



# TRIUMPHS & TRIBULATIONS



Photo Credits: Bill C, Pat and Bob K, Rick M



## Members' Projects

Must be too early to ask for projects...not thinking spring yet? But here are three.

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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 concours winning showpiece, are restoring a diamond in the rough, are searching for just the right addition to your garage

or just appreciate the marque.

Together we can locate those hard-to-find parts and assist one another in keeping our vehicles on the road. But most of all, the club offers opportunities to explore some of the best roads in the region with others who enjoy the Triumph experience.

### Monthly Meetings

Membership meetings are the **SECOND THURSDAY** of the month January through October. **We will be meeting in March - March 11- at the Crooked Pint Ale House.** The address is 1734 Adolphus St., Maplewood, Mn 55117. It's the northwest corner of I-35E and Larpenteur Ave. For membership information visit our website at [www.mntriumphs.org](http://www.mntriumphs.org)

**Minnesota Triumphs is a charter member of the Vintage Triumph Register (VTR). For VTR Membership information visit [www.vtr.org](http://www.vtr.org)**





## PREZ RELEASE



This month's newsletter takes you on a triumphant ride through our members projects and imaginations. May they be your inspiration, a resource for ideas and help you to understand TLC or MAT. As Patrick Holt has tried to instill in me several times, the driving force behind what you get done on your car is like a trigonometry problem. The choice often involves the variables of Time, Labor and Cash (TLC). He goes on to explain that "the greater use of one reduces the need of the other two." Greg Gelhar has added his wisdom and professes it's actually Money, Ambition and Time (MAT). Who can squabble with either of these guys? What I can tell you is this: there have been a lot of members who have assessed this formula. The result is a significant amount of activity focused on getting their cars in shape for the upcoming 2021 driving season.

From the Club standpoint, Happy New Year!! Thirteen car club members braved a cool, calm 14-degree morning to toast in the New Year at Birkmose Park. It became a Intermarque Event. Attendees were treated to pancakes, bacon, sausage, frozen butter and the fixings. We toasted the sunrise with cheers and wishes of good health and many drivable months. For many this was the first interaction beyond family in months. I overheard one person say, "Let the snow fly and disappear fast."

The Committee met via Zoom on January 14<sup>th</sup>, staying with the Club's meeting calendar. Each member gave an activity update. Topics of discussion included the Membership Drive and the Events Calendar. Both provide unique challenges. You will soon see an email from Nathan Arvold containing a membership form. Please fill it out. We need your information so we can double check our data base. We are also going back in our records and touching base with previous members.

The Crooked Pint will remain our 2021 meeting location. They reopened for business in mid-January and retained all their previous staff. The Committee has voted to restart Club meetings as of March 11<sup>th</sup>. This allows the Crooked Pint the opportunity to solidify their procedures and get suppliers back in sequence. I have met with Erin and they are looking forward to serving our members. The seating restrictions have changed a bit.

The events calendar is slowly filling with "Club sanctioned events (events supported by MNTR and all members are invited, no restrictions)". It's early and I'm optimistic the list will grow. Large event sponsors are unsure with how to proceed due to COVID-19 but the Club can and will find proper ways to social distance while putting power to the pavement. The Spring Shake Down drive is being hosted by Matt Huntting. Matt is one of our newest members and is driving his grandfather's red TR3. Lock in May 8, (Kentucky Derby Day) to have your steed ready for a reasonable jaunt south of the cities. The Osseo Spring Kick Off Car Show is tentatively set for May 15<sup>th</sup> or 22<sup>nd</sup>. A three-day tour showcasing the backroads along western Wisconsin and eastern Iowa is being led by Larry Berg. This tour visits the National Motorcycle Museum and the Potosi National Brewery and Transportation Museum. This trip begins May 21<sup>st</sup>. A date for the Drive-in Movie Night is tentatively set for September 3<sup>rd</sup> or 4<sup>th</sup> when evening temperatures are still warm and dusk comes earlier. VTR Convention is set for September 14-18<sup>th</sup>. The Fall Color Tour is being hosted by Doug and Monica Burch. A potential date will be provided shortly. Doug is planning on heading north west out of the city. Notices for other events are coming in, but expect strict guidelines and cancellation. Hopefully when Bill Connell or I contact you to step up and host one of the remaining drives or events for the year, you will graciously agree to do so. It will be much appreciated.

