



# Michigan Sport Touring Report

May 2019

Editor – Rachel Durling

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## MR2 #6 Ride Report

45 MSTRiders just arrived home from a week long riding adventure in and around the Great Smoky Mountains. The management and staff of the Best Western Smoky Mountain Inn treated us with dozens of hamburgers & hotdogs, a cooler & refrigerator full of adult beverages for an onsite BBQ on Wednesday. They supplied water, cookies and popcorn daily with room service. Despite being rained out all of Sunday, most riders wore out their tires and bodies by racking up more than 1,000 miles during the following five days. The riding throughout the rest of the week was almost perfect, with cool morning temperatures followed by sunshine for the rest of the days. Join us this coming Saturday for the East side breakfast meeting to catch up on all our MR2 adventures.



## KanMoArk

By: Joe Arozarena

This is the story of how a MoArk trip turned into a KanMoArk trip and how we learned that storm clouds always have a silver lining. Our MoArk difficulties started pretty early in the trip with a huge multi-state storm with rain, lightning and even tornadoes covering most of the path from Farmington, Missouri

to Mountain Home, Arkansas. My riding buddy, Dave Ziemba, and I are not fond of riding in the rain so we brainstormed some options and decided to continue west to Kansas City on Wednesday, have a dry, warm ride on Thursday near Kansas City, then join the group in Mountain Home late that evening. It was a good plan. However, you know what they say; things often do not go according to plan.

The problems started early on Thursday, only a few minutes into our ride when Dave felt something strange with his Ducati Diavel. He said it felt like the front and back wheels were not connected, especially when going through curves. We checked all the obvious things but did not see anything wrong. The tire pressure was good and there was nothing obviously loose or broken. He continued to try to ride but after a few miles, the issue got worse. We looked for the nearest Ducati dealership, about 45 miles away, and began riding there at a moderate pace. I was following him and I could visibly see his back wheel wobbling. After one particularly bad spell of it, we pulled into a gas station and Dave looked at the bike again. I told him it looked like his back wheel was loose and when he checked the lugnut on the wheel, sure enough, it was very loose. He was able to turn it about 3 rotations with his hand to get it snug and then we tried riding again. A few minutes later Dave pulled into an oil change shop and they were kind enough to let him use a large pair of pliers to tighten the nut, but even after that, it was loose again in a few miles. We spent the rest of the time riding slowly and re-tightening the nut until we

finally arrived at Reno's Motorsports. It didn't take them long to determine that the issue was the loose lugnut, and nothing else, and with proper torqueing, the bike was ready to ride.



While he had been waiting for his bike to be ready, Dave noticed a used Ducati Multistrada for sale. He inquired about a test ride and a potential trade-in of the Diavel. Dave took the Multistrada for a ride and the dealer took the now-fixed Diavel out to evaluate it. Upon return to the dealership, the dealer was able to shut off the engine on the Diavel but all the electronics remained on and couldn't be shut off. Back into the shop went the bike. The electrical issue was found and repaired and finally Dave's bike was ready, really ready, to ride. They couldn't reach agreement on a price for the Multistrada so Dave left on his Diavel. About an hour later we arrived back at our hotel, loaded up the bikes and headed down to Mountain Home, arriving around midnight. The storm had moved out and we were looking forward to a good ride on Friday. We had missed the rider's meeting and didn't have a group to join, so we planned to ride on our own.

The next morning it was my turn for problems as I looked for my helmet and jacket and could not find them. I suddenly realized that I'd left them in the parking lot of the hotel in Kansas City when we had loaded

up the bikes. Also left behind were my two hard case sidebags. I don't know how I could have forgotten them, but I did and now I didn't have the essential gear to ride with. I called the hotel in Kansas City and was very relieved to know that they had all my gear and would hold onto it until I could arrange to ship it home. We found a local dealership and about an hour later I had a new helmet, leather jacket, gloves, a large dent in my wallet and a bruise to my pride but we were finally riding, or so we thought. This was Dave's first time using the Rever route mapping application and after about an hour of fruitless attempts to get on the correct route to Push Mountain Road we gave up on that app and simply used Google Maps along with our MSTR paper map to find our way. The rest of the day proved to be great, we enjoyed the roads, lunch at the Cliff House, and got back to the hotel without any further incidents.



