



## Michigan Sport Touring Report

June 2020

Editor – Rachel Durling

---

### ColOmbia

By: MJ Allmond

They said, “Let’s go adventure motorcycle riding in ColOmbia”. I heard, “Let’s go ride motorcycles in ColOmbia, it will be an adventure!” Even though those 2 sentences have most of the same words, the meaning of each is quite different. I heard what I wanted to hear and said why not? I was talking to my son, Jared, about the trip and he said “don’t let money stop you if you think it’s something you really want to do. I’ll pay for it so you can go”. WOW! All I had to do was book my flight to Colombia. I contacted Ricardo (the owner of EpiCo Adventures) and gave him info about my height, weight and riding experience and he recommended that I ride the Royal Enfield Himalayan. I was excited about riding in a foreign country, but wanted to know more about the roads we would be riding so I texted Ricardo to ask him more about the ride. He replied “we will be riding lots of very tight twisties, back country roads, dirt, gravel, some rocky and some muddy sections, etc.” I reminded him that I was NOT an off-road rider. I asked him if he thought I would be able to handle the ride. He replied “Not to worry, you still have some time to get more comfortable riding off-road. This is definitely not a beginner’s ride. I am sure you will be okay. You’re riding the Himalayan, right? It’s a very easy to handle bike”. I sent him a picture of my r1200r and said. “This is what I ride, are you sure I can do this”? He replied “It’s a very fun ride, if you are confident and an experienced

rider, you will love it!” I told him that I trusted his judgment. Ricardo said “You can trust me, I will be with you all the way, and we never rush anyone or do anything crazy. It will be an experience you will never forget.” I said “Okay, I’m in.” and Jared paid my deposit.

Gala recommended that I go to her house to ride her backyard off-road GS skills course. I went several times in December, riding with her and letting her coach me on how to ride off-road. She said I was doing well, but now she wanted me to ride standing on the pegs. I was standing more; trying to get the hang of it when we got snow. I had managed to ride about 25 miles on her backyard skills course (even one day in a couple of inches of snow) but, that was all the off-road riding I got in before the weather turned really bad.



I started following Itchy Boots (a woman riding off-road, alone in South America on a Himalayan). I became more concerned about the riding part of the trip, but the money had

been paid, plane ticket purchased and I was about to head off on an adventure of a lifetime!

A couple of months ago, Keith wrote an article detailing our 'Team Mitten' trip on Colombian roads. I want to follow up with my perspective of the ride as a non-off-road rider.

I landed in Cali, Colombia; I knew enough Spanish to make my way through customs. My flight had been delayed a couple of hours, so I was a little concerned that Ricardo wouldn't be there at 1am to meet me, but there he was, waiting; watching for someone with motorcycle gear. Saturday was a day to get settled in and ready for the ride that was to start Sunday morning... two of our riders had trouble at the airport and couldn't get to Cali until late Sunday morning. Because of this delay, it was decided that we would take the paved road, still curvy, to our first night's destination. I was able to get comfortable on the Himalayan before we hit dirt roads, which was great.

Ricardo had a sweeper (a tail rider to bring up the rear of the group), Daniella (Dani), from Bogota join us Sunday night, and she was a GS Trophy Qualifier for Colombia. Monday after coffee and breakfast, we started out on our ride; I soon learned what ADVENTURE riding really meant. I was definitely not prepared for the riding we did. I hung in there, at the back of the group with Dani right there with me but it was HARD and I was exhausted by the end of the day. I decided to talk to Ricardo after dinner and ask him to get me to a paved road headed back to Cali the next day, I wanted to give up. I thought I would be okay, I knew enough Spanish to get by and Maritzah (Ricardo's significant other in Cali), could ideally meet me on the outskirts of Cali and lead me back to Ricardo's place. I thought I had it all figured out, but then at dinner my 'Team Mitten' riding buddies toasted me! They said they were all impressed with the job I did hanging in there and were very proud of my accomplishments of the day, I didn't drop the bike. Dang, now I couldn't consider going back on my own. We finished dinner and had a few drinks of Aguardientes (it's similar to Tequila, but made from sugar cane, you take a shot of it

and drink a full glass of water for every shot you take to stave off the epic hangover). We stayed and partied with the locals at the town square, Ricardo even Salsa danced with Gala and I. EpiCo did offer a full service tour!



