



Metro Triumph News

President's Corner – by Cal Norman

The memorial for Tom Gonzales was a great tribute. Tom's family were gracious, and their memories of their father and husband were poignant and touching. The country club was lovely and laid out a wonderful spread. About three hundred people were in attendance, and a very large contingent of MTR and MNO members turned out, many on their bikes. I rode in with about a dozen Metro Triumph Riders. The loss of our friend was a shock, and Tom will be missed. I was asked to say a few words as representative of the club, and I was honored to speak about Tom's involvement. The next order of business! The BOB is on! Thanks to Peter Gareffa's diplomatic efforts, patience, and internal fortitude we will be celebrating our 30th. Unfortunately, the car club will not be joining us. We will need everyone's help to make our show the best yet! Please sign up to take on a job, there is a lot to do and we need you all to help! I was unable to attend the event in Wauseon, but I sent Chuck on Friday so he could get to the races that night. He had a great time, and we had a really good turnout as a club. Maybe I can get there next year. We still have some time left for this year's riding season, so make every effort to take part in our events. Ride safe!


Thank You
Thank You

Our family would like to thank all the friends, family, and loved ones that have supported us through the loss of Tom, our beloved heart.

Your love and kindness has carried us through and has made it possible for us to pay a loving tribute to Tom.

A special thank you is due to the Metro Triumph Riders and the University of Michigan Department of Public Safety. Our family will always hold a special place for you in our hearts.

Celebrating The Life Of



Thomas A. Gonzales

January 17, 1948 May 6, 2012

Wisdom from our Ancestors
An excerpt from speech "The Ancient Explorers"
Written by: Thomas A. Gonzales, June 2000

...*"From their fathers they learned patience and respect, to give some to everyone and to save some for yourself. Unconditional love came from mothers that forgave everything but forgot nothing. The trust and faith of their brothers, sisters and other family members upon who they knew they could rely would sustain them on their journey. And most of all, they carried in their hearts the hopes and dreams for their children's future..."*

Thomas Anthony Gonzales, age 64, of Ypsilanti Michigan, formerly of Waterloo, passed away suddenly on Sunday May 6th, 2012. He is survived by his loving wife of 44 years, Pamela (Wood) Gonzales and beloved children Thomas J. (Kari) Gonzales and Christina Felice Gonzales, and grandchildren Ethan and Marissa. He will be greatly missed by them as well as his mother Joy Powers, sisters Mary Lou (Larry) Dralle, Linda (LeRoy) Bean, brother Andre Powers and many extended family members. He was preceded in death by his father Herman A. Gonzales.

Tom was a man of great wisdom, strength and kindness. Throughout his life, in his words and his deeds, he provided an example to those around him. An example of what it means to be a husband, son, father, grandfather, uncle and friend.

He served his country as a member of the U.S. Air Force for seven years including a tour in Thailand.

Tom graduated from Columbus High School in Waterloo Iowa in 1966. He received a B.A., cum laude, from the University of Northern Iowa in 1976 and a M.A. from the University of Michigan in 1977.

He later went on to work at the Institute for Social Research at the University of Michigan. He retired in 2005 after 20 years.

He was a man of many interests including riding his Triumph motorcycle, playing guitar, studying genealogy, and supporting Michigan athletics. But his true passion was for his family. He was the pillar of strength, the kind heart, the tireless advocate that has held his family together. With his thoughts carefully chosen and his words softly spoken, he gave us direction and support. His presence will always be missed, but through his love and example, he made us strong.

"I've seen fire and rain. I've seen sunny days that I thought would never end. I've seen lonely times when I could not find a friend. But I always thought that I'd see you again."
James Taylor.

Editor's Corner – by Peter Miller

What a great issue we have for you this month. So much so, I could not fit in my article about my '72 Bonnie project. Oh, well, next month. I am really proud that we have a contribution from Lindsay Brooke. Lindsay is a great friend, supporter, and member of the MTR, and to have an article by him in our newsletter is very flattering. One of the big events of the year is the launch of our new web site. Don Woods deserves a big round of applause for the great work he has done; check out the details in the article below.



19th Annual “Triumph Come Home” Rally -- by Lindsay Brooke

Soon after World War II ended, Triumph found itself as the fastest-growing motorcycle brand in the world. The new Meriden factory was cranking out the popular 500cc Speed Twins, Tiger 100s, and Grand Prix production racers -- and to a lesser degree 350cc 3T twins -- as fast as it could make them. And already the U.S. was where most of the company's exports were headed.

