



Michigan Sport Touring Report

May 2020

Editor – Rachel Durling

Take Care of Your Ears!

By: Dave Campbell

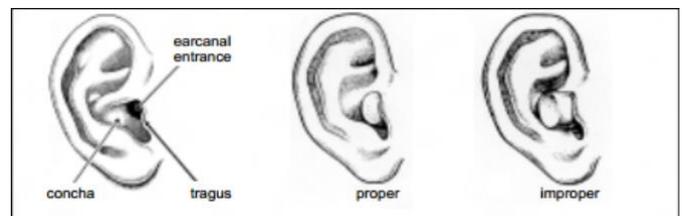
Late last summer, I took a short ride from my home in Wolverine Lake to Saline and I wanted to relate an experience I had from that day.

My trip was on a fully-faired sport bike with a socially responsible exhaust. I was wearing a well-constructed full face helmet from a well-known manufacturer, and I wore earplugs that normally fit and work well for me. The trip was during the rush-hour stampede, meaning that my left-lane cruising speeds were in the 80+ mph range for most of the trip. I knew as I left town that my right ear plug was not expanding properly but I figured it would just be a minor annoyance and stopping to pull over and fix it wasn't worth the time it would take.

While I was on the freeway that annoyance turned out to be no-so-minor but I was committed to being on time for my date, so I cowboy'd the hell up and pressed on.

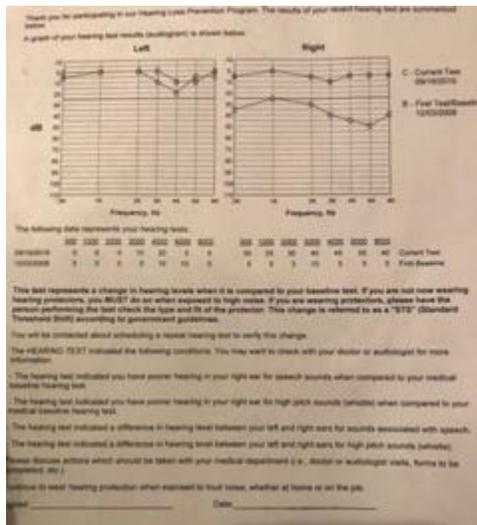
My ear was ringing a little when I got to her house, but in the usual activity of getting off the bike and exchanging greetings it didn't concern me, I have tinnitus from years of shooting, a loud work environment, and (drumroll) riding motorcycles without hearing protection. Sometime around 1999, I stopped taking my hearing for granted and started wearing earplugs on every ride and found I enjoyed it a lot more, but the damage to my hearing was done. That initial ringing wasn't worrying, what

concerned me was that my ear was ringing really loudly when I put my ear plug in for the return trip home. I could hear it over both the sound of my bike warming up in her driveway and the freeway wind noise coming back home, I really knew I had a problem when I tried to go to sleep that night. Having suffered for so long with ringing in my ears, this was a major concern and the next few days weren't noticeably better. Worse than that, my annual hearing test was scheduled for three days' post-ride and a failed test would trigger an HR investigation and work area sound-meter audit by Raymond, our Safety and Environmental Manager. These investigations make the Spanish Inquisition look like a rubber-stamp affair and usually result in onerous new workplace procedures or changes in PPE (personal protective equipment) required to work so I had something to worry about.

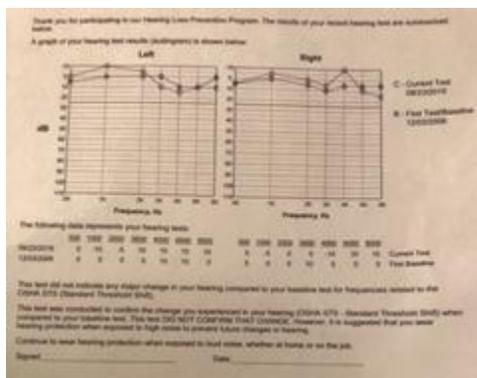


Sure enough, when the day came I failed my hearing test badly. Badly enough that I had to re-schedule my test for a week later. My results were pretty remarkable, in the first test you can see a clear 40-45dB hearing loss across the board in the affected ear, and that is exactly what it felt like. Ray came along in due course, hard and heavy with his sound meter, I had to remind him we were dealing with a *hearing*

rather than proctological issue... That got me a chuckle and a reprieve, pending my re-test.



Pretty disheartening in all and it was a long week waiting for the chance to redeem myself and see how lucky I might be. At the re-test, I came close to a normal DB range for my history (it hadn't changed much since we began testing in 2008) as you can see in the accompanying print-outs from the tests but I did lose between 5-10dB permanently in the 6-8k range of hearing frequencies in the second test. The damage was done in September of last year, and I never got that part of my hearing back.



