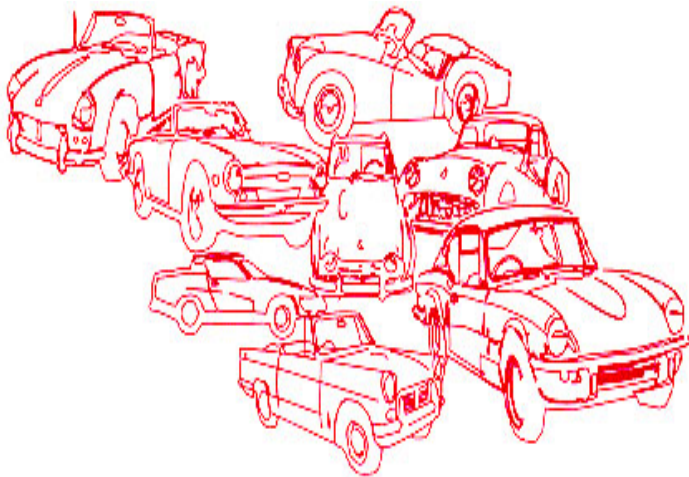
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Part 2: Wednesday, April 24th, 2013-6-9 PM

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- 1. Surface Preparation**
- 2. Body Fillers & Putties**
- 3. Primers, Surfacer, & Sealers**
- 4. Single Stage Urethane Systems**
- 5. Basecoat / Clearcoat Systems**
- 6. Painting fixes & repairs**
- 7. Painting Plastic Parts**
- 8. Discussion of waterbase paints**

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Triumph Trader

FOR SALE

Triumph TR3's For Sale

3 TR3's available 2X3A's Red or Silverstone plus a Lt.Blue 3B restored and for sale. Trades considered!

Overdrive, Alternator, 5 speed and other upgrades available
Patrick Holt, mntr3a@aol.com
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1972 Triumph Stag

Triumph V8, automatic, wire wheels, red with black interior, black vinyl hardtop.

36,000 original miles, one repaint, engine rebuilt, runs great. Many extra parts including engine block, heads, transmission, mechanical parts.

See pics at: <http://www.triumphexperience.com/registry/LE8016LBW>

Asking \$9,750.

Call Kent at 612-865-1832 or email:

kentgolsen@yahoo.com

Thanks,

Kent

Pair of rebuilt rear hubs for '74 TR6 \$150.00 Ea.

Replaced with Richard Good hubs. Ask Larry Berg about condition, etc.

Joe Bisanz [651-699-0529](tel:651-699-0529) 02/12

1975 Triumph TR-6

White with Blue interior, 56K miles, Body Excellent, Runs Great. \$8,500.00 for pictures and additional info contact Jim at 763-5591607 or Email: abmake@citilink.com 7/12

Weber DGV 32/36 Carburetors for your TR6 only \$550



These carburetors were on a 1974 TR6 that we purchased last fall. The car has only 18,000 total miles, so the carburetors have less than that on them. **These Webers are like new.** You will find these listed in the Moss catalogue for \$1,046.95. If your Strombergs are getting tired out this may be the deal of a lifetime for you.

Larry Berg (763) 228-0072 or Joe Bisanz (651) 324-2573

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

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

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

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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.

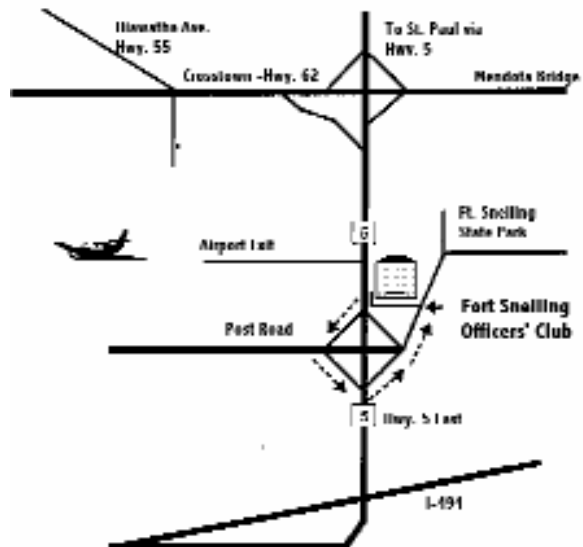
Annual membership is \$25 (an additional \$1 provides your partner with voting privileges at our annual election of officers). With this membership fee, your newsletter can be seen on-line or you can pick up a hard copy at the monthly meetings.

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



Will this ever end?

email to complete your entry. If you do not wish to have have your information included in the roster, please email me to that affect before the end of the month.

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 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 - or mail payment to me along with the handy-dandy form below to: 4018 Emerson Ave. N, Minneapolis, MN, 55412. Note that the PO address the club has maintained for the last couple of years is no longer valid.

Joe DeMuth, Membership Chairman



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

I am a member of VTR Yes ☐ No ☐

Name	
Partner	
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Cars	

I would love to volunteer to lead this activity _____

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- Order by phone: (763) 533-5332
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Be sure to identify yourself as a member of Minnesota Triumphs and supply your name and car model, if desired. Kirks will make your badge and mail it to you with an invoice in a couple of days. A pin type tag costs \$6.05, magnetic type, add \$1.20. Shipping is \$1.67. It couldn't be easier.

MINNESOTA TRIUMPHS
JUDE THOME
TRIA

Who is Jude Thome,

I will be working this month to compile the club roster which I hope to have completed by May. It will be distributed to all members. There are a few holes in my database and I will need to contact some of you via

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.

2013 OFFICERS

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763-557-1949
President@mntriumphs.org

Vice Prez

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VicePresident@mntriumphs.org

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Events@mntriumphs.org

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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

mntriumphsgroup-subscribe@yahoogroups.com

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



Photo Credit: Carla Herling



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