Tuesday started out fine, with lots of dirt road riding. I felt like I was doing well, until we got into a small village and had to jump up about 6 inches to get on a cobblestone part of the road going uphill. It was all "going to plan" until at the top of the hill, we had to make a hard left turn into and up a pile of loose gravel with rocks on the left of the pile and an 8-inch curb on the right. I was moving slow and had watched 3 or 4 riders make it through, I kept going. I lost it in the loose gravel, the bike and I went down. Ricardo was off his bike and standing next to me, almost before I realized that I was down. He helped me up and then the bike. We were both okay, just some souvenir gravel in my boot. Ricardo moved the bike down the street and then proceeded to explain to me that I had just tried to navigate a bad obstacle, there is a different technique for riding over an obstacle and riding a difficult road. He said he was proud of me for trying and then he gave me some pointers to try if I ever encountered another. The next part of the ride, I followed Dani, so she could alert me to oncoming traffic around the tight, blind curves with Mike behind me. The hope was that I would be able to ride faster if I could concentrate on riding and not have to worry about traffic as much. It seemed to be working, but then we had another mishap with another rider (more serious this time as there was an injury) just before lunch that delayed us for a while. So we took some extra time to relax at

our lunch stop. It was mid-afternoon and we still had a ways to ride. I was already dragging my butt to stay on the bike, so Ricardo sent Daniella ahead with the other riders and he stayed back with me. It was getting later and I was afraid of having to ride those dirt roads in the dark, which I did! I followed Ricardo's tail light then as we got closer to town; there was an occasional street light lighting up the curve in the middle of nowhere. By the time we got to town it was dark. I followed Ricardo to the parking lot and looked at it. I pulled my bike off to the side of the road and said to him that I couldn't make it up that hill and into the lot. He told me to hop off and he rode my bike up and in. That was a very long hard day, we cleaned up, ate; some of us had some refreshments. I asked Ricardo what would have happened if I had just given up and stopped riding out on the road. He started to tell me that he had a plan to deal those situations with clients, but I covered my ears and told him that I didn't want to know about his plan because it would make it too easy for me to give up and quit! He just laughed and told me that he and my team mates believed I could do it. He also told me that he had put other clients on a plane back to Cali at this point because they had given up.

Ricardo told all of us that Wednesday would be the HARDEST road we would have to ride. There are big rocks in the road that you can get your bike hung up on if you go over them too slowly. He also said he had 2 bikes on previous rides break the oil pans on the rocks. I was concerned about the ride, but Dani told me that she could lead me on a paved road to our next night's stop....I would be ok, I didn't have to ride that 'rocky' road. I slept really well knowing that!

Wednesday started out fine, paved twisties for quite a while. Then we got into some dirt roads with construction going on. Not only did I have to navigate the dirt roads, I had to watch for trucks, the usual buses, big road equipment and the ever present loose animals. But I was okay knowing Dani, Isabella and I would be back on paved roads soon, heading to our destination. We stopped for some refreshments and talk turned to the 'rocky' road

coming up. I turned to Dani and said, "We're not taking the paved road are we?" She said "no, it was decided that it would be better for us to all stay together." Ricardo would be riding with me. After our refreshment time, we started down the road. Dani and Isa led Gala, Mike and Keith on ahead. I followed Ricardo and Joe was behind me. I was managing to navigate the road the best I could when Ricardo stopped to talk to me. He told me that I was on a really good bike for this road...that I needed to trust my bike. The suspension was made to handle this, it would be ok, but it would be much easier for me if I picked up the pace and rode a bit faster. I always try to listen to advice that I'm given, so I did what was asked of me, I put my faith in my bike and Ricardo, knowing that I would not be alone... Joe was behind me telling Ricardo how I was doing via headset.



Wednesday's ride was EXTREMELY difficult ride, but I'm amazed to say I did it without breaking an oil pan, or even dropping the bike! What got me through it was knowing that Ricardo believed I was capable of navigating that bad stretch of boulder strewn road. With that road behind us, Ricardo led us to a waterfall on the side of the road where we regrouped and continued on our way. Our stop for the night was in a tropical rainforest, replete with monkeys. It was very hot and humid, no AC and only cold showers, but a thunderstorm came along and it cooled down nicely around midnight.