We had another challenge ahead of us on Saturday because, unlike most of the other riders who had left their trailers in Farmington, we had ours with us. In order to enjoy the great weather on Saturday we decided to have Dave ride his motorcycle while I drove the car and trailer with my bike. We set our rendezvous point at Eminence, Missouri. It was a beautiful morning for a ride and Dave enjoyed his quite a lot. I unloaded my FJ-09 in Eminence and began my ride north to the south side of St. Louis, our next rendezvous point. When we met later and got my bike loaded the rest of the trip was uneventful, until we got home and realized that the wheel chock on the trailer had been pushed up against the oil cooler on the

Ducati, resulting in some unfortunate damage to the bike and a small pool of oil on the trailer. That same bike had been loaded on that same trailer many times before, so why this time was different we could not understand. Therefore, the KanMoArk trip that started with a visit to the Ducati dealership for repairs was being ended with another trip to the dealership for repairs.



This might all sound like a series of bad events but I prefer to look at it a different way. What if we had met the rest of the group in Farmington and then gotten on the road to Mountain Home in the rain with Dave's loose wheel and electrical issue? He might have lost control and crashed. Who knows where he might have broken down and how far we would have to go to get his bike fixed. What if we managed to tighten the lugnut but didn't realize there was an electrical issue until later that day or the next? What types of issues might have come from that electrical issue? Could his bike have been in Mountain Home and become

unrideable? We were very fortunate to be in a large city like Kansas City where all the mishaps occurred during good weather conditions, with a Ducati dealership only a few miles away, and no need to order parts from Italy. We were extremely fortunate that the dealership found and fixed the electrical issue. I don't think there's any question that the events with Dave's bike could have been much, much worse and despite the difficulties we did have, we also had a couple very good days of riding in Arkansas.

The MoArk trip started with some very big rain clouds but ended with a very big silver lining.

## Time to Thank our Point Riders

*By: Gary Koenig*

Every time we ride as a group, someone has to step up to be the "ride leader" or in the MSTR, we call it point rider. It may not be his/her choice but once labeled as a point rider, always a point rider.

I have been riding for almost 50 years and up until I joined the MSTA/MSTR, I was the ride leader or point rider and I hated it. I have been point rider for mostly long distance rides to places like Alaska, Nova Scotia, Newfoundland, out East, out West and places in between. Now, I would rather ride alone in most cases because I do not have to wait for anyone, I can stop and start as I please and stay where I want. Nevertheless, there are times when I like the companionship from other riders in the club.

Your point rider has to be the guy/gal (Keith/Rachel) who has to watch the road, observe their GPS and look behind them as though they have eyes in the back of their heads. Point riders have to "plan" the ride ahead of time, maybe just a couple of minutes before the ride or full route planning before a trip. Then load their GPS, get their groups together (kind of like herding cats), and get on the road safely. Speaking of safety, point riders have to plan rides and destinations suitable for the experience levels of the group.

They also have to plan for gas stops (some bikes need fuel at 100 miles) as well as bathroom breaks (sometimes the same as fuel stops but not always). When it's time to get going, the point rider has to get us rolling again and there is ALWAYS someone not ready when the group is leaving. Then there is the lunch break. If traveling with a larger group, it will normally take 1-1/2 hours for lunch depending on type of restaurant. Then it's back to the bikes where that someone is still putting on his/her helmet when the group is pulling out. I can't believe there are that many point riders willing to do this ride after ride for us.

Ride leaders have to take into consideration the following types of riders and mentally adjust for the ride. We've all seen them and we could be them.



Are you the rider that follows too close to the rider in front of you? Do you have a two to three second distance between your bike and the one in front? At speed, those two seconds close fast in an emergency. Riding too close is a recipe for disaster. Even our club has slipped in the past by riding too close.

On the other hand, are you the rider who trails a quarter mile behind? Do you know how frustrating it can be for the point rider to count bikes while riding, observing GPS, checking road conditions etc. while someone isn't in view. This will cause traffic to enter into the group between bikes and cause safety concerns for our trusted ride leader. Their

head is already spinning from leading and trying to keep us safe.

Alternatively, are you the rider who pulls off on your own for gas, bathroom break or food? If the ride leader doesn't know about it and down the road he counts bikes in the procession and finds he lost one, a temporary panic might set in knowing someone might have crashed or has a mechanical failure. In this case, the entire group must wait in a safe spot while someone goes back to check for you.

Are you the rider who shows up for the ride without a full fuel tank? Thirty-five miles down the road YOU need gas causing the whole group to stop and top off.

Are you the rider who rides over his head with a group whose experience is much more advanced than yours? You can learn a lot from riding with an experienced group but when you have to ride over your abilities you will most likely learn a hard lesson in safety.