Their main destination was Johnson Motors in Pasadena, California. Owner Bill Johnson had added Triumphs to his dealership's product line in 1938, and in 1944 he became the marque's official U.S. distributor. But despite his friendship with Johnson, Triumph boss Edward Turner realized a single distributor, particularly one based on the West Coast, couldn't adequately serve the potentially enormous U.S. market. Turner also saw BSA and the Indian Corp. (which imported AJS/Matchless, Norton, and other British makes) moving aggressively to capture post-war American riders. He concluded that Triumph needed a second American distributor, one located 3000 miles closer to Meriden, to handle the eastern half of the country.

Thus was born The Triumph Corporation, which opened its doors in Towson, Maryland, in October 1950. TriCor, as it was soon nicknamed (from its Telex abbreviation), was wholly owned by the Triumph Engineering Co., Ltd. Its location near the port of Baltimore made it a perfect distribution hub for the Eastern U.S. states that were to become TriCor's sales region. Actually, this encompassed all states east of Texas's eastern border, plus Wisconsin, Minnesota, Iowa, Missouri, and Arkansas. (TriCor served Michigan Triumph dealers, including the influential John Essler in Grand Rapids, and Bob Leppan's Detroit store.)

TriCor's establishment left 19 western states to JoMo, basically cutting Bill Johnson's market in half. He retained motorcycling's gold-mine, California, but TriCor had most of the potential U.S. motorcycling population and the major industrial states with their high-paying jobs.

With the advent of the 650cc range, Triumph's remarkable U.S. growth forced TriCor to move into a much larger, purpose-built facility in 1956 at Timonium, another Baltimore suburb. This location became “home” for much of Triumph's American business success as well as its sporting legend—Gary Nixon was based there, and TriCor supported Bill Baird, Charlie Vincent, Ed and Gary Fisher, Don Burnett, Joe Hemmis, Sonny Routt, and scores of other racers. For this reason, in 1993, the Triumph International Owners Club (TIOC; www.tioc.org) chose to hold its first annual “Triumph Come Home” rally in York, PA, in the heart of TriCor territory, about 40 minutes north of Baltimore.



TCH has been going strong ever since. In 2012 the event celebrated its 19th anniversary June 29-July 1, but at a new venue—the Oley, PA, fairground near Reading. The place has the old-timey vibe of the Wauseon, Ohio, fairground, only without a dirt track and grand stand. Like Wauseon, it also hosts an Antique Motorcycle Club of



America meet in the springtime. The facilities are superb; the clean and well-kept grounds are owned by the Oley Fire Department, which staffs the grill and snack bar, and also caters the Triumph Come Home Rally's popular banquet. And, unlike many summer rally sites, the Oley fairground is shaded by a large stand of sycamore trees, which helped shield attendees and swap-meet vendors from the scorching 100-degree sunshine all weekend.

Despite the heat wave, Triumph enthusiasts came from as far away as Tennessee, upstate New York, North Carolina, and Michigan, and a full RAT pack rode in from southern New Jersey. A Triumph dealer brought a fleet of new 2012 bikes for test rides all weekend. Rally co-organizers and hard-core Triumph nuts Al Hartman and John Melniczyk said this year's 800 attendees compared favorably with past TCH rallies and contributed to a strong gate. Hartman said there were 98 Meriden and Hinckley machines in Saturday's bike show, which always has a theme. This year it was "Cubs and Tubs," which treated attendees to a long line of various Tiger Cubs, plus restored and original examples of the rare and increasingly desirable "bathtub" twins from the late 1950s and early 1960s.

A very cool aspect of TCH has been its ability to maintain a direct connection to TriCor. The late, great Gary Nixon attended many times in the past, as have various other TriCor employees. This year it was two former TriCor-sponsored AMA National racers, Ed Fisher and Bob Sholly. Both were also long-time Triumph dealers. Fisher was Triumph's first AMA Professional rider, carrying the #42 plate. He won the 1953 Laconia National, as well as Daytona's Lightweight road race in later years. He's father to Gary Fisher, who made his name as Nixon's protégé in the early 1970s and later raced factory BMWs, Yamahas, and Hondas.

Ed turned 86 years old in June and still has a keen memory, sharp throttle hand, and tells great stories of Triumph's glory days. He brought his two very trick, original 1960 Cub road racers that enjoyed much success at Daytona, and demonstrated both on open megaphones to the bike-show crowd. At the Saturday night banquet, the room gave Ed a well-deserved standing ovation.

Bob Sholly, former AMA #98, co-owned a very successful Triumph-BSA-Yamaha-BMW store in Camp Hill, PA, for many years. His racing heyday was in the 1960s, when he was a regular threat on half-mile dirt tracks and in road racing. Since selling his shop, he's been an auctioneer in central PA and recently handled the Gary Nixon estate sale (in which Nixon's two AMA short-trackers, a 1967 Cub and a 1968 Sonicweld-framed 250, each sold for \$16,500).