Thursday we wound up on a dirt trail (there is no way this was a real road) through a bull pasture, with no fences, big bulls roaming wherever they wanted. Of course after the rain, the 2 track was wet, with big puddles in some spots and deep mud in others. My bike was slipping back and forth several times, I tried to keep it loose and just go with it like they told me. I was doing "okay", recovered several times, until we hit a wide patch of deep mud, downhill. The back of the bike whipped around and I was down in the mud before I knew it, at least the mud made for a soft landing. Dani and Isa were right there to pick the bike up after making sure I was okay. It was so hot, I was riding with my face shield up, so when the bike went down, the right mirror whipped in and hit me in the forehead; no blood, just a three month forehead bump and I broke the clutch lever in half. I got back on the bike, continued riding and we met up with the others a short time later. While there, Ricardo tried to fix my clutch lever, Dani pulled a shirt out of her pack and presented it to me. It was her GS Trophy Qualifier shirt. They made me an Honorary GS Trophy Girl for hanging in there, not giving up and riding the best I could. You see, I was riding with three very qualified female riders. Gala had competed in the U.S. GS Trophy competition a few years ago. Dani had been a Qualifier and Isa had won the Colombian GS Trophy competition. The three of them were all wearing GS Trophy shirts so they told me to put on my Honorary Qualifier shirt for a photo op. That was a very emotional moment for me, remembering the many times I had wanted to quit and give up, but 'Team Mitten' was ALWAYS there supporting and encouraging me on. They believed in my ability to overcome and ride.

We had already ridden across the West Andes Mountain range a few days earlier and Friday we were going to ride across the Central Andes Mountains at 4200 meters. We used warmer clothes and rain gear for this part of the ride. The road was paved and had some nice curves; Ricardo had told us that this was the only paved road over the mountain so it had a lot of truck traffic and therefore oily spots on the road. He also reminded for us to stay off the painted areas because they can be VERY slippery when wet.

I was managing, passing trucks when I could, but then it started to rain and the road got wet. I saw the white painted stripes on the right side of the left, downhill curve and remembered to stay off them, but I hit some oil in the middle and low sided. I wasn't going fast, but I still hit fairly hard, 2 of my fingers on my left hand got pinched and I didn't know until later that the bar had caught my watch and ripped the skin on my left arm above my wrist. Dani and Isa got my bike up and off to the side of the road, just as they did, we heard a noise, another bike heading up the other way had gone down in the same place I had. I was a little shaken, but got back on the bike. We met up with the others at the lunch stop. I got off the bike; Ricardo was the first one there to give me a big HUG and to make sure I was really okay, followed by the rest of 'Team Mitten'. We had lunch; I pulled myself together mentally and got back on the bike again. That night I let all my cares soak away in the hot springs pools!



The ride back to Cali on Saturday was uneventful with dry, paved, curvy roads. I rode behind Ricardo, I had the throttle pinned trying to keep up, but alas, I had the smallest bike. (It topped out at 115 km/hr.), but I kept it open all the way. I almost forgot to tell you about lane splitting. It was crazy in the bigger towns, I always felt safe though because I stuck right behind Ricardo's bike with Mike and Joe flanking me from behind, they always had my back. It's interesting because when on a multi-lane paved road, if you ride in the right lane, you ride as far to the right as you can, allowing for slower riders to be to the right of you. If you ride in the left lane, you stay as far to the left as you can. The vehicles on the road just drive wherever they want, pretty much disregarding any lines dividing the lanes, so you always have to be ready to move left or right! Sometimes at stop lights, there would be two or even three vehicles and 12 or more motorcycles, scooters and bicycles all in the place of two lanes....unbelievable! It was "every woman for herself!"

I hope to go back to Colombia again someday, Ricardo promised to do a 'Paved Road Tour' for me next time, well, maybe just a FEW Dirt roads... Ha-ha!



I highly recommend riding with EpiCo Adventures. If I can do it, anyone that loves off-road riding will LOVE this trip! Ricardo takes care of everything, most meals, snacks, lodging and provides well maintained bikes. (But, if you want to do your own ride, Ricardo will rent you a motorcycle and give you a map.) I felt very safe on this trip, like I was with family. In fact, I left a piece of my heart in CoLOmbia! (HUGS Ricardo, Dani and Isa)!



## NOW (Not Out West) Ride

By: *Peter Stephan*

Our original intention was to ride as far as the Texas Hill Country. We changed our minds once we determined how hot it would be at this time of year. So we altered our ride to go out east. Our destination would be to go as Far East as one could go and still be in the contiguous USA: Quoddy Lighthouse.

I wanted to tell my story, because even though I was not an 'Adventure Rider'...this was 800 miles of incredible ADVENTURES! I learned a lot about riding and learned that I am capable of more than I thought I was. It has a lot to do with your companions sticking with and believing in you. 'Team Mitten' was the BEST, so were Dani and Isa! I can't say enough GREAT things about EpiCo Adventures, Ricardo delivered on his promise, he was always with me and I had the adventure of a lifetime. Thanks again 'Team Mitten'!



