



Michigan Sport Touring Report

February 2019

Editor – Rachel Durling

Moto-Touring Repair and Rescue

By: Roger Zander

In addition to the MSTR sport riding events, I also enjoy long touring trips, usually with a fellow moto-tourist. The farther one goes to escape traffic and the maddening crowds; the less likely that help will be available. The adventurous biker needs to be prepared for the unscheduled stop on the side of an empty country road. In the span of over 40 years, it has happened to me a few times.

My first flat tire was a rear tubeless. I was unable to accomplish a plug of the hole and had to switch to Plan B, which was to call for an AAA flatbed tow. The second flat tire occurred in rural Georgia, very rural Georgia. I used pointed pliers to pull out the guilty wood screw, roundly cursing it. Next, I filled the hole with a tire plug kit. Re-inflation was successful and we were back on the highway in about 30 minutes. Since I didn't want to buy a replacement tire, I just monitored the onboard tire pressure sensor and continued to put another 1000 miles on it to complete our trip. A safer course of action is to keep the load on the tire to a minimum, reduce driving speed and replace the tire as soon as convenient.

For roadside repairs on tubeless motorcycle tires, the minimum equipment is a basic tire plug kit, pointed pliers, and a quality air pump. My choice is the "Stop & Go" tire plug system, which uses mushroom shaped plugs. The "CyclePump" compressor is made in the USA and comes with a lifetime warranty. A fellow biker uses a "Dynaplug MiniPro" pump. It has a built-in pressure gauge and an LED light. Be

advised to practice using your 12-volt air pump at home before using it on the roadside. A power cable directly connected to the battery or using terminal clamps may be required to avoid tripping a circuit breaker or blowing a fuse on an accessory outlet. It is wise to carry spare fuses with you. They take up almost no space and are priceless when needed. For roadside or off-road repairs on tube tires, the suggested equipment is: a tube patch kit, spare tubes and a compact bead breaker tool such as "Motion Pro BeadPro".



Going back to the topic of batteries, a number of years ago, I accidentally left my headlight on for an hour and returned to a dead battery. I was lucky enough to be in a city where I quickly found another motorist with jumper cables. When you are on your own, a simple solution is to carry a lithium ion jump-start battery. These units are very small, can also be used to charge your phone or laptop and may cost as little as \$30 to over \$100. Read product reviews to decide on what unit best suits your needs. Read and follow directions for best results. The best jump batteries use lithium Iron phosphate. They have longer shelf life and have double the recharge cycle life

span over lithium ion batteries. Although you are not likely to need a motorcycle jump-start at zero degrees, Consumers Reports stated that lithium ion batteries would probably not jump-start if they were that cold.



While on a tour in the Appalachian Mountains, a friend of mine hit a deer with his bike. Fortunately, it was not a head-on collision, rather a glancing impact on the right side. Leaving only a small patch of fur caught on the bike, the deer ran off into the trees. The motorcycle side case was knocked off the bike. The fairing was cracked and the adjustable windscreen brackets were broken. At the roadside accident scene, we used Gorilla duct tape to patch up the side case. Rope and bungee cords reattached the case to the motorcycle frame. At that time, we didn't have a "Stronghold Haywire Klamper" available to us. This is a very small all-purpose clamping and securing tool. Its application for fabrication and repairs are only limited by your imagination.

For repairing cracks in metal, J-B Weld KWIK WELD Epoxy #8276 sets in only 6 minutes and cures in 4 hours. Make sure that the surfaces to be glued are free of dirt, grease and oil. This epoxy can withstand 300 degrees and can be sanded, drilled, and tapped when cured. There are other J-B Weld products for various

repairs, depending on what you are trying to fix and how long you want to wait for things to set and cure.

With the exception of stripped down bare bones bikes, most of our motorcycles use a lot of composite and plastic parts. When bad things happen, these parts tend to break rather than bend. Plastic epoxy, zip ties and duct tape will patch some things back together and they don't take up a lot of storage space. There is a plastic repair product called FORMcard that can be used to fabricate small plastic parts. Just drop the credit card size piece of plastic in boiling water and then shape it. To repair the previously mentioned broken windscreen brackets, the FORMcard plastic was used to fabricate temporary replacement parts.



In the case where roadside repairs are not possible or are not a priority, having a cell phone with important numbers already in your contact list can be very handy. Important numbers include motorcycle dealers and shops if you are in remote country and don't have Internet access. I know that is unlikely but, it could happen. If you are separated from your fellow tourers, having their numbers readily available will expedite the ability of them to assist you. The BMW MOA publishes the Anonymous book of members who are willing

to be of assistance to others when things go wrong. Sometime soon, the MSTR will have its own list of members as a resource. The American Motorcyclist Association and the Harley Owners Group are a couple of other ways to get roadside assistance. Most insurance companies will also offer roadside coverage. For the solo rider on tour, a roadside service plan can save both time and money. When riding in a group, such as MSTR events, there will be mutual assistance to help you and to get your motorcycle repaired or returned home. Depending on where you are motorcycling, having trip insurance, which includes medical transportation such as Med Jet Assist, will return you and your motorcycle back home from anywhere in the world.

