



Michigan Sport Touring Report

August 2018

Editor – Rachel Durling

Newfoundland Road Trip

By Roger Zander

It was a dark and stormy night... Seriously, it was. Our grand tour of the province of Newfoundland was temporarily on hold. My old friend John (he isn't really that old, I've just known him for a long time) and I were hunkered down in a motel, just outside of St. John's, Newfoundland. We were supposed to be camping but, with Tropical Storm Chris bearing down on the Avalon Peninsula, we headed for the comfort and safety of an Extended Stay motel. However, I'm getting ahead of myself, so let's go back to the beginnings of our big motorcycle road trip for 2018.

It was early in 2015, John and I were planning a Canadian Maritimes - New England motorcycle camping trip for August of that year. At that time, I was still employed so my vacation was limited. John was already retired and had plenty of time to travel. Our plan was to go to Cape Breton, Nova Scotia travelling through Quebec and New Brunswick and returning through Maine, New Hampshire, Vermont and New York. Extending the trip to Newfoundland was not possible for me with only 2 weeks of vacation schedule available. On the way to Nova Scotia and especially on the return trip through New England, we had cherry picked some excellent motorcycling routes. However, while on Cape Breton, the weather was unusually wet and cool the entire time we were there. So we both agreed on a future return trip to Nova Scotia and onward to Newfoundland, which became a reality in 2018.

Now that I am retired too, John and I could travel to Canada and go all the way to the most eastern land of North America at our leisure. We chose July for our trip as this time fit in well with our other life activities. John is riding a 2010 BMW R1200RT and I am on a 2014 BMW K1600 GTL. Both bikes have been outfitted for moto camping. Waterproof Pelican cases are mounted in place of standard BMW top cases. Reviewing our packing list from previous motorcycle trips, we eliminated the few unnecessary things and avoided duplications between us. We then divided the gear between our two bikes. For example, John carried the tent and I carried the stove and cookware plus most of the food. If needed, we could plug flat tires, jump dead batteries, patch things up in the event of a crash, and even pepper spray a bear (it could happen). For on the road communication, we use the Cardo SmartPack helmet system. During our 2015 Maritimes trip, we met a motorcycling couple, Nathalie and Gaston from Montreal, while we were stopping for gas in New Brunswick. They joined us in Cape Breton for a few days of moto camping and touring. This year, there was a BMW Club of Quebec Rally in Shawinigan, Quebec on July 6 to 8. Since we all ride BMW bikes, they are both on R1200GS bikes, we planned to attend the rally together. John and I loaded our bikes onto my Kendon dual trailer and at 6 am we began the 580 miles drive to Montreal. What I most noticed about travelling on highway 401 is that Canadian drivers tend to all cruise along at about 110 km/hr. That makes for smooth driving except for around Toronto, where sometimes they drive like the idiots in Michigan. When I tried to maintain the same 110 speed, the trailer carrying

about 2,000 lbs. of motorcycles and gear, would start to wobble and sway. If I set the cruise control at 100 km/hr. or less, the trailer towing was stable. The Canadians would just have to go around us.

We arrived in Montreal, reunited with Nathalie and Gaston, while enjoying an excellent homemade lasagna dinner. The next morning, after packing up the camping gear on our bikes, I left my car and trailer at Nathalie's house and we followed them to the weekend rally. The location for the event was at an island park that was open only to the BMW Rally campers. The weather on Friday was cloudy, cool and very windy. Saturday morning was sunny and it warmed up to a perfect summer day. We opted for a day of canoeing instead of riding since there were already many motorcycle miles on both of our tour agendas. We all had a good time but, I enjoy riding a motorcycle more than paddling a canoe for 20 kilometers. Back at the rally, the BMW Club of Quebec had about 60 Quebec riders in attendance plus 10 folks from elsewhere. The dual sport GS motorcycles were well represented when all the bikes were lined up for a picture. Most of the attendees are bilingual and they frequently spoke English to include John and I in the conversation. We are now honorary members of the Club. On Sunday morning, Nathalie and Gaston headed north and east into Quebec while John and I headed for New Brunswick on the Trans-Canada Highway (TCH) AutoRoute 20.

