



# Michigan Sport Touring Report

May 2017

Editor – Ian Orr

## Deposed Depots

By Bob Komjathy



Michigan Central Depot - Grayling

It's that time of year again to tour Michigan's far off corners. It has gone from dams to lighthouses to beaches and now railroad train stations. A lot of Michigan's early development was dependent on rail. Fortunately, some of this early history has been saved from the wrecking ball and converted to other uses as rental space, government offices, restaurants, and museums. Some depots have been moved from their original sight to save them from demolition.

Usually, there are several depots in the general vicinity of one of the checkpoints though in some areas they can be spread out quite far. Harrisville is one of those with little else nearby for 30 to 60 miles. In that case find something else to use as an extra credit opportunity.

I decided to visit an old haunt that I had been to in my past that peaked my interest in the Oscoda area. I was there on occasion

delivering patients to the hospital at Wurtsmith Strategic Air Command Base when I had my military days in the National Guard. A few years back, I went to a Christening for my



nephew's daughter in Oscoda and flew into Wurtsmith which is now a public airport. Connie Kalitta moved their operations from Willow Run to Wurtsmith several years ago. They move freight all around the world and have one of the largest fleets of Boeing 747s around as well as a salvage site for aging 747s. Since I was up there, I decided to take a look see on the motorcycle.

The base hospital was converted into a VA hospital and most other functions turned into a industrial park. What was also neat was the ability to get close to some of these planes



scheduled for dismantling to act as a neat backdrop for a bike shot. You are NOT going to be able to do this anywhere else in the state.

One somewhat hidden bit of history in the Port Huron area is a humble tunnel near Cedar and 16th Street on the south side of town. It connects Port Huron and Sarnia, Ontario, and has since 1890. It was the first tunnel in North

America connecting an international border and it's in our own back yard. The original tunnel is



now blocked with a modern tunnel built next to it which serves

Amtrak (Toronto to Chicago) and freight. The original tunnel used electric engines to move the passenger cars through it for fear of asphyxiation of passengers if a steam engine should break down in the tunnel. The engines were move over separately.

Closer to home is the Durand Train Museum checkpoint with interesting displays inside. It was the crossroads of two separate train lines, the Ann Arbor and Grand Trunk lines.



A bit further north in Owosso is a two for one opportunity to see another depot and kitty corner from the tracks is the Steam Railroading Institute that has one of the only two steam locomotives allowed out on the commercial rail lines. It is also open to the



public and they do give rides in the summer so you can arrange your visit accordingly. It is home of the **Pere Marquette locomotive 1225** which was used for the movie The Polar

Express with Tom Hanks as the conductor. What other engine would you use for a story on December 25th?

When I was in my teens, I used to travel to Eastern Europe and these steam engines were still pulling passengers and freight in Hungary, the former Yugoslavia and Czechoslovakia as late as the mid 1970's. Kind of brings back some fond memories.



Heading out to the Tecumseh checkpoint? Swing by the Blissfield East Station which has a dinner train

on weekends with a murder mystery on board. I did this several years ago when I took my pharmacy staff for a Christmas event.... Yes, I was the murder victim. My face hurt from laughing so long. If I remember correctly, dinner is made by a well-known local restaurant and you sit in formal dining cars from the 1940's.

Stop by Jackson on 2350 E. Hight St. and look at a depot that was built in 1872. It has the distinction of being Michigan's oldest continual in-use terminal.

From Wikipedia: "The station was rebuilt by the Michigan Central Railroad in 1872, as a replacement for an earlier station built in 1841 and was used as a Union Station, which also served the Jackson, Lansing and Saginaw Railroad, the Fort Wayne, Jackson and Saginaw Railroad, the Grand River Railway, and the Michigan Air Line Railroad." ....It is now an Amtrak station.

Well, by now you get the idea. Looking for something to do while putting some miles on your ride? Sign up for the Deposed Depot Tour and find out about some fun things of Michigan's past before most of it disappears.

# Touring Michigan's Railroad History

By Keith Danielson

With April already behind us, the riding season is kicking into full swing, even for those with, shall we say, more particular weather expectations. Along with the riding season, the 2017 Michigan Deposed Depots Grand Tour is also in full swing. A few people have been sending me their photos of their exciting visits to the depots. My intent for the summer is to provide some interesting facts and tidbits about some of the depots and other things relating to Michigan's railroad history, so this is my first submission. I'll also ask any others to provide articles about what they've found as well. Hopefully, these will provide the incentive for those who are still contemplating whether or not to participate, into picking a checkpoint or 14 to go visit, and getting on the motorcycle to ride and see what's out there.