## PREZ RELEASE - continued

The Committee is working on a 2021 annual budget. A first for the Club in recent years. It becomes the guiding document to keep us financially healthy. We started the fiscal year with approximately the same amount as January 2020. Thanks to past treasurers we have access to revenue and spending records from as far back as 2016. A couple of highlights are that our annual membership revenue has been fairly consistent at \$2,800-\$3,000. For the most part, event fees have covered the expense. Great planning!! Our monthly newsletter uses most of our revenues in printing and postage expenses (\$2,130 per yr.). That's approximately 75% of our membership revenue. This is a big red flag. We only send out 38 paper copies every month at a price of \$5.60 for each copy mailed. Our membership is somewhere around 120 with most members opting for Email only newsletters.

The Club's "mail/printing surcharge" on the dues only recoups \$10.00 of the \$56.00 annual cost for those receiving paper copies. I like my paper copy and I know others do too. We may have to increase the mail/printing surcharge to the actual cost or entice you to print off the email copy at home. There is no planned increase to the \$25 annual dues. The increase in the surcharge will allow the entire dues revenue to be reappropriated for the purpose of supporting other Club events affecting all members.

We will be taking comments/recommendations and will take a course of action on the surcharge at the February 11<sup>th</sup> meeting. This significantly impacts the budgeting process which I would like to complete at the March 11<sup>th</sup> meeting.

I would like to hear our members viewpoint on this issue. Please send me a note at [fastroadcar@gamil.com](mailto:fastroadcar@gamil.com) or call/text me at 612-760-6615. Your input is important. I will share all comments with Committee members.

From the sunny frozen driveway.

Chip Lederer

MNTR President

### 2021 New Membership Form

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

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

Mail to: Minnesota Triumphs, 3562 Buchanan St NE, Minneapolis, MN 55418

Name (as to appear on Name Tag)	
Partner (as to appear on Name Tag)	
Address	
City, State, Zip	
Day Phone/Cell Phone	
Home Phone	
E-mail address	
Car, Model/s	
Member of VTR	Yes No

## AN INVITATION TO TRAVEL AND TOUR - Larry Berg

On Friday May 21<sup>st</sup>, a small group of Triumph & Motorcycle enthusiasts are on our way to the National Motorcycle Museum in Anamosa Iowa. Please join us. <https://nationalmcmuseum.org/>  
This is a three-day trip that includes some of the best driving roads in Wisconsin.

### Day one 286 Miles

The plan is to leave from the Machine Shed Restaurant in Woodbury and head to Black River Falls where we will get off the freeway and head south to travel through the Mindoro Cut.

<http://www.wisconsinhistoricalmarkers.com/2013/09/wrl-79.html>

Then on South to Potosi WI. And the Potosi Brewpub, National Brewery and Transportation Museum.

<https://www.potosibrewery.com/museums/>

On to Dubuque Iowa for the night.

### Day Two 188 Miles

Anamosa and the National Motorcycle Museum is only 47 miles west of Dubuque. <https://nationalmcmuseum.org/>  
After touring the museum, we will head back across country and up the river to spend the night in La Crosse.