The numerous swap-meet vendors had something for everybody. I picked up a near-perfect 1963 Tina scooter brochure and a 1958 Triumph full-line pamphlet for very reasonable money. Attendees seeking technical wisdom sat in on former Triumph dealer (and TIOC magazine publisher) John Healy's tech session in the air-conditioned main building. Belt-drive pioneer Bob Oswald was on hand with examples of his robust QPD primary-drive and final-drive kits for Triumphs and Norton Commandos. And following the banquet, a Lucas Reliability Run tested vintage Triumph candlepower over local back roads ending at a popular ice-cream stand.

While its focus is Triumphs, TCH is open to all British motorcycles. Among the interesting iron spotted on the grounds were a 1964 Panther 120 with sidecar (sorry, Todd, but I neglected to photograph this rig); a like-new mid-sixties Matchless G80CS (ditto, Bruce!); a very late-model Norton Atlas; an all-original BSA A10R Rocket; a few Tritons, and even a tastefully built XR883 Harley with full Storz dirt-track kit.

Triumph Come Home's traditional low-key atmosphere, historical icons, a fine field of new and old motorcycles, and room for camping have always made it a "must-attend" summer rally for Britbike fans. The new Oley Fairgrounds location raises the bar in terms of facilities and food. Mark your calendars for next year's TCH, scheduled for June 28-30 (www.triumphcomehome.com). The featured "bike" will be a timeline of Bonneville—bring yours and help complete the string of Triumph's most iconic twin!



Wild Apricots – by Don Woods

Greetings, fellow MTR members! By now, I hope all of you know about the new web site, but for those of you who don't, please consider this as notice. Late last year, Jonathan Gilbey performed the not insignificant effort of locating and vetting a new web-site host and chose a company called Wild Apricot (<http://www.wildapricot.com/>) located in Toronto, Canada, that features not just web hosting, but specifically web hosting for membership-based organizations (AKA clubs). A huge thank-you needs to go out to both Jonathan and Peter Miller for their instrumental roles in the selection of the new web-site host. Flash forward to this year: I was in a position to focus on the task of finalizing the work already begun and so began the task of moving the club's web site to the new host.



Over the next few months, I met with the club officers and began to formulate the plan for what functionality should be in place, along with the content that should be transferred over from the old site. In addition to that, I learned the new site administration techniques, which will be an ongoing process, as this site can really do a lot! In order to facilitate a smooth transition, the decision was made to format the new site similar to the old, but to prune the older content wherever possible. In the process of implementing this guidance, many of the pictures on the old site were not transferred over, but I have saved them locally should anyone require any of the old pictures not present in the new site.

The club officers have authorized a site (subject to change) that provides for club content, events, pictures, discussion forums, and membership management. The web site has many additional capabilities available, but these features have to be balanced against the additional costs involved. For example, the ability to pay for membership or perform event registration electronically is all available on the new site, but the former involves merchant transaction fees, and the latter would also mean a greater monthly web-site hosting fee, so there will be some necessary cost analysis before we make any changes there.

The new site is conveniently located at the same address as the old web site, www.metrotriumphriders.com, so there is no need to update bookmarks or favorites. The web site is navigable using tabs across the top of the page to locate sub-categories of information relevant to the club. In order to participate in the discussion forums or see the members-only content, you must log in using your e-mail address as your member ID. If you forget your password, there is a link present in the login window to assist you there, and most importantly throughout the site there is outstanding "help" available in the upper right-hand corner of the screen that will answer any question you may have from how to login to how to upload pictures.

From a web-site management perspective, the new site is a quantum leap forward in simplicity:

- Training someone to administer the web site, or a portion of the site, will not require anything beyond basic computer skills.
- Membership management is now consolidated to a single operation.
- Site content or structure can be updated in minutes (sometimes seconds), so no more excuses for stale content!

There is often a comingling of the web site and the mail list, but in fact they are two different technologies, hosted by two companies that present two separate costs to the club. Very soon, the club's mail list will also be deactivated, as this capability has been replaced by the forums on the new web site. However, it is imperative that each club member who wishes to receive e-mail updates from the forums subscribe to each forum and then modify the e-mail settings in their user profile to indicate the desired frequency of e-mails: Immediate, Daily, etc.