The lesson here is that it takes very little to damage your hearing and that even when your ears recover after a ride or a loud concert, you don't get all of it back. Hearing loss is cumulative, so even though my hearing recovered to mostly normal levels, my hearing was permanently affected by just 45 minutes on a bike with an improperly fitted earplug. We only get one set of ears and there is no cure for

people who have lost their hearing.... guard your hearing jealously, even if it means holding your buddies up while they wait on you to get ready to ride. It's worth it.

First Twisty Road Seminar

By: Bill Webb

The Ugly. "...Half of the fatalities in single vehicle crashes relate to problems negotiating a curve prior to a crash; Over 80 percent of motorcycle fatalities in single vehicle crashes occur off the roadway, a crash occurring on the shoulder, median, roadside, outside right-of-way, off roadway..." --*National Traffic Highway Safety Commission -- Motorcycle Safety Program*

The Bad. Motorcycle groups, including MSTR, have had their share of crashes, and the vast majority relate to problems negotiating a curve.

The Good. Given the above facts, the Motorcycle Safety Association (MSA), a not-for-profit Michigan corporation, was formed to offer training seminars. The MSA twisty-road riding seminars are presently offered, exclusively, for MSTR members. There is no cost. The long-range goal, if the seminar program is successful, is to offer the training to others.

The first stage of the project was to develop a written outline for the twisty-road riding seminar. **Credit for Editorial Assistance & Comments Is Extended to:** Keith Danielson, Tom Decker, Russell McClelland, Gregg Mitchell, and Kent Niederhofer.

Twenty-plus MSTR members sent e-mails expressing interest in taking the seminar. The first six riders were selected based on who submitted their signed release agreement paperwork first. The first seminar attendees were: MJ Allmond, Maury Feuerman, Bill Preininger, Sean Looman, Mike Maksymetz and Dave Campbell. Kent Niederhofer was the group leader and the seminar could not have been conducted without him.

Riders were provided the written outline, and requested to complete a few items: a motorcycle inspection checklist, a simple calculation for assessing what would be the ideal RPM range for best engine braking for their motorcycle and a few short videos. We followed that up with a Zoom meeting to discuss the seminar which lasted about 90-minutes.

Then there was the “big enchilada”: the riding portion of the seminar. A section of road was selected in the Stockbridge area that has about 9-twisty curves in a relatively short distance; it has very few drive-ways and historically has very few vehicles travelling on that area of the road.



We met at a nearby gas station to facilitate final pit stops, and then drove across the street to a parking lot not presently in use. A twisty-road posture review was then performed with each rider. Everyone was provided a brief range card, or cheat-sheet of sorts, of the four exercises that would be undertaken. We were then off for the riding. Things were learned; the initial briefing would include some additional pointers, such as there would be no staggered riding, just in-line 3-second spacing riding. When you think about it, there is no point to staggered riding on 2-lane twisty-roads as that places the even numbered bikes, 2, 4, 6, into the dirtiest track of the road near the white line. Better just to space 3-seconds and stay in the cleanest track. The four exercises will be adjusted slightly.

The goal of the four exercises was to advance through exercises 1-3 as soon as possible, as

each exercise added about 2-tasks—a building block approach. This group advanced to exercise four quickly, thus using engine-braking, good posture, good sweeping vision techniques and utilizing the cleanest lines through the turns. Each run consisted of 9-turns outbound, an intersection turn-around and 9-turns back--thus about 18-turns in one cycle--and that typically was done in +/- 10-minutes. After an 18-turn run, we had a stop point where brief discussions took place with riders about what they were doing well and what they might do differently--leg position, arm position, posture, speed control, how they were using their vision, etc. Then we went for another 18-turn run. This repeated over the course of about 2.5 hours...do the math...that is a LOT of turn practice.

In my opinion, everyone in this group did a great job! Here are some of their comments:

I can't overstate how significant this training was to my development as a sport-rider. I have read books on proper technique but what I learned on Wednesday is that it is impossible to tell if you are doing something wrong without a second person to watch and tell you. Your training gave me at least four opportunities for an experienced rider to give me personalized feedback. Also, at the beginning I was skeptical of the technique of keeping in the left track. I am now a convert. In just one afternoon I have completely changed my technique in the curves. The three techniques which I thought were equally valuable to me are riding posture, lane positioning and gear selection. Up until this point I had no practical guideline for any of these... -The whole afternoon was a blast.

--Sean Looman

I want to thank you again for the great class. I have wasted a lot of time watching YouTube videos from instructors and experts teaching riding skills, but nothing compares to in person instruction and feedback. This is specifically evident when you told me I wasn't doing something I thought I was. I'm never going to get that feedback from watching a video, reading, and practicing... Thanks again for the instruction, feedback and pushing me to sharpen my skills. I highly suggest everyone should take such a course, even if they don't plan to carve the turns like we did.