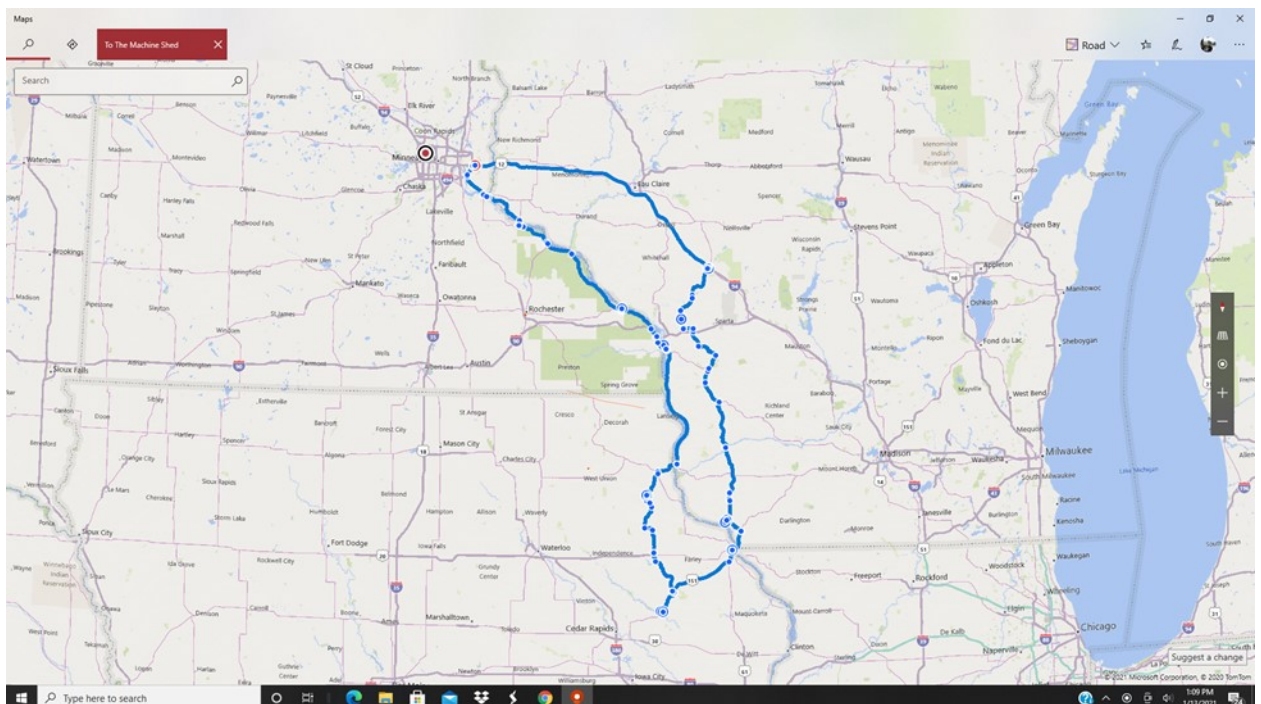
### Day Three 134 Miles

From La Crosse we will head back up the river and home.

Total Mileage will be around 608 according to Google Maps.

If interested please contact me, Larry Berg, [lsbergdtm@gmail.com](mailto:lsbergdtm@gmail.com) (763) 228-0072

I will supply details for the trip, maps, hotel recommendations, etc.





## Toast to the New Year by Chip Lederer; Photos: Bill Connell, Pat Holt

### A New Year Celebration!

Intermarque Event Attendance

Sunrise at 7:44 AM

Sunny, balmy 14-degrees, calm

A few corks popped, Jon needs help

Layers of chatter, stories and lots of laughter

A local history lesson

Kitchen was serving by 7:50

Peach pancakes "please"

Attire was tennis shoes to knee high mink boots

Can I have your pancake recipe? (it's a box)

It's all good on January 1, when it's pretty darn

cold, the food is hot and you're overlooking the great St. Croix River Valley with friends. Thanks to all that came and shared in the memories. Hopefully we will see you for 2022 overlooking the River valley





# ***YOUR CAR PROJECTS!***

Asking for your current Triumph projects to feature in the March newsletter.

No project too small or too large.  
Send 1-2 of your BEST photos with  
a short write up to editor Carol:

***<caroljt@prodigy.net>***

**DEADLINE FEBRUARY 15, 2021**

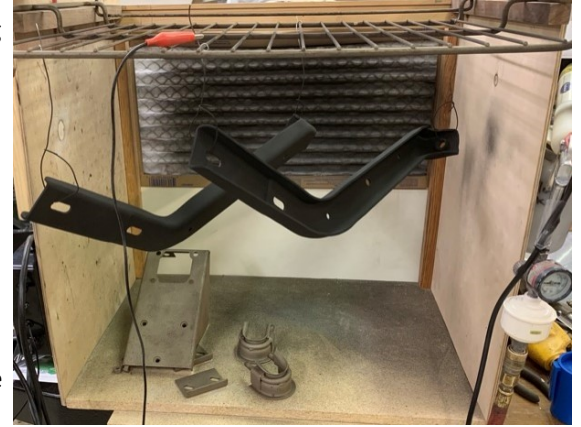
**First 2 or 3 entries received will also  
go on the cover, so HURRY!**



# Blasted

The last week of the year was mild but much too windy to sandblast outside. I took the opportunity to get some front-end parts cleaned and sandblasted in preparation of powder coating. The whole process seemed daunting on first glance but after reading some testimonials and confirmation from Chip, I ordered a kit from Eastwood in October. Every other car hobbyist in the country must have had the same idea because they were on backorder till the last week in December. I had saved an electric range in the hopes of someday coating some parts and it worked flawlessly. One coat of powder, bake for 40 minutes

and you are done. No priming and no paint smell but best of all no waiting for parts to dry. The sheen on the matte black matches the Eastwood chassis black kit I sprayed on the frame which is good. Some things that are too big for the oven or have rubber bushings will need to be painted the old fashioned way.