**Wauseon Swap Meet and Vintage Racing Photos – report coming
-- photos by David Levin**



<p>2012 Metro Triumph Riders Officers</p> <p>President: Cal Norman 248-669-6213</p> <p>Vice President: Cliff Opalewski 734-223-5056</p> <p>Treasurer: Bruce Van Voorhis 248-229-0673</p> <p>Secretary: Peter Gareffa 586-774-2558</p>	<p>2012 Club Positions</p> <ul style="list-style-type: none"> - Classic Technical Advisors: Mike Shelvey 248-437-0627 Todd Ethridge 586-779-9833 Rob Van Der Vegt (Triples) 31(0)111 482136 NL - Modern Technical Advisor: Mike Selman 248-569-2850 - Electrical Technical Advisor: Bob Kiessel 734-277-2968 - Ride Captain: Rick Jones 248-442-0155 - Sergeant-at-Arms: Dave Van Daele 248-398-1526 - Club Regalia (T-shirts, etc.): VACANT - AMA Representative: Peter Gareffa 586-774-2558 - Membership Chairman: Bruce Van Voorhis 248-229-0673 - Newsletter Editor: VACANT - Newsletter Copy Editor: Peter Gareffa 586-774-2558 - Newsletter Distribution: Gene Beres 248-656-1137 - Web Master: Don Woods Jr - BOB Chairman: Peter Gareffa 586-774-2558 - Sponsorship Chairman: Bob Harris 734-416-1360
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2012 Calendar of Events

Not all dates confirmed, but this will give you an idea on what is planned. Updates will be applied when information is available.

 <p>MTR 2012 Events</p>	
<p>August</p>	<p>10th-12th MNO Campout, Mancelona, MI (Details TBA) 12th MTR Monthly Meeting 10:00 am, Kerby's, Troy, MI 14th Pre-Woodward Dream Cruise MTR Ride-in, Hunter House, Birmingham, MI 26th MNO General Meeting, 2:00 pm, Sayre's Lake House, Pinckney, MI</p>
<p>September</p>	<p>8th Pre-Battle of the Brits Event (Details TBA) 9th 30th Annual Battle of the Brits, Orchard Lake, MI 16th All Clubs Day, Noon – 4pm, MNO Sponsored Event, Stockbridge, MI 30th MNO Fall Color Ride (Details TBA)</p>

**GOLD SPONSORS**

Baxter Cycle - Specializing in Triumph, BSA, Norton, and Moto Guzzi.

400 Lincoln St., Marne, IA 51552 Phone: 712-781-2351 Fax: 712-781-2355 www.baxtercycle.com

Thanks to Randy Baxter and staff.

British Only Motorcycles and Parts

32451 Park Lane, Garden City, MI 48135 Phone: 734-421-0303 Fax: 734-422-9253

Toll-free order line: 800-278-6659 www.britishonly.com

Thanks to Ken and the British Only staff.

John Caruana - Parts for classic British motorcycles.

12102 Carmela Dr., Fenton, MI 48430 Phone: 810-750-6779 caruana2003@aol.com

Thanks to MTR member John Caruana.

Domi Racer and Accessory Mart - Vintage British and European Motorcycle Parts, Accessories & Service. 5218 Wooster Rd., Cincinnati, OH 45226 Phone: 877-451-0354 www.DomiRacer.com

Thanks to Tony.

Klempf's British Parts - Tons of Parts for British Bikes.

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Thanks to Mitch Klempf.

MA's Motorcycles - Great service by a great mechanic.

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Thanks to MTR member Mike Shelvey.

M.A.P. Cycle Enterprises - Manufacturers and suppliers of British parts.

7165 30th Ave. N., St. Petersburg, FL 33710. Phone: 727-381-1151 Fax: 727-347-9469

www.mapcycle.com

Thanks to Merino, Garrett and Lynda.

Midwest Motorcyclist/ Michigan Motorcyclist - The premier bike publication in the Midwest.

Phone: 810-229-4737 Fax: 810-225-2824 Toll free: 877-MI-CYCLE www.midwestmotorcyclist.com

Thanks to our good friend Ray Peabody.

Nordic Label - High-quality printing and labels.

47850 West Rd., Wixom, MI 48393 Phone: 248-669-6213 Email: tri69chop@aol.com

Thanks to MTR members Cal & Chuck Norman.

Northern Eagle Cycle - 1971 and later Triumph 650/750 twin parts.

P.O. Box 553, Mitchell, Ont., N0K 1N0 Canada www.northerneagle.ca

Thanks to Dennis Michalczuk.

Vintage Motorcycle Works - Triumph & BSA restoration, repair, paint, parts and bike sales.

P.O. Box 1372, Lincoln Park, MI 48146 Phone: 313-388-8015 Email: vrapide1952@yahoo.com

Thanks to John Oliver.

Walridge Motors Ltd. - Parts and accessories for British motorcycles.

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WWW.WALRIDGE.COM

Thanks to Mike Partridge and staff.

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British Cycle Supply - Triumph, BSA & Norton Motorcycle Parts.
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Little British Car Company - Quality classic car parts and accessories.
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Thanks to MTR member Jeff Zorn.

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Plymouth, MI 48170
P.O. Box 700521