On Sunday afternoon, April 16, I visited the Tecumseh station – checkpoint 2 – and a few other nearby extra credit deposed depots, which are the subject of this article. This depot was one of two depots in use in Tecumseh back in its day. It was built in 1895 by the Detroit, Toledo & Milwaukee railroad, and was known as the south depot. It served passengers and freight traffic for the DT&M, and at other various times, for the Lake Shore and Michigan Southern and the Detroit, Toledo & Ironton railroads, but by 1930 had been closed. In the 1980's it was moved 3 blocks north and 1 block east to its current location at the intersection of E. Chicago Blvd and Ottawa street. Today it houses the offices of a tax & accounting service, but it's heritage

as part of railroad history is still clearly visible in the general architecture, the platform, the ticket booth, the arrivals and departures board, and the village name on display.



About 12 miles south of Tecumseh, in Blissfield, MI, sits another depot. It was built in 1875 by the Lake Shore and Michigan

Southern Railroad at Deerfield, which is about 6 miles north of Blissfield. After being moved to Blissfield, it was used on the Old Road by the Adrian and Blissfield Railroad for passengers and freight. Today this deposed depot is used by the Village of Blissfield as a museum.

Less than 1/2 mile east of the Blissfield depot, is the Old Road Dinner Train. Running on one of the oldest operating lines in the nation, on tracks originally laid in 1836, this train offers dinner excursions, murder mysteries, and other special and family-themed events throughout the year – a great idea for a special evening out with family and friends.

On the dinner theme, in Ann Arbor, right along the Huron River, sits what was once known as "the finest on the line



between Buffalo and Chicago" – the line being the Michigan Central Railroad. This station welcomed students, football teams, celebrities, presidential candidates, and even Winston Churchill to Ann Arbor in its storied past. Since 1970 it has housed the Gandy Dancer restaurant, where you can cheer as the trains still roll though while you enjoy some of the finest dining in town. The name itself refers back to the old days of the

## Better than retirement

By John Cirner



railroads, when the rail maintenance workers were referred to as Gandy Dancers. The teams consisted of up to about 20 men, each armed with a six-foot long steel bar, called a lining bar, or gandy. Each man would plant the end of his gandy in the ballast under the rails, and together step toward the rail and lift to move both rails and the ties together through the ballast to realign the rails.

The last stop for the day was at Detroit's own Michigan Central Station. Dedicated on January 4, 1914, it actually began service a couple weeks early, on December 26, 1913 after a major fire destroyed the original depot in downtown. During WWI, at the peak of rail travel in the US, over 200 trains left the station each day. At the time, it was the tallest rail station in the world.

The tower was used for offices for the Michigan Central Railroad and all of the other railroads that operated passenger and freight trains to and from Detroit and had as many as 3000 employees working there. After WWII, as automobiles and especially air travel became the preferred means to get around, and as the station became more and more costly to maintain, it began to fall into disrepair. There have been several failed attempts to revive it, but the last Amtrak train departed in 1988, and the building was left to deteriorate at the hands of scrappers and weather. Today it stands as a ghostly reminder of what once was one of the grandest structures in Detroit, and in the annals of transportation history.

For those of you who attended the April MSTR breakfast, and most of my Facebook friends, you already know about the big announcement I made at the meeting. For everyone else here is a little story about how I almost made it to retirement ... but just couldn't pass on the opportunity of a lifetime doing something I love in an industry that has been my real passion for the past 25+ years.

I got into the telecommunications industry back in the late 80's (God I'm old) working for a consulting group and then worked my way through the corporate world at AT&T, then onto a smaller interconnect and finally starting my own consulting group / manufacturers business 14 years ago. As technology evolved and data became king of the business world there was less and less demand for a telecommunications specialist. Then there is the issue of open platform solutions being bought on line by IT managers and all the profit going away. Timing seemed right to hang up the "test set" and ride my Multistrada off into the sunset.

There was a short 7 week period when both Ann (my wife, riding partner and wingman for the past 25 years) were both "retired" and enjoying not scheduling our life around the Monday through Friday 9-5. It was glorious time and new enough that we managed not to drive each other crazy. We got a lot of riding in during those 7 weeks! As destiny would have it Ann was recruited by an accounting head hunting firm and offered a position that fit her narrow list of requirements. As a matter of fact they called her cell phone as we were driving home (on a Tuesday!) from the Fall Color Ride in Lewisburg WV. It was close to home, no long hours, in her field of expertise, great money and 4 weeks' vacation. Now don't get me wrong, 4 weeks of vacation sounds pretty good but it's NOT retirement. So there I was - retired and no riding partner.