A mild start to the year and having the week off from our full-time job of watching our grandson allowed me to get the body tub sand blasted in my makeshift booth outside. Blasting gets in the little nooks that a sander will never reach so I was happy to get it done. This also revealed many pin holes in areas where water collected because of undercoating or anywhere panels were spot welded together. These bodies were assembled with bare metal and only the exposed surfaces that could be hit by the paint spray were covered. With no corrosion protection the seams between the fenders and the body were the first place for corrosion to start. The bolts securing them allowed moisture to enter the seams in the trunk area and the standing lip on the front inner fender as well.







Cardboard pattern



Fabricated sheet metal part



Welded and sanded



At some point this car took a light hit to the rear valance. While still flipped over, I ground out all the filler, some more than 3/8 "thick, and pulled and straightened. The goal is to only have a skim coat of filler. When this is as close as I can get it I will flip the tub over and start on the welding repairs from the top. The goal is to have the tub in black epoxy primer ready for body work by the first week in February!



Until next month,  
Greg

## Member Projects

### Rick Morris

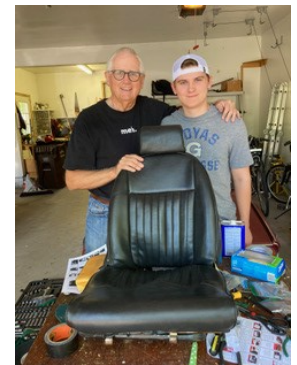
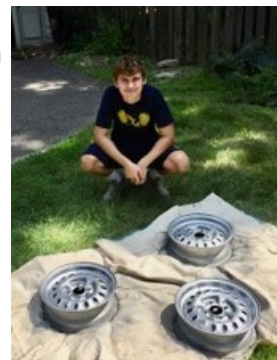
As a physician for 40 years, I seldom got my hands “dirty”, at least in the sense of car grease. Yet I’ve always admired those of you with mechanical aptitude, and damn the grease! My father never had the skills to introduce me to mechanical stuff when I was a kid, so when I retired four years ago I was eager to learn. I’ve enjoyed being at the side of Larry Berg who has prepped my TR6 from stem to stern, inside and out, over the last six years or so. I felt eager to do something on my own.

At the same time, my 16 year old grandson was dealing with the challenges of teenagerhood. He needed some new activity and I welcomed the bonding time with him in the garage. We noted that auto repair is becoming a lost art and so we went looking for a project on which we both could learn.

Enter Doug Burch and his third Spitfire, a MK4 1500 languishing in the back of his garage. Doug was glad to send it to a good home (for a fee), and Tucker and I were in business. The engine and transmission were on the floor of his garage, so Doug helped us get it into the car before we trucked it home, where we replaced the tunnel housing and added insulation.



I went online and rounded up the tools we didn’t have, like a blasting cabinet, floor jacks and stands, a compressor, and a haul of stuff from Harbor Freight. The body had minimal rust but was in primer on top of the original burgundy. We first blasted and painted the wheels, then mounted new 155SR-13 tires. Lookin’ better already! Next was brakes: new front calipers and pads, four brake hoses, and flushing. The rear drums were in good shape. We replaced all the coolant and fuel hoses and the fan belt and flushed the radiator. Took the gas tank to Gas Tank Renu MN and had it cleaned and sealed. Replaced the fuel line and filter. New Weber air cleaner. Replaced the seat foams (a two-hour job for each).



At this point we were ready to start it up. Doug had told us it was running when he put the engine on his garage floor a few years ago, and indeed it started with little prompting. Tucker was sitting in the driver’s seat when it fired up and the exhaust note was like music. His smile was memorable. We took a video and sent it to Doug, who was thrilled. He’s been the proud godfather all along.