Are you the rider who shows up at the gathering spot only to have other riders tell you tires are low or there isn't any tread left? Prior to rides it is up to you to walk around the bike and make sure it's ready to ride. Putting others in jeopardy because you are too lazy to check out your own ride causes other riders to abstain from riding with you. Mechanical breakdowns happen but try not to make them maintenance errors. There are likely other examples that could be listed here but these are the ones that I found drove me nuts as a point rider or as a rider in the group.

Being a point rider is a special skill that has to be developed over a long period and by riding with many different riders. Not everyone can master this skill. Fortunately, at MSTR we have a handful of point riders that have mastered the skill, and some that are almost there.

I'd like to thank all our point riders in the MSTR for doing what they do. You know them; they do it time after time. Thank your point rider by verbally telling them, buy them a breakfast,

lunch or dinner sometime to show your appreciation. Without them YOU may have to lead a ride or two.

## Jim Murray's 150L

By: Bob Komjathy



It's been just over a year now since MSTR member Jim Murray passed away from cancer. He left several buildings filled with motorcycles, production machinery, and an airplane. The majority of the bikes went to his estate and buildings sold. Some bikes were given to Dave Ostrazewski for parts or to rehab.



The plane however, Jim previously titled over to Denice Smith and Dave O. asked me to look at it to appraise the value after two other bids at the New Hudson airport came in at \$5k to \$5,500.00, which is just about, scrap value for parts. It had sat in the hangar for 18 years without flying. There were several issues including a tail strike with the hangar door, collapsed nose strut and automotive fuel in the fuel system for all that time.



Auto fuel can turn to glue and that is just about what it did. A good friend of mine, Frank Napolitano who is an A&P with inspection authorization came out to see the bird after I suggested it could be repaired and brought back into service. After reviewing the systems, the most critical was the engine seemed to be in decent shape so we talked to Denice and suggested that we try to repair it to at least airworthy condition. She was receptive to that because not only would it bring a higher value but it is also something that Jim loved to do and would be saved for others to enjoy.

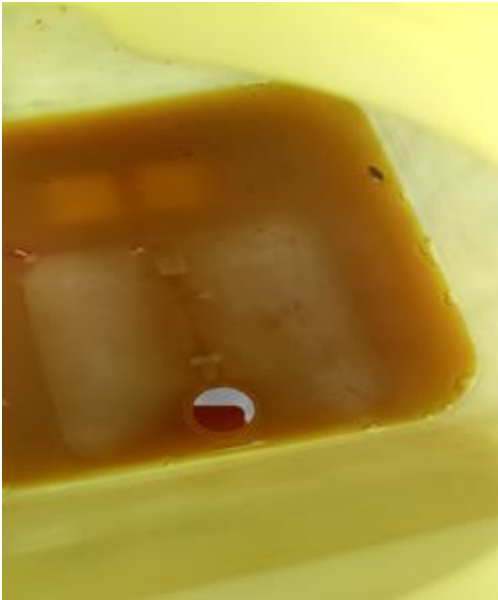
First point of business was to wash the plane so we could actually see something. For some reason, I picked the hottest day to do that and the water supply was a ¼ mile away from the work area.

Over the next few months, most of my energy was spent on inspecting all the flight systems for damage, fatigue, and corrosion. Like this tear in the air box due to wind flutter. The repair was to add a doubler behind it and rivet them together to lock down the air box and seal it where it met the crankcase.



The nose strut was removed, broken down and rebuilt with all new seals. That would get the

tail back down to be less likely to contact the hangar door while working on it. In addition, there was a maintenance request to fix the upper limit switch on the hangar door to open completely.



*This is the condition of the remaining fuel in the system. Every seal had to be replaced and the carburetor was overhauled.*



*New air intake; the original was melted due to an engine fire on start-up years ago. Above the air box is a new vacuum pump to drive the gyro instruments.*

Denice flew out with me in my plane to Niles, MI to drop off the carburetor for overhaul. She had not sat behind the control wheel of an airplane in almost 20 years.



In January, the hangar lease was being terminated by the estate but the plane was now airworthy and signed off that it could be safely flown to my home. The planes first flight in 19 years. It would find a new home among our hangars at 1/3 the rent Denice would have to pay at New Hudson. After arriving at its new home, the rest of my efforts would be to pretty up the plane. Fabricate new glass, door panels, glove box, tail fairings and a new weight and balance. Door skins made out of Aluminum and covered in leather.