So while my wife was fully engaged in her new job with plans to work another 5 years I was

contemplating my options to keep busy during the week. The food industry was out, working at Ace Hardware seemed boring and the guys at Ducati Detroit were getting tired of me hanging out all the time in the dealership waiting to get hired. Not willing to give up my nights and weekends (at any price) really limited my choices. Thanks to my friends looking out for me that would soon change.

I got three calls in one day from riding buddies telling me about a Sales Manager position opening up at Sportbike Track Gear. Now I have known Brian Van, founder and owner of STG, since day one when he started the business. I have shared camp with him at the racetrack, been passed many a time at Grattan and other venues and been a big investor at his store. Between Ann and I supplying our own small warehouse of gear with STG merchandise we were on a first name basis with most of his staff. The idea of working for and with Brian really peaked my interest.

So several phone calls later, a three hour "interview", and putting the hard close on Brian I got the nod and the "Let's do this .. I'm all in" offer to take the reigns as the new Sales Manager at Sportbike Track Gear! So what's this Sportbike Track Gear company all about? We specialize in motorcycle apparel, protective gear, sportbike performance parts, and tires from all the major manufacturers. We have a showroom and two warehouses in Shelby Michigan. Unlike many of our competitors we keep many of the items in our online catalog IN STOCK! For all of us here at Sportbike Track Gear the thing we all enjoy the most is the people we meet along the way. The riding is fun for sure but the people and the relationships are what truly drive this sport.

When you browse our online catalog you will see we do not offer every brand under the sun. We are very careful in choosing the brands that you see listed in the catalog pages of our store. We feel it is not possible to offer every brand available and service them all properly. We choose those which offer the best performance and value for our customers. "If we won't use it we don't sell it" is our company motto! The area of product testing we really focus on is

personal safety gear. Whether it is a 1- piece leather suit, a new helmet or a back protector you can count on the fact we have done our homework before we offer the item to our customers.

Let our experience work for you. Whether you are a seasoned track rider or new to the sport all together we are happy to assist you. From tire choice to a new helmet we are here to help you choose what will work best for your intended application. We make a real effort to search out products that offer top level performance at an affordable price. Many times the most expensive choice is not the best performer of the lot.

I look forward to hearing from all my MSTR riding buddies. You are always welcome to contact me at:

Sportbike Track Gear  
(888) 784-4327 Ext 216  
[john@sportbiketackgear.com](mailto:john@sportbiketackgear.com)

Visit our web site at"  
[www.sportbiketackgear.com](http://www.sportbiketackgear.com)

## Isle of Man TT (Tourist Trophy)

*By Bill (Kickstand) Preininger*

Every year in late May a sleepy Island between Ireland and the United Kingdom comes to life to repeat the most dangerous motorsport event (over 250 fatalities in its history) in the world. This is the home of 85,000 residents on a landscape of 220 square miles and host of the legendary Isle of Man TT (Tourist Trophy).

Motor racing on the Isle of Man (IOM) began in 1904 when the Motor Car Act of 1903 placed a speed restriction of 20 mph on automobiles in England. Julian Orde, then Secretary of the Automobile Car Club of Britain & Ireland approached authorities on the IOM for permission to race automobiles on the island's public roads.

The first IOM TT motorcycle race began in May of 1907 and was called the International Auto-Cycle Tourist Trophy, over 10 laps on the St. John's Short Course at 15 miles 1,470 yards for road legal 'touring' motorcycles with exhaust silencers, saddles, pedals & mudguards. With the exception of two World Wars & a Foot & Mouth outbreak, the races have been held every year since. The 1907 overall winner & winner of the single-cylinder class was Charlie Collier riding a Matchless completing the race in 4 hours, 8 minutes and 8 seconds at an average speed of 38.21 mph. The trophy presented to Collier was donated by Marqis de Mouzilly St. Mars and featured a styled Olympic God 'Hermes' by Giovanni Da Bologna as a silver figurine astride a winged wheel. This 108 year old trophy presented each year to the winner of the IOM TT Senior race is considered priceless.



### IOM TT Milestones

**1907**..... The first IOM TT was ten laps on the 15 mile 1,430 yards course, a total race distance of 158.125 miles. Rem Fowler riding a twin cylinder Peugeot engine Norton set the fastest lap at **42.91 mph**.

**1911** ..... The TT moves to the Mountain Circuit while Frank Phillips sets the fastest lap on his Scott at **50.11 mph**.

**1915-19** ...IOM TT cancelled due to World War I.

**1923** .....The first IOM TT motorcycle side-car race was held in 1923 was won by Freddie Dixon & passenger (monkey) Walter Perry using a special Douglas motorcycle with a banking side-car in a

time of 2 hours, 7 minutes and 48 seconds at an average speed of **53.15 mph**. The sidecar race is eliminated from the 1926 TT due to lack of entries.

**1937** .....Freddie Frith breaks the 90 mph barrier in the Senior race lapping the course at **90.27 mph**.

**1940-46** ...IOM TT cancelled due to World War II.

**1954** ..... The sidecar race returns to the IOM TT not to exceed 500 cc.

**1957** ..... Scottish rider Bob McIntyre becomes the first man to lap the IOM TT at more than 100 mph winning the Senior race at **101.03 mph**.

**1975** ..... Yorkshireman Mick Grant riding a two-stroke triple Kawasaki claims the IOM TT lap record at a speed of **109.82 mph**.

**1975-89** ...Sidecar engine displacement added not to exceed 1000 cc.

**1977** ..... To celebrate the Queen's Jubilee a special Schweppes Jubilee race was held won by newcomer Joey Dunlop, riding a 750cc Rea Yamaha. This was to Joey's first of 29 wins at the IOM TT races. Mick Grant and his Kawasaki smashed the lap record at **112.77 mph**.

**1989** ..... Steve Hislop on his Honda RC30 broke the 120 mph barrier with a lap record of **121.34 mph**.

**1990** .....FIM Formula 2 sidecar engine displacement revised for two-stroke engines not to exceed 350 cc or four-stroke engines not exceeding 600 cc.

**1996** .....Dave Molyneux & passenger Peter Hill post the first 100 mph sidecar lap exceeding 110 mph at **111.01 mph**.

**2001** .....For only the third time in its history the IOM TT was canceled in 2001 due to the Foot & Mouth epidemic plaguing UK's mainland.

**2006** ..... New Zealander Bruce Anstey achieves an unofficial top speed of 206 mph at the end of Sulby straight on a Suzuki 1000cc machine.

**2007** .....The IOM TT celebrates its 100<sup>th</sup> year and John McGuinness sets the first ever 130 mph lap at **130.354 mph** to win the Senior TT.

**2013** ..... Isle of Man Classic TT was developed for historic racing motorcycles and along

with the Manx Grand Prix now forms part of the 'Isle of Man Festival of Motorcycling' now held in late August of each year.

*Why is this significant? Because I intend to be there in 2017!*

**2014** ..... For the second year in a row John McGuinness has four wins with Bruce Anstey breaking the 132 mph lap barrier at **132.298 mph**.

**2016** ..... The official lap record is 16 minutes & 53.929 seconds at an average speed of **133.962 mph** set by Michael Dunlop in the 2016 Senior TT Race. The lap record for the Sidecar TT is 19 minutes & 22.928 seconds at an average speed of **116.798 mph** set by Ben Birchall and passenger Tom Birchall in the 2016 Sidecar TT.

### 2017 IOM TT Race Classes

**Superbike TT** (complies with FIM Superbike Championship specifications)

Over 750cc up to 1000cc (3 & 4 cylinder 4-stroke), over 850cc to 1200cc (2 cylinder 4-stroke)

**Supersport TT** (complies with FIM Supersport Championship specifications)

Over 400cc up to 600cc (4 cylinder 4-stroke), over 600cc up to 675cc (3 cylinder 4-stroke), over 600cc up to 750cc (2 cylinder 4-stroke)

**Superstock TT** (production based motorcycles with treaded road tires)

Over 750cc up to 1000cc (3 & 4 cylinder 4-stroke), over 750cc up to 1000cc (3 cylinder 4-stroke), over 850cc to 1200cc (2 cylinder 4-stroke)

**Lightweight TT** (2006 or later originally sold for road use)

Up to 650cc water cooled (2 cylinder 4-stroke)

**Sidecar TT** (complies with technical rules per ACU & 2015 IOM TT regulations)

Production based 501-600cc (4 cylinder 4-stroke)

**TT Zero** (electric)

Motorcycles powered without the use of carbon based fuels and have zero toxic/noxious emissions

### IOM TT Schedule

The IOM TT is a time-trial race. Riders typically start off at 30-second intervals and the winner completes the course in the shortest elapsed time. The IOM TT Mountain Course runs clockwise and is 37.73 miles (60.72 km) long from the starting line in Douglas. There are over 200 corners on the IOM TT Mountain Course with about 60 named corners.