We turned our attention to the body to prep it for painting, removing the chrome stuff, door hardware, hinges, lights, rubber seals, etc. We took it to MAACO in St. Louis Park where the manager Andy McClure was very helpful. Body work included filling one rust spot and popping out a variety of dimples in the sheet metal. For \$3150 they did the body work and painting, using a red-orange urethane with a terrific shine and no orange peel. We’d recommend him.

Once home, we commenced with redoing all the body parts. The biggest challenge, by far, was the window crank apparatus. Doug would have made a great surgeon, operating with a limited view using tools in a deep hole. New seals and window scrapers were installed, and new gaskets for the signal lights.

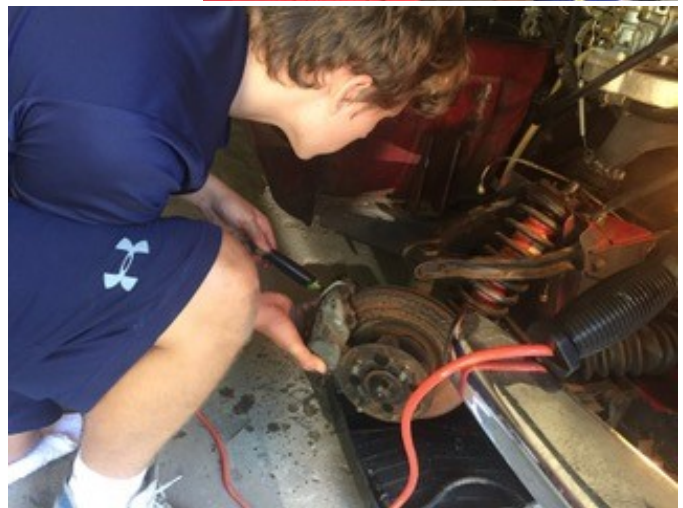


## Member Projects

### Rick Morris - continued

After starting, the voltmeter read low so we tried repairing the old alternator, but eventually replaced it. With that, the wiring was hooked up, and off we went on its first real voyage. So far we haven't had to touch the engine and it's running quite well, thanks to Doug's prior care. Many thanks to him for all his support.

Many of you in the club have done these things with ease, so I know this is routine, but for Tucker and me the sense of accomplishment is huge. The car is fun, but the greater value of this experience is that my grandson knows the value of mechanical repair, not to be feared, and the health benefits of grease! His generation is lacking this. Triumphs, being relatively simple, are an ideal place to start.



## Member Projects

### Pat & Bob Kessler

Cleaning the Blow-By off the bottom of our "57" TR3 is how it began. Bob had been thinking about a solution to the mess the Blow-by makes on the bottom of our car, he came up with a plan. Inspection of the bottom of the car revealed more oil than usual, leak from front seal and more leaking from rear NO SEAL rear end than normal. Bob went straight to a compression check, too high, taking into account it already was higher than normal anyway because the head was ported and prepared for a race car originally. This is a TR4 engine, our first head we put on the engine 5 years ago leaked after installation. The push rod tubes were loosened after the head was boiled out at the machine shop. We already had the race car head done so we installed it on the TR4 engine. We ran this head the last 5 years, 30,000 plus miles, with no problems, always put fuel additive in a tank of gas. Bob had noticed the engine after shutting off kept running a couple of times. Here is your second clue all you Triumph guys.

So he dismantled the top of the engine, carbon build-up on top of pistons. He cleaned them up, new rings as long as it was apart. Proceeded to drag out the other head we had and replaced the push rod tubes. No small job, they are aluminum, soft and .25 larger than the original steel [NLA] tubes. The 12 tubes were inserted with the help of Dry ice to shrink them down, all went well. Put engine back together, started up small head gasket leak.

2nd time valve cover taken off, spec of dirt found on gasket where leak appeared. Second new head gasket installed, seems not to be leaking. Sit over night to cool down, retorque head bolts. Next day checked after retorquing head bolts, leaking. Drained oil, did pressure check on radiator, oil dripping out of oil pan, here's your clue!

3rd time dismantling the top end of engine, too much moisture in valve cover. Pistons out again and cleaned, liners cleaned, block cleaned again, figure 8 gasket replaced. 3rd new head gasket installed, back together again. So far so good, but only a good road trip in the spring will tell us for sure.