For those moto-tourists who like to really get off the beaten path, having a satellite communication device is essential in an emergency where there is no cellular service. The "SPOT Gen3" is a one-way communicator. It allows tracking, pre-programmed texts and SOS. Using a more advanced device, like the "Garmin InReach Communicator", it is possible to have two-way text conversations via satellite. The new waterproof "Somewear Global Hotspot" is similar to the InReach. Somewear uses your cell phone as an interface and it has lower cost service plans. It may be best to carry your means of communication on your person rather than have it packed away on the motorcycle and not readily available.



A few other items to include in a repair and rescue kit: a Leatherman multi-tool, a bright LED flashlight (a headlight allows hands-free use), a sharp folding knife, and some first aid supplies. If the motorcycle gets banged up, the rider may also have some injuries. Many years ago (when I was less inclined to wear all the gear all the time) on a hot, humid summer day, I was riding without my leather jacket. Over a hill, was an unexpected very sharp turn that resulted in a get off and some serious abrasion injury to my arm. Oh, it could have been so much worse. So now I pack some bandages, antiseptic, topical antibiotic and individual packaged hand-wipes.

Benjamin Franklin once wrote, "An ounce of prevention is worth a pound of cure". Ben also wrote an essay suggesting that research and practical reasoning be undertaken into methods of improving the odor of human flatulence. But that topic is best left for another day.

Training Future Motorcycle Riders

By: Glen Feldpausch

I was recently given the opportunity to speak before the Michigan Traffic Safety Network. The topic that they asked me to cover was "Training Future Motorcycle Riders". I

discussed the current process of how new motorcyclists are trained in the State of Michigan using the curriculum developed by the Motorcycle Safety Foundation.

45 years ago, when I earned my endorsement, there was no rider training. I successfully completed a written test and was endorsed. Looking back, I can confirm that my first year of riding was at the school of 'hard knocks'. The years have erased the scars, but my personal experience from those years confirmed to me that no motorcycle rider training is a bad thing.

Sometime in the 70's, the Motorcycle Safety Foundation, the MSF, was formed and the concept of professional rider training was developed and adopted in Michigan. That early MSF curriculum was the Riding and Street Strategies Curriculum, the RSS. A reduction of injury and fatalities was noted as riders took these courses and learned the basics in a controlled setting, which makes sense as it's easy to understand that some training in operating a motorcycle is better than no training. So, in a sense what we were seeing was the result of harvesting the low hanging fruit.

By the time I became a RiderCoach, the MSF had made improvements on those early courses, and I was certified to teach the MSF Basic Rider Course – the BRC. After several years, MSF updated that curriculum with an improved version called the BRC Update. This new class was lengthened and changed to include 'behavior modification', working with the student to realize the significant danger of riding a motorcycle and then guide them to adopt a riding style that considers safety first & thrill seeking second (or third) as their best personal decision.

This change was in response to seeing that the amount riders being injured or killed was not dropping as many believed would happen as more were being trained. The belief was that they were not riding as cautiously as a beginning rider with limited skills should ride. Currently the MSF BRC curriculum does three things:

- Teaches a rider how to successfully operate a motorcycle by teaching the BASIC operational skills.
- Teaches them BASIC 'street smarts' to keep from being driven over.
- And with the newest change, it has the new rider understand, identify, and accept the personal risk they assume by riding a motorcycle. The belief is that this most recent change will impress on the beginning rider to exercise greater caution and will therefore result in a greater reduction of rider crashes and injury or death.

This is accomplished in a class that consists of, 3 hours of on-line, student paced, internet instruction, 10 hours of range exercises, 5 hours of classroom, for a total of 18 hours of instruction.

The cost of the class is \$50 if taken at a Michigan Public Program site which is sponsored by a Public Education program. This can be a K-12 school district or a college. Private programs (for profit) are \$250 and up per class. A common example are the classes offered by Harley Davidson dealerships at their Riding Academy. Both classes use the MSF curriculum, though the Harley Davidson version has added aspects to improve the rider to dealership relationship.



It needs to be understood that at the end of the Basic Rider Course, we've still only given the new motorcycle rider BASIC instruction. Also, that a motorcycle is a complex vehicle

requiring a higher amount of skill to operate, because, you have to balance it!

Often at the end of teaching a class of riders, I tell the successful students “Congratulations, you are now certified to ride at speeds of up-to 25 MPH in a closed parking lot”. This is usually met with nervous laughter by the new riders. I say this to impress on them that they know only the basics and more learning is in order. Hopefully, they attain that knowledge safely as they enter onto the public highways. Additional professional training is optional and it’s up to the rider to attain that.

The Basic Rider Class is a great start for a new motorcycle rider, but we need to understand that it is a “BASIC” rider class and that a rider should always work to improve their skill. They do this by reaching out for more professional instruction. Professional instruction is a key point here. There are books that a rider can read for more knowledge, but my experience is that professional instruction, where an instructor observes, analyzes, coaches and then reinforces the developing skill of a learning rider is really the only effective way. A rider needs a ‘second set of eyes’ watching that student, seeing what they are doing, to guide the learner. A rider can read and based on the reading, do; but how do they know they are doing it correctly? They cannot ‘see’ themselves ride.



Improvements in riding skill are most efficiently accomplished with professional coaching. As a result of that understanding, I’ve personally pursued advanced riding courses for many years. But it has been difficult; I have to travel out of state to the bulk of those classes. My

last class was at the California Superbike School at Laguna Seca in California and the 2 day class cost approximately \$3000. Now I’m hard-core and willing to do that for my safety, skill and improved knowledge that I can pass to students, but most riders will not incur that cost and effort.

How can we make advanced motorcycle skill training easier to obtain for the average rider? In 2019, the Motorcycle Safety program that I head for Lansing Community College will have a “pathway” for new motorcycle riders that allow them to:

- Take the MSF BRC, thus earning their motorcycle endorsement if successful.
- Then after some time riding the roads, come back to LCC and take a BRC Skills Practice. This class is 5 hours long & the riders use their own motorcycles. A student will be performing some of the same exercises as the BRC, and new ones, while using their own motorcycle. Those exercises become more challenging when they are on their own larger, heavier motorcycle and it’s simply more high quality time in the saddle with professional instructors.
- After that, we have the MSF ARC – Advanced Riding Class. This is a 7 hour class for experienced riders that will expose the student to a number of new exercises that gives the student a chance to improve their motorcycle handling skill and street strategies. The students use their own motorcycles.

Both of these optional classes can also be attended by experienced motorcycle riders. Both can be used to improve skill, or as a riding tune-up after a winter of not riding.

These are courses that will be offered at Lansing Community College in 2019. Note that other programs in the state offer continuing courses also: Grand Rapids Community College and Schoolcraft Community College are 2 that I know that will offer the ARC.

If we work under the belief that more training is good and will result in a reduction of motorcycle crashes, then hopefully, in time, we’ll see a reduction in injury and fatalities.

Now, holding more classes for the safety of the rider will require more training and more qualified Coach's. Attracting more quality people that can be developed into a successful MSF Rider Coach is a continual challenge for all motorcycle safety programs. The State of Michigan, SOS Motorcycle Safety office has been actively helping those safety programs in the state by increasing awareness of the need for Coach's. Information can be obtained at the SOS website under the title of "Sponsor and RiderCoach information". The webpage gives information on how a current motorcycle rider can become a Coach. Some aspects of being a MSF RiderCoach are in this illustration.



So, that is a quick peek into where we started with professional motorcycle rider training, where we are now, and how we want to improve the knowledge and skill of all motorcycle riders for their safety. If you are interested in becoming a Motorcycle RiderCoach, contact MSTR member Glen Feldpausch at glenfeld55@gmail.com

A special thanks to Roger Zander and Glen Feldpausch for their articles and pictures 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 **2019 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 with the details.

MSTR EAST Breakfast Meeting

Saturday, February 23rd, 2019, @ 9:00 AM

East breakfast meeting is at **George Murphy's at the Creek**, 36000 W. Seven Mile Road, Livonia, MI 48152.

MSTR WEST Breakfast Meeting

Saturday, March 9th, 2019, @ 9:00 AM

West breakfast meeting is at the **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. Keith Danielson will be moderating this meeting. Breakfast will be available for \$11 plus tax & tip.

MSTR 2019 Rides



In 2019 we'll have a similar number of events for MSTRiders to attend.

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

MoArk Adventure 12

April 17- 20, 2019 (Easter Weekend) Missouri/Arkansas

This ride is a “curve-chaser’s” delight. Its three days of riding with 1,000 tire-shredding miles in the Ozarks to start out your riding season.

Check your tires for tread prior to this ride, the roads here will chew them up aggressively. Many riders have shown up with “I think” tires and ended up buying expensive tires mid-ride and losing a day of riding. If in doubt, get new tires.

Ride HQ: Day 1 (April 17)

Holiday Inn Express (www.hiexpress.com)
820 Market St, Farmington, MO 63640
Farmington, MO, 63640.
Phone: [573-701-0505](tel:573-701-0505)

NOTE – If you wish to save a few bucks on your hotel in Farmington, MO the Super 8 where we have stayed previously is right next to the Holiday Inn Express.

Ride HQ: Days 2 & 3 (April 18 & 19)

Quality Inn and Suites
(<https://www.choicehotels.com>)
Formerly Comfort Inn
1031 Highland Circle, Mountain Home, AR,
7265.
Phone: [870-424-9000](tel:870-424-9000).

This ride begins in Farmington, MO. We’ll meet there for dinner on Wednesday, April 17. There will be a mandatory rider’s meeting at the Holiday Inn Express around 9:00 PM following a dinner at Dexter BBQ (next door to the hotel). On Thursday morning, we’ll be taking a twisty route from Farmington, MO to Mountain Home, AR. We’ll be staying Thursday, April 18 and Friday, April 19 at the Quality Inn in Mountain Home, AR.

On Friday we’ll be riding on some of the best roads in Arkansas that are south and west of Mountain Home. We’ll return to Farmington,

MO from Mountain Home on Saturday, April 20. (Easter is on Sunday April 21)

Special room rates have NOT been negotiated for the hotel stays.

To join us for MoArk 12 get your name on the sign-up list of those planning to attend at any of our monthly meetings or send an email to Gregg as noted below. Be sure to make your hotel reservations early. Event information including: Rider Information, Packages and GPS routes will only be sent to those who have signed up.

Ride Organizer: Gregg Mitchell
Email: g.mitchell0549@gmail.com



Michigan Renegade Mountain Ride May 12–18, 2019 Waynesville, NC

There will be two days of travel and five 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. Most riders will ride anywhere from 1,000 to 1,500 miles so be sure to have good tires with lots of tread.

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 Sunday, May 12, check-out on: Saturday, May 18.
- \$75/night + tax. Same rate for King and Double, 24hr cancellation. The Inn may also allow you to book early and stay later at this rate - you might need to sweet talk them a bit. Request the MSTRiders rooms and rate

- All the rooms at the back of the Inn are blocked from May 12 to May 18. These rooms are only available for participants who book the entire week. If you are not staying the entire week please book a room at the front, upper level, which all have quick access to the back of the hotel through breezeways. If you prefer you can also book at the front on the lower level.

The ride begins in Waynesville, NC. There will be a mandatory rider's meeting at the hotel on Sunday, May 12 at 7 or 8pm (depending on attendance) and then each evening until Friday.

The hotel owner graciously added a BBQ grill for our use, so about one week before the event starts I'll pick one warm and dry evening to have an onsite group cookout. Those who want to join in can either bring their own food for the cookout or, as we did last year, pick it up at a local grocery store.

To join us for **mr²** get your name on the sign-up list of those planning to attend at any of our monthly meetings or send an email to Ian as noted below. Be sure to make your hotel reservations early. Event information including Rider Information Packages and GPS routes will only be sent to those who have signed up.

Ride Organizer: Ian Orr
Communications@mstriders.com

MSTR ROUGHRIDER
1000 VIII

*"Cumberland Mountain Bootleggers
 Run"*
Saturday, June 1, 2019

Here we go again folks. The eighth annual MSTR Roughrider 1000. All you will need is a bike, about 25 gallons of gas, money for lunch, and the tenacity of a teenager. We start early in the morning and you should be home in

plenty of time to get a good night's sleep the same night.

Many thoughts cross the mind of those offered the opportunity to make a 1000 mile motorcycle ride in one day; "that's crazy", "not for me", "never thought of doing it", "I always wanted to try", "I'm doing it"!

This is not a race or a ride for everybody. It's a motorcycling adventure, characterized by a self-competitive excitement, whose end goal is to complete a 1000 mile ride in less than 24 hours. It provides the allure and discipline of riding an event we don't usually undertake in our regular riding activities, and it will test the skill and concentration of all those who accept the challenge.

This year's ride will begin in Novi, Michigan and continue thru the Cumberland Gap and Mountains of Kentucky and Tennessee, and back to Novi. There will be a sign-up sheet and more details over the next four months. If you decide to ride, welcome aboard.

Ride Organizer: Terry Odom
 Email: tjopc1@gmail.com

MSTR
Newsletter & Website

The MSTR Newsletter and Website (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:

Rachel Durling: rachelshott@gmail.com

MSTR
Dealer Members & News

BMW Motorcycles of SE Michigan
www.bmwmcsem.com/

BMW of Grand Rapids
www.bmwmcgr.com/

Ducati Detroit
www.ducaticetroit.com/

Fox Powersports
www.foxpowersports.com/

College Bike Shop
www.collegebikeshop.com/

Honda Suzuki of Warren
www.hondasuzukiofwarren.com

BMW Detroit
www.bmwdetroit.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.

MoArk 2018



MR2 2018



7 Ranges Ride 2018



BBR 2018



TOTM 2018



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