**Saturday 27th May to Friday 2nd June** - Qualifying

**Saturday 3rd Jun** - Superbike Race, Sidecar 1 Race

**Monday 5th June** - Supersport 1 Race, Superstock Race

**Wednesday 7th June** - Supersport 2 Race, Lightweight Race, TT Zero

**Friday 9th June** - Sidecar 2 Race, Senior Race

Coverage of the 2016 IOM TT was viewed by almost 30 million people, with worldwide audience growing by +2.4%. Featured broadcasters include Fox Sports Australia, Sky Sports New Zealand, Supersport Africa, ITV4 in the UK with Eurosport + Discovery Velocity in the USA. European viewers accounted for 51% with the USA about 12%.

The IOM TT is an annual pilgrimage for thousands of worldwide motorcycle enthusiasts. If you want to avoid the chaos of June's IOM TT race week there is also the IOM Southern 100 in May or the IOM Manx Grand Prix & Classic TT in August/September. As for me I cannot resist any longer. When you are cutting your lawn & standing in line at COSTCO I will be on the IOM September 1-3 to witness the Classic TT at the IOM Festival of Motorcycling drinking Guinness. For the rest of you I ask what's keeping you?

Finally, attached is a link with highlights from IOM TT motorcycle & sidecar racing. If this video doesn't excite you check your pulse, I think you have flat-lined.

<https://www.youtube.com/watch?v=SanPTv-Rr5U>

A special thanks to **Bob Komjathy, Keith Danielson, John Cirner** and **Bill Preininger** for their articles featured this month.

**Remember...** All published articles earn a free breakfast and your articles will be appreciated by your fellow members and the newsletter editor, and you will also earn points toward the **2017 MOTY Award!**



## MSTR Heads Up

Here's a listing of some of the upcoming local events and meetings within the next few weeks. If you know of a local motorcycle event in Michigan or Ontario the MSTR would be interested in send Ian Orr an e-mail at [Communications@mstriders.com](mailto:Communications@mstriders.com) with the details.

## MSTR EAST Breakfast Meeting

**Saturday, May 27, 2017, @ 8:30 AM**

East breakfast meeting is at **Doc's Sport Retreat** in Livonia, MI. Doc's is located at 19265 Victor Parkway. East of I-275, north of 7 mile road and across from Dave and Buster's. Augie Fernandes will be moderating this meeting.

## MSTR WEST Breakfast Meeting

**Saturday, June 10, 2017, @ 10:00 AM**

West breakfast meeting is at the **Alibi Bar & Grill**, 1394 E. Riverside Drive, Ionia, MI ([www.alibionia.com](http://www.alibionia.com)). Please send an email to Gala ([gschip@me.com](mailto:gschip@me.com)) so she can plan on providing breakfast for everyone who attends. Breakfast will be available for \$11 plus tax & tip. Bart Reiter will be moderating this meeting.



## MSTR 2017 Rides

One of the goals of the MSTR is to organize a few multi-day rides each year specifically for our members in some of the premier riding areas in the Midwest and Southeast. All MSTR rides are limited to those who are current MSTRiders. There are many rides that have been scheduled. The dates for most events have already been set and are listed on the Events page of the MSTR Website ([www.mstriders.com](http://www.mstriders.com)).

## 2017 MSTR Deposed Depots Grand Tour

**March 25 – November 19, 2017  
Michigan**

Keith's 2017 Michigan Deposed Depots Grand Tour is in full swing. There are 14 checkpoints, with 8 in the Lower Peninsula, and 6 in the Upper Peninsula. Additionally, you can earn up to 3 extra credit points for each checkpoint (42 extra credit points total) for stopping to see other Michigan attractions. These can be other depots, museums, historical points of interest, scenic attractions, tourist attractions, and unique Michigan restaurants. All photo proofs of your visits will be due to Keith by November 19.

Ride Organizer: Keith Danielson  
[keith.danielson@wowway.com](mailto:keith.danielson@wowway.com)

## MoArk Adventure 10

**April 12-15, 2017  
Missouri/Arkansas**

The weather was perfect, every day. The roads were spectacular, every day. Several first time attendees announced they have a new favorite – Push Mountain Road. Some riders (yet again) had to buy new tires mid-

event. Several brand new tires were completely worn out by the end...and we can't think of a better way to wear out tires!

Check out the event pictures on the MSTR Smugmug site:

(<https://mstriders.smugmug.com/>)

## *MSTR Ladies Ride Day*

**May 7, 2017  
Michigan**



The First Annual Ladies of MSTR Ride Day is in the books! We had a Great ride today, May 7th 2017! Most of us rode over an hour to get to Zukey Lake Tavern where we met at 10 am for a breakfast gathering (& to warm up...it was less than 40 degrees out when I left home). We enjoyed a hearty breakfast buffet & headed out to ride at 11:15. We had 6 ladies join in for the ride. Rachel, Sue, Ann, Lynn, Monica (new member) & me (mj). We only had one major snafu...3 guys showed up for breakfast, (Curt, Max & Curt).....they thought it was the 'Laddies' Day Ride! That's OK, we let them enjoy the breakfast buffet too!

Rachel, our Fearless Leader, took off with 5 Ladies in tow. She led us on a nice twisty ride through Stockbridge & over to Gee Farms for a short break. Only problem was that 2 of our riders left us in Stockbridge to meet up with their hubbies.....they missed the conversation where we said we would

stop in Stockbridge After Gee Farms. But that's ok....we had good communication to let us know what they had done. We were able to reconnect with them to take our group picture in Stockbridge at the end of our ride!

The weather was Beautiful, a little chilly & a little windy, but we were ON the bikes! We were able to ride around 80 miles on the nice twisties in the Waterloo & surrounding area. I had an AWESOME time today....I hope more of our Lady MSTRiders will be able to join us next year!

Big THANK you to All that came & rode today & a BIGGER THANK YOU to Rachel for leading this Inaugural Ladies of the MSTR Ride Day!

**Organizer: mj Allmond**

## **ROUGH RIDER 1/2-K RIDE**

**Postponed due to inclement weather**

**Date: TBD  
Michigan**

The 5th annual *Rough Rider 1/2-K* day-ride, originally scheduled for May 6<sup>th</sup> was postponed to a later, yet to be determined, date.

**Organizer: JT Pedersen**

[jt.pedersen@live.com](mailto:jt.pedersen@live.com)



**Michigan Renegade Mountain Ride**

**May 14-20, 2017**

**Waynesville, NC**

Two days of travel and five days of riding in the premier riding area of the South East: The Great Smoky Mountains.

**Ride HQ: All week**

**Best Western Smoky Mountain Inn**

130 Shiloh Trail, Waynesville, North Carolina  
28786

**Phone: 828-456-4402**

A block of rooms are being held as follows:

- Check-in: On or after Saturday, May 14, check-out: Saturday, May 21.
- \$70/night + tax. Same rate for King and Double, 24hr cancellation. Request the MSTRiders rooms and rate.

Ride information, including the password to the MSTR Members Only page to download the rider package and GPS routes and tracks, has been sent to everyone who signed up. If you signed up and didn't get an e-mail then let Ian know at the address below.

**Ride Organizer: Ian Orr**

[Communications@mstriders.com](mailto:Communications@mstriders.com)

## **ROUGH RIDER 1K VII**

**Roughrider 1000,  
"Heartland Tornado"  
Saturday, June 3**



**Heartland Tornado**

By this time, all the bikes should be warmed up, ready to go with little more than an excuse to get out on the road. Most of you will have scuffed the tires, been on a trip or two and be ready for this year's Seventh Annual, MSTR Roughrider 1000, "Heartland Tornado"; a 1000 mile continuous ride to be completed in less than 24 Hours.

The ride, in the customary manner, will begin at the Speedway Station on Haggerty Rd, Northville, and follow an interstate route westerly towards Gary, Indiana, then southeasterly through Indianapolis and Louisville, then south to Cave City, Kentucky. After a lunch stop, we will continue our return trip northerly on I-85/I-75 through Cincinnati, Lima, Toledo and home to the point of beginning.

The route will qualify for the Iron Butt Saddle Sore 1000 for which, each rider may apply.

Since the beginning of the Rough Rider event over 100 riders have earned the MSTR and the IBA Certificates. The riders meeting will be held at Southwest Michigan BMW on Wednesday, May 31, 2017 at 6:00 p.m. Pizza will be served. There will be a sign-up sheet at the April and May monthly meetings. If you have questions or want to sign up, please contact Terry Odom. We look forward to riding with you. Terry Odom, Keith Danielson, John Horner and Peter Stephan.