Back to the Clean-Up - Bob installed a PVC valve, Positive Pressure Ventilation Tube in the Valve Cover, as shown in picture. He is optimistic it will help with the Blow-By situation. Those of you who know Bob, optimistic is not one of his strong attributes, but I say Great Job Bob, it will work.

I hope all of your projects this winter get done with less effort and toil, come on Spring, go away Virus.

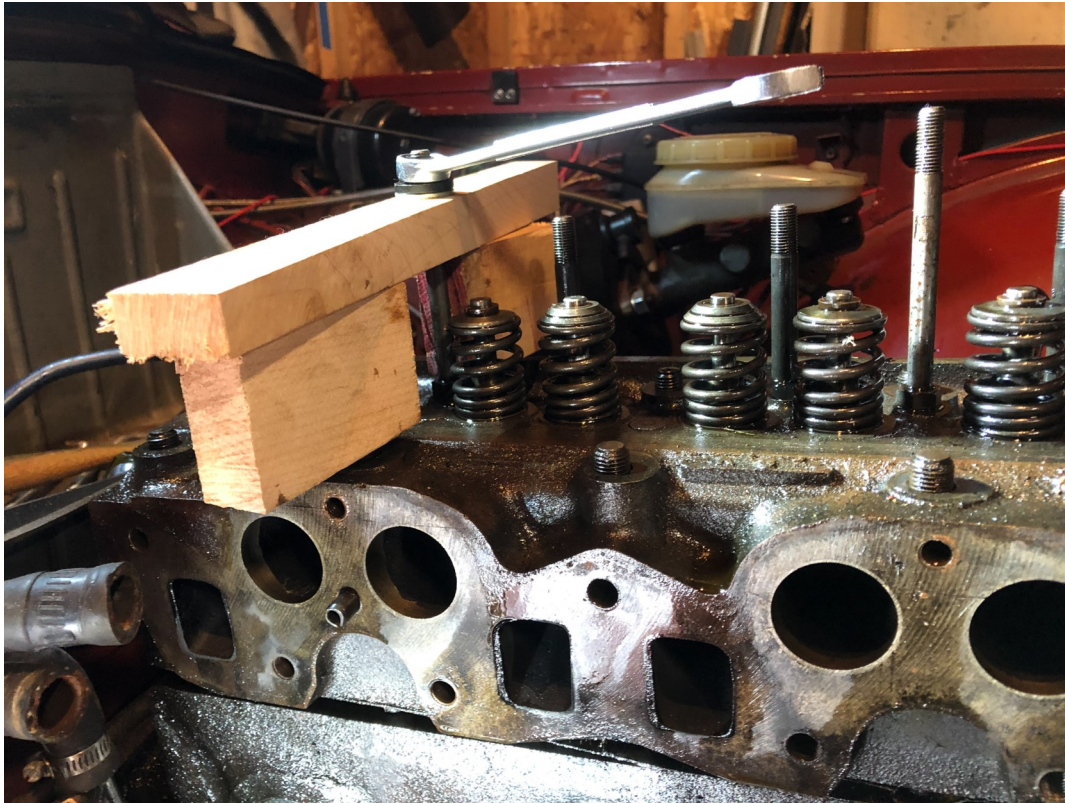




## Member Projects

### Bill Connell

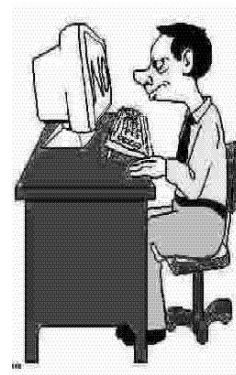
I'm finally starting the engine rebuild that I put off when COVID restrictions started ramping up last year. I have a spring tech session scheduled to help pull the engine, but in the meantime i'm doing as much on it as I can, starting with removing the cylinder head. It was a bit stuck, so I used a simple press made of scrap maple on top of the studs and pulling on the valve cover studs to break it loose. That worked great, and it's off to the machine shop now. (also see pic on cover)



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

We have an e-mail site you can easily join.

Simply sign up at [mntriumphs@groups.io](mailto:mntriumphs@groups.io). Check it out.



## For Sale

I have many parts for all Triumphs. I have motors, frames, wheels and most other parts.