Nathan and I met at the Hampton Inn near Hamburg, NY. I was coming from Lathrup Village, MI and Nathan was coming from Manassas, VA. I had some rain and took the turnpike until I got to Erie. I had lunch at the Sloppy Duck. Picked up a deck screw in my back tire were I was very fortunate to have met Jim in Ripley, NY who took me to his home to plug the tire. I avoided running down Route 5 and took the 90 into Hamburg. Nathan had a rain free ride on his new Kawasaki H2SX SE. I was riding the 2013 Concours 14.

We woke up to a cloudy morning, but no rain and had breakfast at the Hampton. We rode all back roads that day. There were lots of good roads to the east via single digit roads through the country side of NY. We made it Burlington, VT without any incidents. The first half was fairly flat until we got to the east of Syracuse, NY. The hills, forests, lakes and rivers allowed us some nice changes in elevation and the joy of taking curves at a speed that thrills us.

Burlington is pretty nice. A great deal of influence on this city is due to the presence of the University of Vermont. There are many young people, like Ann Arbor, MI, who have made this city a pedestrian friendly place to walk, shop, and dine.



After the debacle of looking into the Lighthouse Restaurant next door (service lacked enthusiasm), we used a ride service to get us to Ken's Pizza in downtown Burlington the first night. Ken's is a great place with a Tiki Bar,

traditional bar service, pizza, calzones, and even a good lobster roll.

The tire on my bike was not holding air. A very slow leak had the tire at 33psi. This meant looking for a place to replace it. Monday is not a good day to get bike service in this area. Many of the places around here are closed on a Monday. We did find Dan Mazer (Mazer Performance) who had a Continental Tire that would fit my wheel. This would be a half hour ride to his small shop near Bolton, VT. This is a multi-purpose shop willing to work on many models. They got my tire on without issue and on we went to Stowe, VT on the recommendation to ride the Smugglers Notch.

We rode this mountain road without ill effects of hitting large boulders that crowded this narrow road in several places. One left hand corner was a rather blind uphill to the right. If a car had cut this short, we would have had an accident.



August 28, 2018 we were in a sauna, packing up the bikes to head to Augusta today. As we packed, the National Air Guard was practicing touch and go with two jets doing circles above our heads.

We would take Route 15, 2, 110, 26, and others in through the green countryside. Our favorite portion was the road through Grafton Notch. A good part of the ride is on two-way asphalt roads that are in good shape for the most part. The road alongside the Androscoggin River is very nice with the water on your right for many miles. We stopped to observe the flow of the water and listened to

the sounds of birds. A small water fall was another reason for us to stop.

Near the Hampton in Augusta, Maine was Margaritas, a Mexican Restaurant, and good place for a meal. It was Taco Tuesday so we had a few tequilas.

August 29 blessed us with another warm start and our ride to Bath, Boothbay Harbor, and Pemaquid Lighthouse. In Bath, they had many hundreds working on the naval ships, one of which is the Nimitz class aircraft carrier. We came just as many of them were finishing their lunches. Many had ridden their motorcycles to work.

Crossing over the Kennebec River we made our way to Boothbay. Not as heavily visited as we had witnessed back in July when Tami and I made a trip there. Nathan and I had our first lobsters at the Lobster Warehouse while in the warm sun.



Pemaquid Lighthouse is a great place to get close to the Atlantic, climb around upon the rocky shore and then just sit and listen to the waves. There was not a great crowd of people present on a Wednesday.

We rode to Camden just fine. Along the way back from Pemaquid Lighthouse we met Edgar and Bill. Edgar was friendly and engaging. He owns the gas pumps (no premium) and the hardware store. Bill has a pan head H-D. Route 32 took us towards Waldoboro and towards the gas we needed.

The Sea Dog Brewing Company was often visited. We stayed three nights at the Cedar Crest Motel from where we walked. Nathan got a fine strip steak the first time around and I had the corn salad with Halibut. Our drinks were Blueberry Lemonade with vodka as a kicker.



Our full day on Thursday was a trip to Acadia National Park. It was a nice ride along Route 1 and 3. There was lots of traffic in and out of Ellsworth, Maine. A parade of cars was going to be the norm today around this park. We took the first opportunity to have beautiful view of the area from the top of Cadillac Mountain. Once I found it, we made our way on the one-way loop along the coast. There are many people enjoying this area. Walking along the road we stopped a few times to enjoy the view and the sound the sea makes at the shoreline.



We had dinner at the Whales Tooth Pub. We shared the crab stuffed mushrooms with shrimp. Nathan had the mac and lobster which was a monster portion. I had the lobster salad. A dessert of carrot cake and blueberry peach cobbler were greatly enjoyed.