**Organizer: Terry Odom**

[tjopc1@gmail.com](mailto:tjopc1@gmail.com)

## ***Summer Sizzle Bar-Be-Que***

**Sunday, June 4, 2017  
Ypsilanti, MI**

Join your fellow MSTR, BMWTC & Invited Guests at Don & Jan Pennington's annual summer sizzle barbecue. Festivities start at 2pm. Check out the flyer at the end of the newsletter for additional information, including what to bring, what's provided and a map showing how to get there.

**Organizers: Don & Jan Pennington**

[donpennington@comcast.net](mailto:donpennington@comcast.net)

**MSO**

## **Mid South Odyssey**

**June 15–18, 2017  
Middlesboro, KY**

Gregg Mitchell is the event organizer for the Mid South Odyssey ride in Middlesboro, KY. Sign-up sheets will be available at the upcoming May and June breakfast meetings.

**Organizer: Gregg Mitchell**  
[pancho9450@earthlink.net](mailto:pancho9450@earthlink.net)

**BGB**

## **Blue Grass Boogie**

**July 13–16, 2017  
Morehead, KY**

Kelly McCrystal has volunteered to be the cat herder for the Blue Grass Boogie. The routes are already done and we'll be staying at the same location as last year. Sign-up sheets will be available at the May and June breakfast meetings.

**Organizer: Kelly McCrystal**  
[kmcc927@comcast.net](mailto:kmcc927@comcast.net)

**BBR 2**

## **Barn Burn Raid 2**

**August 17–20, 2017  
Marietta, OH**

This is an early ride-hotel announcement. The ride hotel has agreed to hold a block of rooms at a reduced rate and recommended booking these rooms now to ensure availability due to other (non-motorcycle) group bookings.

**Ride HQ: All week**  
**Best Western Plus Marietta Hotel**

701 Pike St, Marietta, OH 45750  
**Phone: 740 374-9660**

A block of 40 rooms are being held as follows:

- Check-in: On or after Wednesday, August 16, check-out: Sunday, August 20. \$76/night + tax. Same rate for King and Doubles. Request the MSTRiders rooms and rate
- I requested ground floor for all the rooms, which they will try to meet
- After July 19 the blocked rooms will be released to the general public. If there are rooms available AFTER July 19 we'll still get the \$76 rate. If we need more than 40 rooms we'll still get the \$76 rate
- As with all MSTR events with a pre-arranged reduced rate room these are ONLY available to MSTRiders.

The sign-up sheet for BBR 2 will be available at the May, June and July West and East meetings. The routes will be similar to last year's BBR event.

**Ride Organizer: Ian Orr**  
[Communications@mstriders.com](mailto:Communications@mstriders.com)

**SEE**

**Solar Eclipse Event**  
**August 21, 2017**  
**White House, TN**

A total solar eclipse will occur on Monday, August 21, 2017, which is the day after the 2017 Barn Burn Raid. Vince Cardinale is gathering names of interested riders to gauge interest as follows:

Observe the eclipse from or near White House, TN, which also provides the most direct and shortest return to the Detroit Metro region. There are several hotels in or near White House, which is approximately 6h 40m from Marietta, OH by expressway. The optimal local viewing location would be the Cherry Mound Baptist Church parking lot, which will enjoy 2' 39" of totality.

- Partial phase starts at 11:58AM (CDT)
- Totality starts at 1:26PM (CDT)
- Partial phase ends at 2:53PM (CDT)

All participants should wear eclipse glasses such as these: [eclipse glasses](#). Check the [eclipse map](#) to see the full eclipse path.

Don't wait too long on this. A total solar eclipse is an international event so good rooms will go quickly.

**Organizer: Vince Cardinale**  
[vincent6355@att.net](mailto:vincent6355@att.net)

## MSTR Newsletter & Website

The MSTR Newsletter and Website ([www.mstriders.com/](http://www.mstriders.com/)) belong to you, the riders. They both can only be as good and as interesting as you make them. If you've got something to say about a ride, your bike, perhaps a trip you're planning, whatever, send it in for the newsletter and/or website to:

**Ian Orr:** [Communications@mstriders.com](mailto:Communications@mstriders.com)

## MSTR Photo Gallery

The MSTR maintains a SmugMug photo gallery (<https://mstriders.smugmug.com/>) to allow riders to upload and download pictures of various club events. Upload and download passwords are sent out to participants for each event. Click on the above link or visit the MSTR website and select the MSTR Photo Gallery link to check out all the event pictures.