Email me at [wmorris11134@yahoo.com](mailto:wmorris11134@yahoo.com) or call me at 612-723-4602 or text. - Wayne Morris



## For Sale

Early small bubble HOOD for '61 or '62 TR4. Rare piece, with a few dents. (Pictures available)  
\$500 obo

Top bows for TR4. (Not for a TR4A) \$35

RH, Center, LH passenger compartment mouldings in polished aluminum for a TR4. Very good condition \$40

Late TR3A or TR3B HOOD late with raised hinges. In grey primer, underside in red paint. Not rusty or dented, in very good condition. \$250

Cylinder Head for a '75 TR6. (No rocker assembly or valve cover) \$40 obo

Contact: [steveshogren@yahoo.com](mailto:steveshogren@yahoo.com) or 651-454-2037

## For Sale

For sale, excellent carbs, intake manifold, and air box for TR6. Carbs have been rebuilt and functioned perfectly before I changed to Mikuni carbs. Make me an offer. Rick Morris [morri033@umn.edu](mailto:morri033@umn.edu). (10/20)





### Give Away

Dr. John Withrow has offered these prints. wanted these prints They are free to any member who wants them - you can have one or both.

Contact : [steveshogren@yahoo.com](mailto:steveshogren@yahoo.com) or call 651-454-2037



### Wanted

Looking for a temperature gauge for a '73 Spitfire. Rick Morris. [2229morris@gmail.com](mailto:2229morris@gmail.com)

*If you want  
stinkin' name badges...*

We now have a source.



1.25" X 3" white plastic.

Same as current badges • Engraved lettering is red • Printed logo is dark blue • Edges are red  
\$10 each with pin or magnet back

Car(s) and year(s) optional

Order by email from

member Stephanie Greenstein

<[stephanie.greenstein@gmail.com](mailto:stephanie.greenstein@gmail.com)>

She'll deliver at the next meeting or you may order from her at any meeting.

**GOT  
WINDOW CLING?**



If not...send me a self-addressed stamped envelope and I'll send you two of 'em. One for each Triumph you have or one for your daily driver or two for your TR or one for your front door or...  
Compliments of your Minnesota Triumphs Sports Car Club.

Or you can pick 'em up at your next club event.

Terry Mackey  
1961 East River Parkway  
Minneapolis, MN 55414

## A Look In The Rear View Mirror (adapted from Greg Gelhar)

Submitted by Bill Nelson - Historian



5 years ago - February 2016

- + A nice write up and photos comparing the chilly New Years Day Sunrise Toast and the 60 mile drive with balmy weather in Southern California.
- + A tech session is coming up at Gene Kimball's home in Ham Lake. Installing seat covers on his TR3 and getting his TR6 up and running.

10 years ago - February 2011

- + The Mid-Winter Party was held at Kip's Irish Pub and Restaurant in St. Louis Park.
- + Roosevelt High School was restoring a 1974 Spitfire. Brake parts, seat belts, seats and frames, seals and all rubber parts and clips were needed.
- + Doug Miller was in need of a dome light and switch for a 1970 GT6+ according to The Triumph Trader.



### 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 every-

thing but they do know a lot. So, if you have a question, give them a call.

TR2/3/3A/3B - Greg Gelhar [greg@gelhar.com](mailto:greg@gelhar.com)

TR4 - John Myers (507-633-2017)

TR4A - Larry Sanderson (507-775-6940)

TR250/TR6 - Orrin McGill (763-755-7765)

TR7 - Roger Kramer (651-207-3920)

TR8 - Roget Kramer (651-207-3920)

Spitfire - Bill Gingerich (612-850-4072)

GT6 - Pat McFarland (763-427-5612)

Stag - David Anderson (612-810-9740)



## EVENTS CALENDAR

Please see the events page on MN Triumphs website for more information about our different events and a google calendar with the events for the year. <http://www.mntriumphs.org/events.shtm>

Or scan the QR code to go to the website:



SCAN ME

### February

- 10 Drive Your Triumph Day
- 11 Club Meeting - CANCELLED

### March

- 11 First club meeting for 2021

### April

- 11 Club Meeting

### May

- 8 Spring Shakedown Tour - Matt Hunting hosting
- 13 Club Meeting
- 13-16 - SVRA Vintage Festival Weekend at Road America
- 15 or 22 (not finalized) Intermarque Spring Kickoff in Osseo
- 21 Tour to the National Motorcycle Museum in Anamosa Iowa - contact Larry Berg for details