Friday was our day to take it easy. We made one ride to the Owls Head Lighthouse. A bit of dirt road needs to be taken with caution on the bike since there were some good depressions to avoid or ride through. The scenery here is outstanding. You could see the sailboats glide by here. The Lighthouse could not be entered that day.



That afternoon we got aboard the Anjocaa Sloop for a sail. It is from here we saw a great many Windjammers sailing or motoring into the Harbor. The wind was calm there was no off shore wind this afternoon as we had expected on a 3 o'clock sail. We met some nice people on board including a conductor for the NY philharmonic and Wolfgang Frank who is German from Quebec now married to a French Canadian. Eventually, near the end of our sail, the wind picked up and we were able to get some speed and heel the boat to one side and then to the other after tacking, some fun that was.

The next morning, we would head to Lubec, ME. A nice breakfast can be had at the Fisherman's Wharf. That day was quiet. The bikes would stay housed in the cannery "garage" for the day. A walk to the coast we could barely see the Quoddy Lighthouse through the surface fog but occasionally this would thin out to allow a ghostly view.

At 1pm, we were to set upon a boat to do some whale watching. We were not disappointed to see flat fin whales. They arched their backs to show us their presence occasionally. Staying underwater until exposing themselves in yet

another location. What we thought were buoys for lobster traps were in reality many, many sea birds bobbing on the water surface. Short bottlenose dolphins were also swimming by us.



That evening we had a very nice dinner and drinks with the owner Glen doing the pours and wife Ellen doing a wonderful job in the kitchen. I introduced Nathan to the Maine Root Ginger beverage. I had a Blueberry Gimlet.



The next morning, prior to our departure we had yet another breakfast at the Fisherman's Wharf. Blueberry Pancakes for me.

That day we would ride the rolling hills of Maine to St. Johnsbury. There was great scenery along this route as we once again rode through Augusta and the many small towns, mainly on Route 2. In St. Johnsbury, we found the Inn we would spend the night at in the pouring rain. We almost made it without getting wet, but the last few minutes were spent

looking for the place. There are no nearby restaurants so we ordered a Hawaiian pizza from Domino's.

The breakfast at the truck stop next door was not bad. That day we would be going to Lake Placid, around the bottom of Lake Champlain and through Keene. We would stay at the Towne House Lodge for two nights. Good ride through the hills and following rivers. The roads were in pretty good shape. We had one long uphill climb on a bumpy road surface where we followed a truck that was in front of us. He eventually let us pass to find smooth road and a bunch of wonderful curves.

We stopped at the base of Lake Champlain to walk and look at the remaining structure of the largest fort built by the British in North America. A great deal of effort was used to construct the moats, berm, and stone buildings at Crown Point.

The ride up Whiteface Mountain was worth the 12 bucks spent to use the road. The elevator from the parking lot was undergoing complete replacement so we took the rock/step up the last 300 feet to get to the top. What a great view from various locations along the road and at the top.



Our next destination was Geneva, NY. We rode from Lake Placid via 28 and 3 they were long roads with few interruptions. Our sight lines were obscured by the many trees lined along these roads. Pleasant enough though to Carthage where we found a lunch stop at the Church Street Diner (A two woman operation.)

The food here was decent. My patty melt was filling.

Downtown Geneva is a mishmash of places to shop, spend the night, and dine. We did appreciate the waterfront but it appeared unkempt despite its newness. We had a fine dinner at the Red Dove. We were surprised at the quality of the duck breast meal we had. We also had dessert.



We made a decision in Geneva on Friday morning to head home rather than splitting up in Steubenville OH. We were monitoring the weather and determined we would be better off heading home from here.

**A special thanks to MJ Allmond and Peter Stephan 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](mailto:Communications@mstriders.com) with the details.

## MSTR EAST Breakfast Meetings

Hopefully the next east-side MSTR meeting will be able to be held at Coach's Corner on **June 27<sup>th</sup>, 2020 at 9:00am**. We are still working out the details to ensure that we are following state guidelines and that everyone is as safe as possible. Please check your email for Mailchimp announcements for updates.

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

## MSTR WEST Breakfast Meetings

Hopefully the next west-side MSTR meeting will be able to be held at Coach's Corner on **July 11<sup>th</sup>, 2020 at 9:00am**. We are still working out the details to ensure that we are following state guidelines and that everyone is as safe as possible. Please check your email for Mailchimp announcements for updates.

**Alibi Bar & