



# Michigan Sport Touring Report

April 2019

Editor – Rachel Durling

## 2019 MoArk Adventure 12

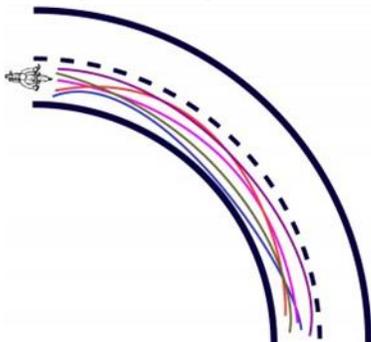
42 MSTRiders just returned from a very successful 2019 MoArk 12 Adventure. Riders enjoyed good roads, a little bit of damp weather and great companionship. Be sure to attend this Saturday's East breakfast meeting to share and hear all the stories and find out what you missed.

### Getting Through the Curves

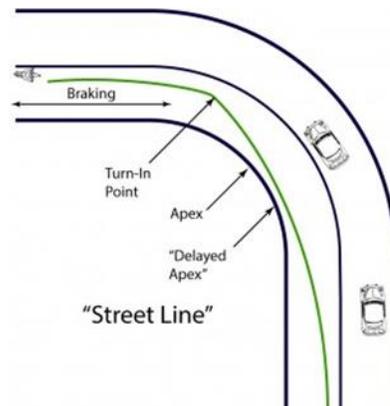
By: *Bill Webb*

Firstly, what are my qualifications to write on this important subject? Well, I do not have any serious qualifications. I am not a racer, I am not very fast on the track and I have not stayed at a Holiday Inn Express lately. In 45-years of riding, it has only been within the last decade or so of riding behind people that ride better than me, that some road experience has been gained. In other words, you had better take my observations with a "grain-of-salt."

You want a short article, well here it is. If you use one of the riding lines below in a curve you may get through, or you may not.



There is a modified racing line that many use when riding on public roads, the infamous "outside, inside, outside" path of travel approach previously promoted by a national rider training program. This technique was labeled by some as the "safe-line," which is another oxymoron like "honest politician."



If you want more, let us discuss some of the techniques. Here is a cornering technique you can stick your head into.

Please imagine we have three identical riders riding on three identical motorcycles. We start them all off at the same time and they must ride in this hypothetical path until they have a mishap. The first bike must remain in the left

track of a lane, the second the center track and the third the right track. Which one will likely crash first? Perhaps the bike in the center track where the oil-drippings are and debris pushed there from cars traveling in the left and right tracks, or perhaps the bike in the right track where we typically see more debris, gravel, grass clippings and road surfaces that are in poorer condition than the other tracks are the first to have a mishap? While we can debate which bike will likely crash first, it is reasonably certain that the center and right track bikes will likely crash before the left track bike. Techniques like this are surely ideal for racers and those on the track, but they are not typically riding in gravel, oil, grass, and they ride good pavement in a predictable environment, unlike real street conditions where every single turn has potential surprises for us.

I can hear some of you now, "Webb, there are some good things about this technique". Yes, there are, you will have better visibility going into a left turn (not the right turn) which allows you slightly more time to change your path because of road conditions and keeps you further from oncoming traffic. This better visibility can also be accomplished by using the right track in left turns and this technique avoids the center track debris. However, using this right track technique for left turns necessitates staying in the right tire track. To avoid the road debris typical of the right track this requires a high riding skill level and leaves very little margin for error if you go wide in a left turn.

You must make your own decision if turning using the center or right tracks of the lane are safer for you. Of the nine motorcycle accidents I have seen occur directly in front of me, most occurred because of bad surface conditions in either the center or the right tracks. The others occurred because the bikes went wide in left

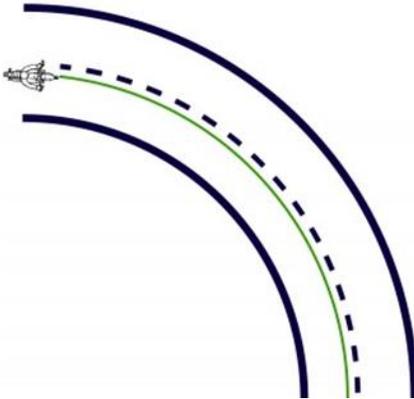
hand turns, touched the soft shoulder and went down instantly.

Then there is the recent promotion of a "middle-middle-middle" approach. Stay in the middle of a lane. Is this better than the "street-line" approach discussed above? Who cares? While arguably simple, and perhaps okay on the freeway, it is not a grand technique for two-lane twisty roads from a "keep-the-rubber-on-the-road" analysis. Further words will not be wasted on the risks of using this technique.

Now for a short story entitled "Classroom Learning Isn't Always a Good Thing." Run the clock back to about 2005; I had just completed training to be a motorcycle coach. I knew it all; the outside-inside-outside path of travel was grand, because that is what I was taught. While riding with the HSTA (Michigan clan) in Kentucky, there was a spirited pace in progress, a beautiful perfect condition blacktop road, beautiful weather. Life was good. The only thing is, I was convinced the riders in front of me did not know what they were doing, and they were riding in the left track. Were they morons? I knew better. I rode the outside-inside-outside path until wham, my Street Triple slammed into the pavement while crossing over the center track in a turn. I remember sliding down the street on my buttocks, my bike sliding next to me, wondering why I was doing that. You are getting ahead of the story. Let me tell it myself. There was not so much as a tiny stone in the center of the road, BUT there was an invisible-to-the-eye coating of coal oil, drippings from the coal trucks, that made the center track treacherous. I guess the people in front of me who were turning in the left track had a better technique, an opinion not learned in a classroom but developed from the "School of Hard Knocks".

I have shown my hand; you can probably guess where I am going. Let us see the pros and cons of being a "left-tracker," staying

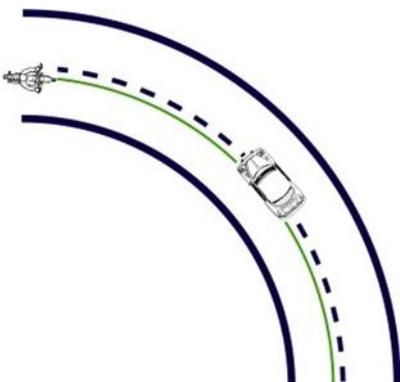
generally in the left car tire track absent of road or traffic conditions that would make taking a different track safer.



It is important to note that there is no such thing as a lane position that is perfect all the time, we must be willing to automatically adjust to road conditions as necessary.

A pro of riding in the left tire track area is the likelihood of less debris. This is a significant safety advantage. Staying in the left-track is also clearly ideal for right turns, increased radius to the turn and maximized visibility through the turn. A con of staying in the left tire track arises in left-turns as there will be a somewhat tighter radius and a little bit more of a flick-in to enter the turn will be necessary.

Any particular line through a corner presents potential problems. Here is a left-track problem below, yikes!



By being in the left-track, it places you at times closer to oncoming traffic. Here you are, coming into a right-hand turn and a vehicle is

several feet over the centerline in your lane. Dealing with this scenario requires continuous mental preparation. You must constantly consider what you would do if you enter a turn only to see a vehicle over the centerline in your lane. The brain is pre-programmed on how to handle such emergencies, stare at the emergency, and stare at the oncoming car, the result being you drive into the oncoming car. While riding your motorcycle or in your armchair, constantly test your brain's programming by imagining emergency scenarios and visualizing looking to a safe path of travel without de-stabilizing the bike with braking.

The same mental pre-programming applies to getting into a turn too fast and starting to go wide, the brain wants to look at the incorrect track that is taking you to a mishap. YouTube is full of videos with motorcyclists with Go Pros mounted on their helmets showing exactly this problem, they never looked away from the emergency and drove into the oncoming vehicle or drove off the road.

The brain is also pre-programmed to do other bad things, such as grabbing the brakes and/or clutch while going wide in a turn. Staring at the emergency or staring at the track that is taking you to a mishap all constitutes GIVING-UP. If there is any value to this article it is to remember NEVER GIVE-UP. You must pre-program your brain to look away from the emergency or bad-track, look at a safe exit for the turn, and smoothly press the handlebars to take you to that exit point without destabilizing the bike with braking, etc.

While there is no perfect track or line that should be utilized all the time, you must decide which track, when road conditions are good, that will provide you the best odds for a safe trip through a particular corner. Choose wisely. You also must be mentally committed to never giving up by being prepared to look away from danger to a track of safety. Ride safely.

## Arizona/New Mexico Salt River Flat US-191 NM-15

By: **Bob Komjathy**

I called up an old friend, Patrick Highland who now lives in Tucson, AZ. and asked him if he was interested in going on a ride with me. There was no hesitation, "Sure"! Patrick was a patient of mine when I first started in pharmacy and had been with me for 35 years prior to moving out West. Patrick got me re-interested in motorcycling again some 15 years ago. My first trip on a bike was out to Amarillo, Texas with him to explore points west.



Talking with a MSTA friend from Georgia, Tommy Victor, he recommended that we ride US 191, which were partially in the works, but I extended our route to take in the whole road from Springerville down to Silver City, NM. After looking at the calendar, I decided on a departure date of March 28th. This would allow me to do some night photography on my route before and after since the Moon was waning to not to have brightness interfere or would be below the horizon during the night. As luck would have it, the desert rains and temperatures made it come alive with color. Mountain slopes were covered with poppies and other wild flowers. I have waited a lifetime to see this happen in person.



I arrived in Tucson on the 30th of March. I took some time to decompress a little after a long drive. We would wait until the beginning of the week to start out on our journey. We did some local riding to the Saguaro National Park and around Tucson. The trip began early Monday morning, we departed Red Rock, AZ and rode the backcountry until we met AZ 79 south to AZ 77 North. It was an impressive ride through the Salt River Canyon. Again, the slopes were in bloom and wonderful vistas, curves and switchbacks.

We stopped in Globe, AZ. for lunch. The rest of the afternoon was spent on Az.77 working our way up to Vale, AZ in the White Mountains (8,600 feet), this is as far as we would go for the night, getting a hotel in Vale, AZ.



There is a very good reason they call them the White Mountains, coming into town, we met our first herd of elk just off the main road. An experience that would be repeated.



There was not going to be a good chance of lodging for another 80 miles and that 80 miles was going to take us almost 3 hours to traverse in daylight, none of it a good idea in the dark. Parking our bikes in the courtyard away from the snow and ice, we checked in and headed for dinner at a local pub. The next morning we got an early start down US 191. A look at the

bikes outside the room showed no frost on the windshields so more than likely, the roads were also going to be free of frost as well. We left the hotel and the road immediately starts to incline. Not more than 2 miles from our starting point we ran into another large herd of elk. It was a sight to be seen. We rode more curves, switchbacks all the way up to 8,800 feet. This road is like the Dragons Tail on steroids.

We worked our way down to Clifton, AZ, still in the mountains and plenty of more curves to work through to the low country. From our mountain top vista view we see a huge mountain in the distance some, 40 miles away in Duncan, only it is man-made. It is a Copper mine on a mammoth scale. That mountain is the tailings from the copper extraction. It takes us nearly 40 minutes to go around it once we get close to it. Entire roads were displaced through the mine property as copper is extracted under them. It was impressive.



From Duncan, AZ we move over to US 70 towards Silver City, NM, our next overnight stop. We stayed at the Drifter Motel. The room includes breakfast, which was whatever you want from the restaurant next door other than steak. The next morning we catch New Mexico 15 that starts just 2 blocks north of the motel. It was 42 miles of curves and switchbacks with changing elevation. The first part of it reminded me of M119, the Tunnel of Trees. There was no centerline and it was narrow. I am renaming it the Tunnel of Pines. At the end is the Gila Cliff Dwellings, a good opportunity to get off the bike and do a little climbing at the cliffs. It is about 800 years old and 60% intact.



From here, we reverse course on NM 15 back to Silver City and start working our way back to Tucson, AZ. It was a great ride and comfortable temperatures. Heated jackets were required only in the White Mountains. It was never too hot to wear all the gear. It turned out to be the ideal time to visit the area.



**A special thanks to Bill Webb and Bob Komjathy 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 fellow members and the newsletter editor will appreciate your articles. You will also earn points toward the **2019 MOTY Award!**



## **MSTR Heads Up**

Here is 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 Rachel Durling an e-mail at [Communications@mstriders.com](mailto:Communications@mstriders.com) with the details.

**BMW Southeast Michigan** is having BMW S1000RR Ambassador Nate Kern speaking at the dealership after our East Side Meeting on Saturday April 27<sup>th</sup> at 11:00 am and at 2:00 pm. If you are interested go to BMW Southeast Michigan after the meeting. 14855 N. Sheldon Road Plymouth, Michigan 48170.



## NATE KERN

**BMW Factory Test Rider and  
US S1000RR Ambassador**

◀ **Saturday, April 27**

**11 am & 2 pm**

presenting insights into  
the all-new revolutionary

**2020 S 1000 RR**

### MSTR EAST Breakfast Meeting

**Saturday, April 27th, 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, May 11th, 2019, @ 9:00 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. Keith Danielson will be moderating this

meeting. Breakfast will be available for \$11 plus tax & tip.

## MSTR 2019 Rides



Early 2019 rides are listed below. Please check the MSTR website for the list of the rides and events for rest of the year. The dates for the events have already been set and are listed on the Events page of the MSTR website ([www.mstriders.com](http://www.mstriders.com))

## 2019 Half-K Ride Saturday May 4, 2019

"If you wait, all that happens is that you get older."  
Larry McMurty

So, let's not wait! The 2019 Half-K Ride is on Saturday, May 4<sup>th</sup>. This has been a great season opener for many, an enjoyable first daylong ride, suitable for clearing cobwebs, both physical and mental. If you are thinking of doing the annual Roughrider (1K, 24hrs), it is a nice warm-up. Have no fear, most years we do not even do an honest Half-K. It just sounds good. As a general overview for those new to this ride, 15-20-minute stops are planned roughly every 90 miles; an hour (or so) for lunch; with various tourist stops along the way. I design the route each year to be around 375-400 miles. A relaxed day-ride that has most folks back home by 6:00pm.

The week before the event attendees will receive an information packet by email, including PDF instructions along with a GPX file for your GPS units.

### **Meet Location:**

Plymouth Coffee Bean Company  
(Opens 7:00am)  
884 Penniman  
Plymouth, MI 48170  
Bus: (734) 454-0178  
Direct Phone: (734) 845-1445

**Meet Time:**

Please be there no later than 8:15am for logistics and the riders meeting.

If you want food, PCB provides typical café type pastries. They also do a range of cook-to-order crepes that are popular. Recommend you arrive no later than 7:30. If there is a line, you do not want food showing up late. They are generally pretty good. I give them a heads-up the week before so they can adjust staffing based on projected participants.

**DEPARTURE:** 8:30am, Saturday, May 4

**SIGN-UP Optional:** [1/2 K Ride Facebook Sign-up](#). This helps others see who is going, drives momentum for others 'on the fence.'

**Required:** [1/2 K Ride Registration Form](#).

This will ensure I get the correct info and your email for the data files. If you get this link via print, visit the Facebook link instead. The link is there as well and easier to type in as a way to leapfrog to the registration form.

Friends and MSTR recruits are welcome. This is an Open event. You are encouraged to bring your friends. Bring potential recruits. Use this event to show them how we behave, what it is like to socialize with a group of like-minded folks, and just how much fun they can have. Over the years we have had many a new member join as a result of joining us on this event.

So, make sure to mark your calendars! This year, the event will be a go, regardless of the 'forecast.'

**Group Leads:** We ride in groups of 4-6. Each group needs a point person. Without group leaders this type of event just does not work. If you are interested in helping in this important role, please let me know. Typically, I need 4-7 each year.

Remember: A bike on the road is worth two in the shed.

**Ride Organizer: JT Pedersen**

## 3rd Annual Ladies of the MSTR Ride

**Sunday May 5, 2019 10:00am**

Meet up at Zukey Lake Tavern at 10:00am 5011 Girard Dr, Pinckney, MI 48169 (off of M-36) for breakfast buffet and omelet station.

We will ride out and around Stockbridge after breakfast, likely stop at Gee Farms. Contact Sue Ozimek at [srozimek@gmail.com](mailto:srozimek@gmail.com) to sign up or sign up at the next MSTR meeting.



**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 [mr<sup>2</sup>](#) 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**  
[ridership@mstriders.com](mailto:ridership@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 do not 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. 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](mailto:tjopc1@gmail.com)**

## **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 have something to say about a ride, your bike, perhaps a trip you are planning, whatever, send it in for the newsletter and/or website to:

**Rachel Durling:**  
[communications@mstriders.com](mailto:communications@mstriders.com)



## MSTR Dealer Members & News

**BMW Motorcycles of SE Michigan**  
[www.bmwmcsem.com/](http://www.bmwmcsem.com/)

**BMW of Grand Rapids**  
[www.bmwmcgr.com/](http://www.bmwmcgr.com/)

**Ducati Detroit**  
[www.ducatidetroit.com/](http://www.ducatidetroit.com/)

**Fox Powersports**  
[www.foxpowersports.com/](http://www.foxpowersports.com/)

**College Bike Shop**  
[www.collegebikeshop.com/](http://www.collegebikeshop.com/)

**Honda Suzuki of Warren**  
[www.hondasuzukiofwarren.com](http://www.hondasuzukiofwarren.com)

**BMW Detroit**  
[www.bmwdetroit.com](http://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.



Please patronize the following businesses owned by your fellow MSTR Members and Dealers 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 gvbweldinginc@aol.com

"metal welded or brazed repair or production"

Get a GRIP! **PETE MEYER**

**HAMMERGRIPS**  
 CUSTOM CUT TANK GRIPS

highhammer@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>

**H of Warren HONDA SUZUKI of Warren**

**SUZUKI HONDA** HONDA Power Equipment

30822 Ryan Rd Warren MI 48092, Just South of 1/3 Mile

Parts/Sales info@hondasuzukiofwarren.com Service  
 (586)751-1200 www.hondasuzukiofwarren.com (586)751-1010



1301 S. Rochester Rd., Suite B, Rochester Hills, MI 48307  
[www.bmwdetroit.com](http://www.bmwdetroit.com) (248) 402-4010