### June

- 10 Club Meeting
- 10-12 Rendezvous 2021 - Lake of the Woods Vintage Sports Car club - Kenora, ON - Tentative for US Attendees
- 18-20 MSRA Back to the 50s, MN State Fairgrounds  
<https://msrabacktothe50s.com>

### July

- 8 Club meeting
- 8-10 Iola Car Show, Iola WI
- 22-25 Kastner Cup - Portland International Raceway  
[www.kaskastner.com/kastnercup.html](http://www.kaskastner.com/kastnercup.html)

### August

- 12 Club meeting
- 15-23 Canada to Mexico Rally  
<https://cana-mex.com/>, Joe Bisanz and Orrin McGill are planning to shadow part of the route, Contact them to join in the trip

### September

- 3 or 4 (to be finalized) Drive-in night, River's Edge Drive In, Chip hosting
- 9 Club Meeting
- 11 Wheels & Wings, Osceola, WI
- 14 - 18 2021 VTR in Edmond, OK  
<https://www.triumphsokc.org/vtr2021>
- 17-19 - Ariens Art on Wheels Vintage Weekend, Road America
- 24-26 Waumandee Time Trials

### October

- date TBD Fall color tour - Doug Birch, NW of the cities
- 14 Club Meeting

**All club meetings are at the Crooked Pint in Maplewood**

**Every Saturday: Intermarque breakfast:** currently meeting at Elsie's at 9am - 729 Marshall St. NE, Minneapolis, 55413 -

## Regalia Notes

A wide range of regalia and logo designs is available for Minnesota Triumphs members through the WildThreads Etsy site: <https://www.etsy.com/shop/MNTriumphsStore>

Wearing club regalia is fun and a great way to promote awareness about our club and Triumphs!

When ordering it is best to use the following guidelines for a smooth ordering process.

- **Place your order via the link on the Minnesota Triumphs Web site to the WildThreads Etsy site.** Only email Suzanne directly if you have a question about an item, but if you're going to order an item that is listed on the Esty Web site it's generally better to order it through the site. (The exception to this is if you're working with Suzanne on an item that is not listed on the Etsy site and/or you have a special/custom request).
- Be sure ALL information is entered when you place an order, including any size, color, logo options, shipping information, etc., plus your payment information.
- From the WildThreads side, Suzanne has promised she will ship orders within ten business days after they have been received.

Questions? Contact Glenn Anderson

## Website - Bill Connell

**The new MN Triumphs club website is live!** You can see the new site at the same URL: <https://www.mntriumphs.org>

A few members mentioned wanting more photos and pages about member cars, and we have an easy way to add those. If you want to have your car featured on the site, send the story about your car and a photo or two, and I'll add it. Or, just send a photo and it can be in the rotating photos on the home page.

Please email your car photos and stories [webmaster@mntriumphs.org](mailto:webmaster@mntriumphs.org), or if you see anything missing, not working right, or if you have other ideas for new things to add.

Scan the QR code to go to the website:





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 sent to appropriate emails below.

Or Check our web site at: [www.mntriumphs.org](http://www.mntriumphs.org)



## 2021 OFFICERS

### **President**

Chip Lederer  
612 760-6615  
[President@mntriumphs.org](mailto:President@mntriumphs.org)

### **Vice President**

Doug Foster  
612 387-8254  
[VicePresident@mntriumphs.org](mailto:VicePresident@mntriumphs.org)

### **Treasurer**

Jody Meier  
651-730-0943  
[Treasurer@mntriumphs.org](mailto:Treasurer@mntriumphs.org)

### **Secretary**

Dave Anderson  
612-810-9740  
[Secretary@mntriumphs.org](mailto:Secretary@mntriumphs.org)

### **Membership**

Nathan Arvold  
612 710-7211  
[Membership@mntriumphs.org](mailto:Membership@mntriumphs.org)

### **Newsletter**

Carol & Greg Thompson  
651-731-1205  
[Newsletter@mntriumphs.org](mailto:Newsletter@mntriumphs.org)

### **Newsletter Cover Submissions**

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