Many expressway kilometers down the road, we turned off onto New Brunswick highway 108 to cross 140 kilometers of wilderness. There are no homes, stores or gas stations along the two lanes of pavement that varied from smooth to roller coaster bumpy, with one section under reconstruction. Except for a few semi-trucks, we were all alone. On the other end of this road, we made our way to Kouchibouguac National Park. I'm still not sure how to pronounce the name. The ocean side park has campground sites that are all heavily wooded and hot showers are available. The park offers many activities

but we were just passing through for one night on our way to Cape Breton. The next day's ride finished up at Uisge Ban Falls Nature Campground outside of Baddeck. That name Uisge is pronounced "es-gah". The camp is run by Roy and Gillian, who made us feel like family in welcoming us and offering to drive us into town for a big street fair, instead of John and I riding our bikes. We spent two nights as the only guests at the campground which borders on the Baddeck River. While in Baddeck, we met three guys from New York state on dual sport bikes. They were bush camping by motorcycle, camping wherever they ended the day. The night before they had rode to the end of a trail and camped on top of a mountain. That day, the guys were headed for the Cabot Trail tour around Cape Breton. John and I had previously taken that ride, both clockwise and counter clockwise. The counter clockwise direction is my favorite as it keeps the scenic coastline on your side of the road. For dinner, we enjoyed a lobster supper including a bucket of mussels. To top off the evening, we attended a ceilidh (pronounced "kay-lee") music performance. Years ago, the ceilidh was a gathering of musicians in someone's home, usually in the kitchen. That night, we were entertained with fiddle, piano and bagpipes of some classic tunes at the Parrish Hall.



The next day's ride was relatively short. We travelled from Baddeck to the city of North Sydney, NS. Actually, we arrived first in Sydney, NS looking for the ferry terminal which is not located there. I had put the wrong city in the GPS. No worries, North Sydney is just a few kilometers back on highway 125. Newfoundland is serviced by three ferry routes. The short ferry is North Sydney, NS to Port aux Basques, NFL in the west. The long ferry is North Sydney, NS to Argentia, NFL in the east. The third ferry runs from Blanc Sablon, Quebec to St. Barbe, NFL in the north. We had earlier booked passage on the overnight ferry to Argentia, NFL which included a cabin for sleeping. It is required that you check-in at least three hours early for this ferry and security may include a search of your vehicle. While we waited in line to board the ferry, we swapped stories with the other motorcyclists who were there. Upon driving onto the ferry, one of the crew will direct you to an exact spot to park your bike. Strapping down and securing your motorcycle is your responsibility. The crew will not assist you. We hadn't brought our own tie downs, so we were scrambling to find straps to use. There were plenty of chain binders, the kind truckers use. Fortunately, John and I found some raggedy old 2 inch cargo straps to use instead of the chains. I was sweaty and dirty by the time I finished. Once you leave the parking area, there is no return so we both carried a backpack with personal items. The passenger area of the ferry was very nice, kind of like a cruise ship. Restaurants, bar lounge, game room, a store with tchotchke, and comfortable seats for those who didn't purchase a cabin. The ferry ride was so smooth that I didn't even know that the ship had started moving. The crossing is about 16 hours, so after dinner we called it a day and went to sleep. Now comes the part about the dark and stormy night.

We awoke in the morning to find the ship was two hours ahead of schedule and nearing Argentia. The reason was that the ferry was trying to stay ahead of the tropical storm. We disembarked into clouds and rain

with worse weather in the forecast. John discovers that his BMW Navigator 4 GPS has no information on Newfoundland. Before the trip, he updated the maps to the latest version. Obviously, something went wrong. So we rely on my BMW Navigator 6 for GPS routing. Wearing our raingear, we rode straight for the city of St. John's on highway 100. In Mount Pearl, just outside of St. John's, we started checking for a motel while stopping for gas. The Extended Stay motel had a vacancy plus it was a fairly low price. After the motel check in and a meal, we settled in for the evening. On the internet, John finds that some other Navigator 4 users had similar problems with missing data. The motel advised us to not go out and to stay clear of the windows in anticipation of high winds. It turns out the storm wasn't as strong as forecast and the next day was sunny as we headed for the campground at Pippy Park, just outside of St. John's.