--Mike Maksymetz

Thanks for a great day and your efforts in putting together a terrific twisty-roads class! You have been an excellent mentor and a great instructor. I hope that others will understand that even a student of Keith Code such as myself found great value in what you bring to

the table in improving riding skills on the street! ... I feel this was a worthwhile class to attend and hope others will as well!

--Maury Feuerman

In the riding part of the seminar, I liked being able to BUILD on each part that we learned. The first, SLOW ride was good to get to know the road, make sure that the left track was good and practice looking as far out as needed...I did find it very useful to roll on the throttle to help me maintain better control of the bike coming out of the turn. I have ridden on Williamston Rd. many times, but honestly, that was the fastest I'd ever ridden it! ... I learned a lot & feel better for taking your seminar!

--MJ Allmond

Safer Rider? Yes, by always looking through the turn & following the left side line you are more aware of oncoming traffic, are more in control while riding on the least hazardous portion of the road. Take aways included desired body position, left side lane positioning w/o apex & gaining higher RPM for engine braking. There was nothing I disliked...written material was excellent with a positive Zoom meeting.

--Bill Preininger

A special thanks to Dave Campbell and Bill Webb for the 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 **2020 MOTY Award!**



MSTR Heads Up

Here is a listing of some of the upcoming local events and meetings within the next few months. If you know of a local motorcycle

event in Michigan or Ontario the MSTR would be interested in send Rachel Durling an e-mail to Communications@mstriders.com with the details.

MSTR East & West Breakfast Meeting using Zoom

Saturday, May 23rd, 2020 at 8:30am

During our last MSTR Zoom meetings we have had many of our members join. We received several requests from participants that we do it again. You can use either your computer or your smartphone with webcam and microphone, or if you don't have either, you can use your phone for audio only. For those not familiar with Zoom, it allows you to see everyone you are talking with on your computer screen and hear what people are saying. This can be quite a mish-mash of noise if everyone is talking at the same time, so please mute yourself if you are not talking.

Check your email for the invitation and instructions on how to join this meeting online. Hope to see you online Saturday!

MSTR EAST Breakfast Meetings

May 23rd Meeting is CANCELED

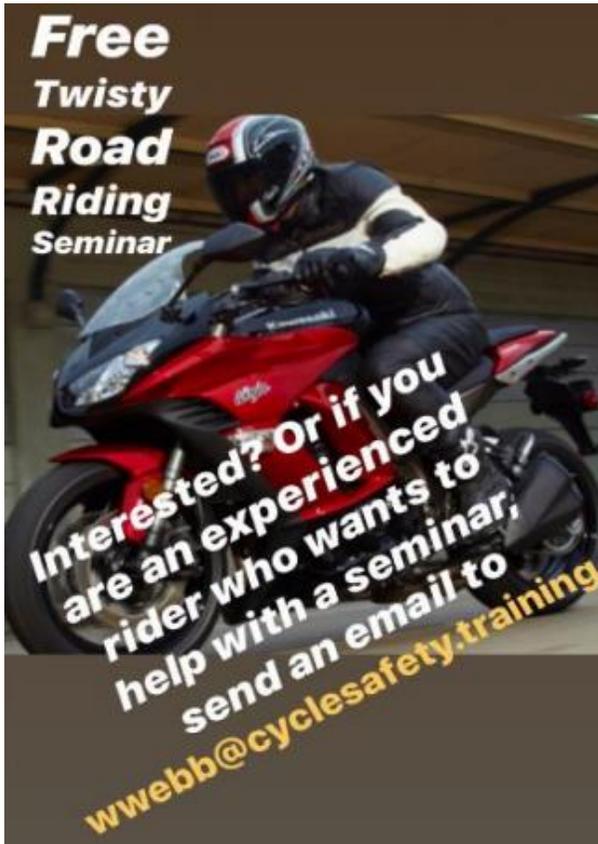
Unfortunately our breakfast meetings have been canceled until further notice.

Coach's Corner
36000 W. Seven Mile Road, Livonia, MI 48152.

MSTR WEST Breakfast Meetings

Unfortunately our breakfast meetings have been canceled until further notice.

Alibi Bar & Grill
1394 E. Riverside Drive, Ionia, MI 48846.
(www.alibionia.com)



Midland MI at Good-to-Go [Good to go Takeout Website](#) that will pack you a lunch and bring it to the Mexican restaurant close by or to the nearby park. The Mexican food restaurant Rancheritos that has plenty of outdoor seating to maintain social distancing may not be open. There are also other pizza places nearby as well.