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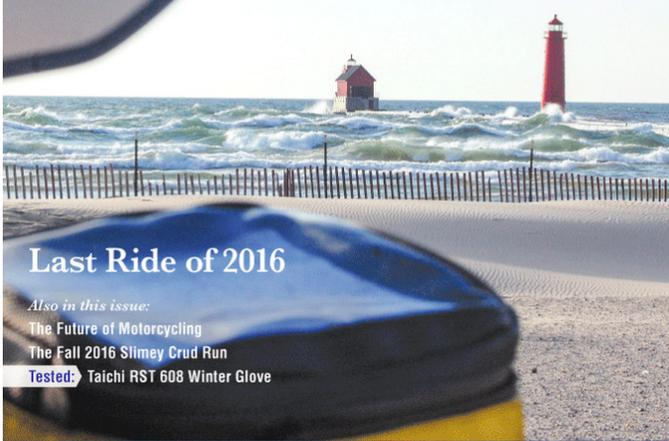
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Happy New Year!



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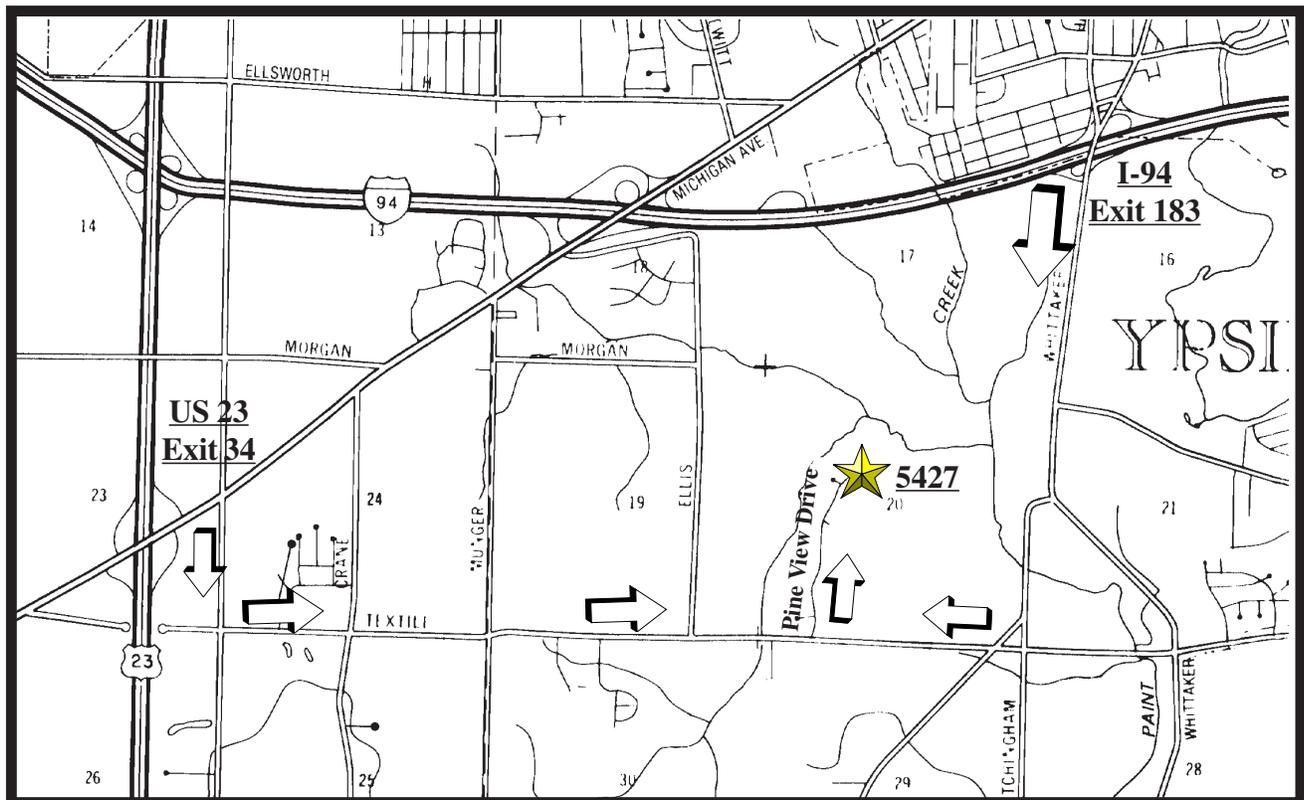
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