After picking an excellent grass campsite and setting up, we went downtown. John and I parked our bikes near Water Street, which is appropriately named, close to the waterfront. There were four big commercial fishing ships in the harbor, waiting out the tropical storm. We stopped in at O'Brien's Music and chatted with the owner who knew all about fiddles, accordions AND motorcycles. He advised us on where to find

some live music on George Street, which has a block populated with nothing but bars and pubs. We were not disappointed. The live music performances included a troupe of schoolgirls aged 6 to 16 who did some lively Irish step dancing. The dancing tradition of the women holding their arms at their sides originated with the long dresses of years ago and the need to hold up the dress a bit to avoid tripping. I read it on Google, so it must be true. Our dinner included toutons, which is bread dough fried in butter like pancakes, dipped in molasses. It was a tasty alternative to regular biscuits.

Venturing outside of St. John's, we took a ride on the coast around the Avalon Peninsula. The skies were cloudy with a few raindrops. The weather forecast was for clearing skies which did not happen. We enjoyed the ride regardless, passing through many small villages along the eastern shore. The most southern section of the peninsula is treeless, windswept and almost without inhabitants. When asking the whereabouts of a gas station, it is hard to get away without at least ten minutes conversation, the people are just so darn friendly. The desired gas station was "down the road, over two bridges and at the last white house on the left". Arriving at the last white house, we discovered an old mechanical gas pump with 87 regular. The BMW wants more octane, but it takes what is available. Along the way, we stopped at a long gray sand beach to watch some humpback whales. The west side of Avalon has few towns and John and I were having some fun zipping up the twisty roads. At a local fish market, we discovered cod tongues. We bought some of those plus some cod fillets to make for our dinner. The tongues, which tasted like cod, had a part with a gelatinous texture. John and I both preferred the cod fillets. After three days of on and off rain in St. John's, it was time to explore the rest of Newfoundland. We packed up our gear still wet from rain and hit the road.

Our next destination was to the tip of the Bonaventure Peninsula, the location of a

statue of John Cabot, the English "discoverer" of Newfoundland in 1497. His real name was Giovanni Gabbotto and he was from Venice, but that is another story. Steep rock cliffs jutted up out of clear ocean waters. Nearby are some large rocky islands, populated by puffins and other seabirds. Off shore, there were more humpback whales to be watched. In the distance, John was using binoculars to see a humpback whale breach in the calm seas. The parkland around the Cabot statue contained a 40 by 60 foot pavilion building. We opted to drive our bikes inside the building and park. Once inside, we opened up our tent and gear to dry out and later watched a red sunset which foretold better weather ahead for us. The free camping at the park attracted a few other RV campers who spent the night in the parking lot.