The total ride will be about 420 miles.

Please email Bob to get on the signup sheet if you are interested in this ride.

Ride Organizer: Bob Komjathy
rx_mich@yahoo.com

4th Annual Ladies of the MSTR Ride

Sunday, May 31st, 2020 at 10:00 am.

What Is International Female Ride Day? International Female Ride Day© (IFRD) the first Saturday in May, is a global day celebrating the cultural, social and active lifestyles of women who ride and enjoy motorcycling.

motoress.com/about-international-female-ride-day

The 4th Annual Ladies of the MSTR ride on Saturday May 31st this year. We plan to meet at **Mugg and Bopps Gas Station in Gregory; 106 M-36, Gregory, MI 48137 at 10:00am.** Come with a full belly or bring snacks, we will not be stopping for a group meal this year.

Male MSTR riders are also welcome to join. We will split into groups in Gregory and the ladies' will all be in one group and the guys can go on a ride as well. Some riders may agree to meet back at the courthouse in Stockbridge after we ride so they can meet back up with their significant others to ride home.



MSTR 2020 Rides

Please check the MSTR website for an updated list of the rides and events for rest of the year. Some dates have been adjusted for the events have already been set and sadly some had to be canceled due to Covid19. A complete list of events is on the Events page of the MSTR website (www.mstriders.com).

1/2 K Ride

Saturday, May 30th, 2020 at 8:30 am.

Meet at Meijer at 8650 W. Grand River Ave, Brighton, MI 48116 at 8:30 am. There is gas there and a very large parking lot.

The ride will go up through the center of the state and back down with a lunch stop in

Please email MJ Allmond if you would like to be put on the sign-up sheet.

Ride Organizer: MJ Allmond
vtxchick@hotmail.com

TFZ

The Forbidden Zone
June 18-21, 2020
Wytheville, VA

TFZ has been **canceled** due to Covid19.

Leamington Flat Track Race & Wine Tasting

July 11th, 2020
Canada

Canceled due to Covid19.

RTH

Ride the Highlands
July 16-19th, 2020
Canada

RTH has been **canceled** due to Covid19.

Just for Fun

Here is a link to an interesting video about different motorcycle engine sounds with specifications for each engine. Thanks for the link Jac Brown.

[All Motorcycle Engine Sounds from 1-cylinder to V-8](#)

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 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

MSTR Dealer Members

BMW Motorcycles of SE Michigan
www.bmwmcsem.com

BMW of Grand Rapids
www.bmwmcgr.com

Ducati Detroit
www.ducaticetroit.com

College Bike Shop
www.collegebikeshop.com

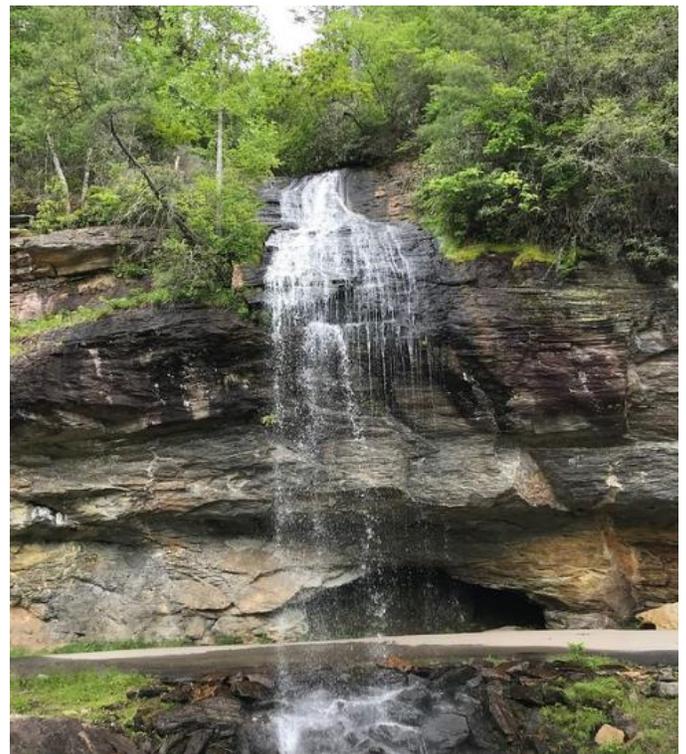
Honda Suzuki of Warren
www.hondasuzukiofwarren.com

BMW Detroit
www.bmwdetroit.com

MSTR Photo Gallery

The MSTR maintains a Smug Mug 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.

2019 MSTR Smug Mug 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

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>

H of WARREN HONDA SUZUKI
 of Warren

SUZUKI HONDA HONDA Power Equipment

30822 Ryan Rd Warren MI 48092, Just South of 13 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 (248) 402-4010