In honor of the first anniversary of your passing Jim, a labor of love has saved your plane and brought it back to perfect health. The option is still open to use your bird in the spreading your ashes over the spot where you proposed to Denice. Rest in Peace my friend!

Link to project photos: [Jim Murray's plane restoration link](#)

A special thanks to **Joe Arozarena, Gary Koenig 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.

**Don & Jan's Summer Sizzle BBQ:** Sunday June 2<sup>nd</sup> at 2:00 pm. Rain or shine. Bring a dish to pass. 5427 Pine View Dr. Ypsilanti, MI.

**BMW SE Michigan Grattan Track Day:** Monday June 3<sup>rd</sup>

**Gilmore Car Museum: Vintage Motorcycle Show and Swap Meet:** Sunday, June 9<sup>th</sup>. 6865 W Hickory Rd, Hickory Corners, MI

## MSTR EAST Breakfast Meeting

**Saturday, May 25th, 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, June 8th, 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

Most 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))



This year Keith Danielson's Grand Tour will take you on a Michigan journey to see some of our state parks at your own leisure throughout the spring, summer and fall.

You must have your pictures in to Keith by November 24<sup>th</sup>, 2019. Please see [MSTRiders.com](http://MSTRiders.com) for more information.

## The Seven Ranges Ride

June 13 - 16, 2019

### MSTR ROUGHRIDER

#### 1000 VIII

"Cumberland Mountain Bootleggers  
Run"

Saturday, June 1, 2019

**Mandatory Riders Meeting on  
Wednesday May 29<sup>th</sup> at 6:00 pm at  
BMW SE Michigan in Plymouth**

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)

Come join us exploring the backroads of eastern Ohio, the WV panhandle, and southern Pennsylvania. For those of you who attended last year's ride, you will find some things are the same, but many have changed. A new home base, improvements to the routes, and new routes make this almost feel like a new ride.

**Hotel information:** SpringHill Suites by Marriott in Wheeling/Triadelphia, WV 908 National Rd, Wheeling, WV 26003. Phone (304) 232-8903 press 0 for reservations Note: Call the hotel directly to make a reservation and reference "MSTR rate" to get the room block rate. The room block rate is \$129 plus tax. The room block was held through 5/14/2019, one month before the event. The room block is 23 doubles and 3 singles based on last year's ride. For those who choose to stay at another hotel for a cheaper price, the closest less expensive hotels are a Super 8 in Elm Grove and an Econo Lodge, both east of the SpringHill. There are also many individual options St. Clairsville (13 miles west).

**Ride Organizer: Jac Brown**  
Email: [jac.brown@2020comm.net](mailto:jac.brown@2020comm.net)

## MSO

### Mid South Odyssey

July 18 - 21, 2019

Join us in Middlesboro, KY to ride some great roads in SE KY and NE Tennessee. The following hotel will be **ride headquarters**: Sleep Inn & Suites Address: 1260 N 12th Street Phone: (606) 576-7829.

Sign-up sheet for the ride will be at the meetings.

**Ride Organizer: Kelly McCrystal**



# ***BDR 4***

## ***Barn Burn Ride 4***

August 15-18, 2019

We will have 2 days of riding the roads of southeast Ohio and West Virginia, with about 10 different routes to choose from. In addition, we'll offer pre-rides down from Toledo on Thursday and back on Sunday for those who ride to the event.

**Ride HQ: Baymont Inn and Suites, in  
Marietta  
phone (740) 374-9660**

We have a block of rooms reserved, with some available starting on Wednesday, August 14 for those who want to get down there earlier. The MSTR rate will be \$74.99 per night plus tax, which is the same rate that we had last year.

This is the same hotel that we stayed at last year (was Best Western last year), but it is under new management. Brent, the manager, assures me that he is aware of the complaints that we had last year, and is doing and will do everything in his power to make sure that we have a pleasant stay this year. Last year the stove was broken and they were unable to provide the usual hot breakfast, but this year we will have hot breakfasts available, as well as the outdoor pool to relax and cool off after a great day of riding.

There will be mandatory riders' meetings on Thursday, Friday, and Saturday evenings to form groups for riding the next day.

The hotel is ready to begin taking your reservation. Call now to make sure your spot is reserved. As it is every year, this is a great area to ride in, and it is one of the closest places we visit to ride. It promises to be another great weekend of riding shared with some of your best motorcycling friends. Don't miss it!

**Ride organizer: Keith Danielson**

## **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**

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

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

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

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

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

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

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

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# 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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