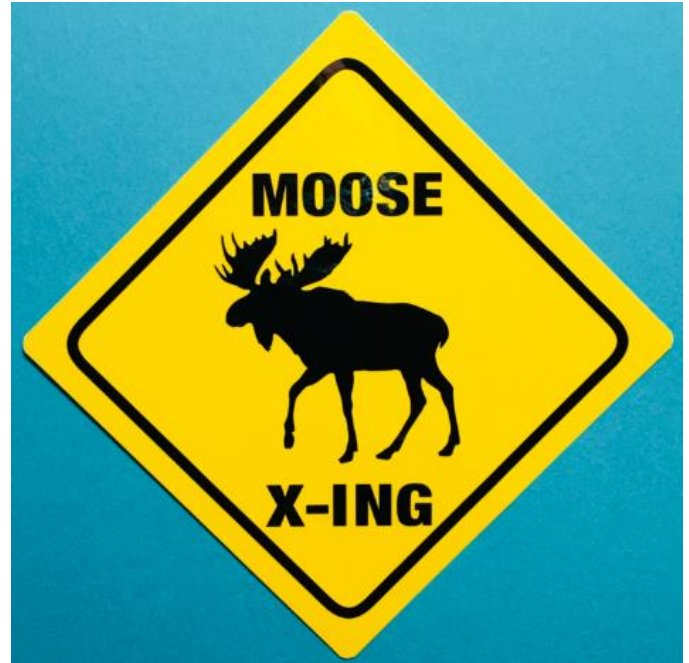
Continuing west through Newfoundland on the Trans-Canada Highway, we spot a moose off in the distance. The weather is warm and humid, the sun is out and traffic is sparse on the TCH. We are headed towards Twillingate, a scenic fishing town. Along the way, we look for a campground. Stopping at Dildo Run Provincial Park, we get a great spot on the shoreline. How the park got its name I don't know, but the park ranger says he has heard all the jokes that you can imagine. We have dinner in Twillingate where I have a mooseburger, which isn't all that much different than a beef hamburger. So don't go all the way to Newfoundland just to eat moose. While at the Dildo Run Park, we use the hot showers and go to refill our water bottles. The sign at the bath house said the water should be boiled for 2 minutes before drinking. At the "drinking water" faucet closer to our campsite, the sign said to boil the water for one minute. I boiled the water for three minutes, wondering what the park's standards for drinking water versus swamp water.

As we drove along the TCH, which is the only east-west highway in Newfoundland, I was awed by the endless forests, lakes and rivers, mountains and valleys, and no

houses. Newfoundland is populated along the coast and those villages are usually small. The metropolitan area of St. John's has almost half of the province's 500,000 people. The interior of Newfoundland has more moose than people. I was constantly on the lookout for moose, hoping to see one close up; not too close, due to the risk of being trampled, but pretty close. There were many yellow moose warning signs along the highways, but those were the only moose that I would see up close. Arriving in Gander, the day was again warm, about 85 and humid, it felt like 100. At a gas station, the woman at the register answered my question of when I would see a moose. She said, "You won't see any. It's too hot. They are deep in the bogs and ponds where it's cooler." That was a big disappointment. Oh well, we stopped for Tim Horton's donuts and headed to our next free campsite. Exiting the TCH, we turned north on highways 390 to 391 and passed through King's Point to a little park on Rattling Brook. Putting up the tent next to the ocean, we explored the brook. A short ways upstream, there was a pool to bath and swim. John climbed farther upstream to an 800 foot waterfall. I stayed behind and washed out some clothes. Back at the park, a local guy showed up to gather seaweed during low tide. What is it for? He uses the seaweed in his garden. We rode back a few kilometers to King's Point for dinner. While in the town, we visited the Whale Pavilion which featured a complete skeleton of a humpback whale.

On the west coast of Newfoundland is the very large Gros Morne National Park. Earlier in our trip, we had two strong recommendations from other travelers to take the Western Brook Pond tour boat. We stopped at the visitor center in Rocky Harbor, reserved a campsite at Shallow Bay Campground and made reservations with BonTours. Before leaving the parking lot, we met a 70 year old biker from Vancouver, BC who was on a Triumph Rocket 3. He was a rather small sized guy on a very big motorcycle, a long way from home. At the campground, we discovered there is a sand

beach that looks just like the Lake Michigan shoreline near Glen Arbor, Michigan. The following day, we drive to the tour parking lot, walk 3 kilometers to the dock and board the boat for a two hour tour. We were near the front of the line to ensure that we had the preferred upper deck seats. The mountains on each side of the pond tower up to 2,000 ft. above, some had little patches of snow. It is like being in a Norwegian fjord. We agreed that it was quite spectacular.



Our trip agenda next pointed us to the land of the Vikings at the northern tip of Newfoundland. We decided to make the drive up in one day. Based on another unsolicited recommendation, we booked a cottage from Snorri Cabins on the water just a couple kilometers from L'Anse aux Meadows National Historic Site. Our original Newfoundland plans involved camping whenever practical. During our trip, we realized that we like hot showers and clean clothes enough that we only bush camped a few times. Staying at campgrounds with facilities was considerably less expensive than booking motels for every night. While on the long coastline highway 430, I formulated my rules of the road for Newfoundland. Never pass up 91 octane gas. Never pass up a Tim Horton's. Never pass up a chance to use a flush toilet. After

a long stretch of road with nothing but sparse trees and rocky soil, we arrived in St. Anthony's. It had premium gas, Tim Horton's and everything. Plus other motorcyclists in the parking lot to trade tales of woe and adventure. A newlywed couple, complete with a "Just Married" sign on his bike, shared their Labrador highway tale. Too much gravel and nothing but endless forest is not for me. When we checked in to get our cottage key, a local teen appeared and wanted to sell us some cod fish. John negotiated \$5 for fillets for both of us. The cottage was totally furnished, including laundry, with a postcard worthy view of the village harbor. We hopped back on our bikes to go and see the Vikings. The tour guide at the Vikings encampment answered all our questions and the costumed interpreters, especially Ragnar the blacksmith, made it all come to life. He explained the difficult process to obtain iron from a peat bog. The sod houses were reproduced in great detail and we were told that they would last about 25 years. Touring the L'Anse aux Meadows site was definitely worth the drive up the coast to visit. Returning to our cottage, we had hot showers, a great dinner, washed all our clothes and even watched a little satellite TV. After the ferry cabin, it was our most expensive accommodations for the trip at \$170 Cdn.

Mounting our BMWs for the return trip south on highway 430, John and I recounted all that we had seen and done so far in Newfoundland. We were officially beginning our journey home at this point. Arriving at Gros Morne National Park again, this time we set up camp at the Trout River Campground. On the way to camp, we see the Tablelands, a geologic formation with red-orange rocks and devoid of most plant life. It looks kind of like pictures of the Martian landscape. The campground was remote, quiet and had hot showers, of course. At 10 pm, with clear dark skies, we watched the International Space Station fly overhead.

We had planned to take the overnight ferry back to Nova Scotia, but when I called, all the cabins were taken. So we opted to spend the night in Port aux Basques to take the next daytime ferry. The weather forecast for the day to drive south is for rain starting about 9 am. As I'm putting on my riding gear, at 9 am, it's starting to rain and continues to rain for the next 6 hours. Sometimes, I would prefer the forecast to be wrong. My waterproof motorcycle gear has proven itself a few times on this trip. I use a Gortex jacket and over pants, BMW waterproof gloves and SIDI waterproof boots. My RPHA helmet let a little bit of water drip on the inside of the visor. Not bad for the thousands of miles I have used it. Although I am staying dry, a day long ride in the rain is physically draining. The TCH pavement has depressions from car and truck tires which collect water. We are constantly wary of those plus flooded potholes and lane-wide puddles of water. The only positive, if you can call it that, is that there are so few vehicles on the road; we don't have to deal with tire spray. As we approach Port aux Basques, the skies begin to lighten and the rain stops. We are not inclined to set up camp so we look for a motel instead.

In the motel parking lot, we meet two brothers on motorcycles. The older one at 81 is from Maine, riding a Suzuki Boulevard. His younger brother is 71 and rode all the way from Oklahoma on a Harley Davidson Road King. The next morning, many of the people at the motel head straight to the ferry terminal just like we do. We didn't get our own tie down straps and I was thinking that I may have to learn how to use chain binders. There was nothing to worry about on this ferry when we parked on the deck as there were plenty of clean 2 inch straps available to use. Another smooth crossing followed with time to watch TV, read a book and write notes for this travelogue. Upon arrival in North Sydney, we opted to spend yet another night in a motel versus riding into the last daylight hours looking to camp. The next day we headed across Cape Breton

and turned south to travel along the southern coast of Nova Scotia. The weather was sunny and hot but as we neared the coastline, the temperature dropped 20 degrees and we were enveloped in fog. After about 30 kilometers of this, we turned back north. The sun reappeared and the temperature jumped back up to 88. The roads were empty, with plenty of curves to keep us entertained as we eventually returned to the TCH Route 104. We camped for the night at Caribou and Munroe's Island Provincial Park, which of course had hot showers.

The ride back across New Brunswick turned out to be a challenge. The weather forecast was for rain with warm temperatures. This made wearing rain gear very uncomfortable and I tried to go without it. The rain started very light and just continued all day. I finally put on my rain gear before entering highway 108, the wilderness road. What followed was some serious rain on rough pavement. By far, the worst of highway 108 was the part under reconstruction. It was a sphincter tightening, rain soaked, slippery kilometer of dirt, gravel and mud. The Michelin Pilot 4 tires in use on our bikes provided good grip in all conditions except the mud. By the time we returned to the TCH, we were done for the day. We headed for the first motel that appeared on my GPS, in the town of Saint Leonard which has a bridge to the US Border on the St. John River. Our next stop was in Montreal, so I had no intention of crossing the border back and forth, arousing suspicion with Immigration and Customs. We stayed in Canada at Daigle's Motel, enjoying a nice dinner and breakfast at the motel restaurant which patrons told us was the best place in town to eat.

The last day of motorcycle riding was on the TCH AutoRoute 20 into Quebec Province and through farm country south of the St. Lawrence River from Quebec City. It is deceptive when looking at a map that it would take us about seven hours to reach Nathalie's house. Going opposite of the Montreal afternoon rush hour traffic made for

easier driving. We spent the evening exchanging stories of both our motorcycle touring trips. The following morning we loaded up the motorcycles on the trailer. Nathalie and Gaston bid us farewell and we headed west on the 401. Since there was no real rush to get back to Michigan, we drove about halfway and spent the night in Coburg, near Toronto. Finishing up the drive the next day, we were gone a total of 25 days on our Newfoundland Road Trip. The entire journey was completed without any serious mishap and progressed more or less as we had outlined. Now we can begin thinking of where will our next motorcycle journey take us.

A special thanks to Roger Zander for his article and picture featured this month.

Remember... All published articles earn a free breakfast, entry into the year-end newsletter drawing AND your articles will be appreciated by your fellow members and the newsletter editor, and you will also earn points toward the **2018 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 attending send Ian Orr an e-mail at Communications@mstriders.com with the details.

MSTR EAST Breakfast Meeting

Saturday, August 25, 2018, @ 9:00 AM
Doc's Sports Retreat, 19265 Victor Parkway
Livonia, MI

Gregg Mitchell will be moderating this meeting

MSTR **WEST Breakfast Meeting**

Saturday, September 8, 2018, @ 9:00 AM
Alibi Bar & Grill, 1394 E. Riverside Drive,
Ionia, MI www.alibionia.com

Please send an email to Gala (gschip@me.com) so she can plan on providing breakfast for everyone who attends. Breakfast will be available for \$11 plus tax & tip.

Keith Danielson will be moderating this meeting.

We had a special guest at the last West Side meeting in Ionia on Saturday August 11th; Eric has ridden his motorcycle around the world and was at the last West Side meeting showing slides of his adventure. We are hoping that Eric will be able to come to the next East Side meeting on Saturday to show us his adventures as well. Here is a picture from the West Side meeting.



AT YOUR LEISURE: CANADIAN TOUR



Roy Winseck has just explored this area of Canada, he stated that the routes there have a different feel than the ones that we usually do. Roy made 3 GPS routes and his home

base was Huntsville Ontario which is 425 miles from Windsor; ask him if you're interested. Check out the website to find maps of the area and the history.

<http://ridethehighlands.ca>



Bart & Marian's MSTR Picnic **September 2, 2018** **at 2:00 pm**

Join your MSTR riding buddies for an afternoon of laid-back relaxation, darts, bean bag toss and some wicked potato gun action. Food and drinks will be provided but feel free to bring a dish to pass and your own favorite beverage. The picnic starts at 2pm.

Bart and Marian Reiter Residence
[9777 Missaukee Ln](https://www.google.com/maps/place/9777+Missaukee+Ln,+Ionia,+MI+48840)
[Haslett MI 48840](https://www.google.com/maps/place/9777+Missaukee+Ln,+Ionia,+MI+48840)

Sunday September 16th, 2018
 12 Noon to 4pm
The Village of Stockbridge
 "A Great Place To Ride To"
 Nestled in the corner of Ingham, Livingston, Jackson & Washtenaw Counties



ALL CLUBS DAY
 TWELFTH **12** ANNUAL

Come and enjoy a day of Vintage, Classic and Remarkable Motorcycles displayed around The Village Green by clubs & individuals invited to show their best. Clubs are invited to showcase club activities & member motorcycles. Individuals with unique, rare or historic Motorcycles are invited to contact Suzi
(Participation in the show by invitation only)

SPECTATORS WELCOME!

Breakfast 8-12 at the Presbyterian Church
 Stockbridge Lions Club Pulled Pork Lunch
 Noon onwards behind Town Hall

For more information contact Suzi: 517-851-7437

be found here ([2018 Grand Tour](#)) and you can always contact Keith to sign up and for more information.

Ride Organizer: Keith Danielson
keith.danielson@att.net

TOTM 10

Tip of the Mitt 10

September 13 – 16
 Bellaire, Michigan

Come and join us in Bellaire, Michigan for the 10th anniversary of the Tip of the Mitt ride and enjoy some of the best scenic riding around northwest Michigan. We have routes available from last year or you can make up your own. We'll be staying at the following motel:

Bellaire Inn
 728 E Cayuga St, Bellaire, MI 49615
 Phone: 231 533-7777

If you want to participate - here's what you do:

1. Call Debbie, at the Bellaire Inn, to make reservations. Most rooms are double beds, so line up a partner if you wish. Please be patient. The property is managed by one person. You may have to leave a message initially. Make sure you mention you are a member of the MSTR. NOTE: there are cancellation charges if you wait to cancel several days before the event. Make your reservations soon since the Inn fills up quickly.

VERY IMPORTANT!

2. John Cirner will be sending out a separate email with a Rider Roster of everyone signed up to go AND the GPS routes for TOTM 10. In addition to confirming your attendance John and Pete Stephan would appreciate knowing what day you plan to arrive in Bellaire, if you are riding up with a group (or independent), and who you are rooming with or if you are looking for a roommate.

There will be mandatory riders meetings on Thursday and Friday night held in the parking

MSTR 2018 Rides



In 2018 we'll have a similar number of events for MSTRiders to attend.

The dates for many events have already been set and are listed on the Events page of the MSTR Website (www.mstriders.com)

2018 MSTR Historic Courthouse Grand Tour

April 23 – November 17, 2018
 Michigan

This year's Grand Tour has been finalized and many riders have been enjoying the rides to see the historic courthouses. Event details can

lot of the Bellaire Inn before the group walk into Bellaire for dinner.

Organizer & Ride Coordinator: John Cirner

jcirner@charter.net

248-396-5882 (cell)

FCR

Fall Color Ride
Oct 3–7, 2018
Waynesville, NC

There will be two days of travel and three days of riding on some of the best motorcycle roads in the US. We stay at one location and, each day, choose from any one of 20 different routes.

Ride HQ: All week

Best Western Smoky Mountain Inn
130 Shiloh Trail, Waynesville, North Carolina,
Phone: (828) 456-4402

A block of rooms is being held as follows:

- Check-in: Wednesday, October 3, check-out: Sunday, October 7
- \$90/night + tax. Same rate for King and Double, 24hr cancellation. Request the MSTRiders rooms and rate
- Option to check-in Sunday, September 30 and stay the entire week but note FCR doesn't officially start until the rider's meeting on October 3rd

The ride begins and ends in Waynesville, NC. There will be a mandatory rider's meeting at the hotel on Wednesday, October 3 at 8pm.

Event information including Rider Information Packages and GPS routes will only be sent to those who have signed up. To join us for FCR add your name to the sign-up sheet at an upcoming monthly meeting or send an email to lan.

Ride Organizer: Ian Orr

Communications@mstriders.com

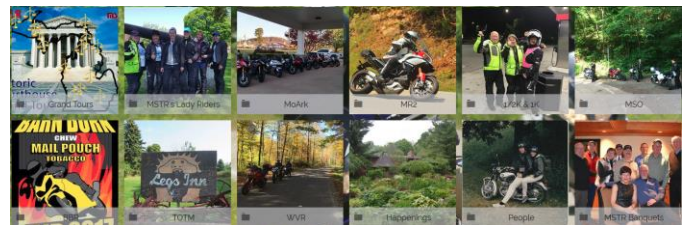
MSTR Newsletter & Website

The MSTR Website ([MSTR website](#)) and Newsletter belong to you, the MSTRiders. 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:

Rachel Durling: rachelshott@gmail.com

MSTR Photo Gallery

The MSTR maintains a SmugMug photo gallery ([MSTR Smugmug](#)) 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.



MSTR Dealer Members & News

BMW Motorcycles of SE Michigan

www.bmwmcsem.com/

BMW of Grand Rapids

www.bmwmcgr.com/

Ducati Detroit

www.ducatidetroit.com/

Fox Powersports
www.foxpowersports.com/

College Bike Shop
www.collegebikeshop.com/

Pictures from Blue Grass Boogie:



Pictures from Barn Burn Raid:






Please patronize the following businesses owned by your fellow MSTR Members, whenever possible.

Chip Ashton

CJ'S HEAD & HOLE SHOP
Head & Boring Service for 2 & 4 cycle engines
248-683-6344

1140 Shady Lane ♦ Waterford, MI 48327

BellaCorse SEL-MOTION MOTORSPORTS MARKETING
POB 760403, LATHRUP VILLAGE, MI 48076
TEL: 248.569.2850 FAX: 309.422.2407
www.bellacorse.com



MICHAEL SELMAN
sales@bellacorse.com

1-248-853-4333

Glenn V Brechner Welding, Inc.

303 S. Grey Rd.
Auburn Hills, MI 48326

web site www.mywelder.net e-mail qvbweldinginc@aol.com

"metal welded or brazed repair or production"

Get a GRIP! **PETE MEYER**

HAMMERGRIPS
CUSTOM CUT TANK GRIPS



bighammer@chartermi.net
(231) 499-7935
1800 Nelson Rd.
Traverse City, MI 49686


OZONE
BIKE WORKS

Dave "O" Ostaszewski
State Certified Master Motorcycle Mechanic
We service all makes, models, foreign and domestic.

Union Lake, MI • 313.663.2836
daveo@ozonebikeworks.com • ozonebikeworks.com

OUR COMPLETE LIST OF PERSONALIZED SERVICES

- Mechanical repair and maintenance of all brands
- Cylinder boring and valve-jobs
- Carburetor cleaning, restoration and synchronizing
- Plastic and metal repair
- OEM, powder coating, replica and custom painting
- Accessory installations (GPS, electrical, lights, exhaust and suspension)
- Tire changing and disposal
- Free pick-up and delivery within 20 miles
- Servicing sport, dirt, touring and cruiser bikes.



WILLIAM W. WEBB, PRIVATE ATTORNEY
248-647-9000
Author of the The Traffic Ticket Maze
<http://statebar.net/trafficticket.pdf>



BMW Motorcycles of Grand Rapids



Blane Kamp
General Manager

616.530.6900
Fax: 616.530.8421
5995 South Division Grand Rapids, MI 49548
blane.kamp@bmwmcgr.com / www.bmwmcgr.com



DUCATI DETROIT 248.792.8999

MICHIGAN'S EXCLUSIVE DUCATI DEALER

33828 Woodward Ave
Birmingham, MI 48009 | DucatiDetroit.com

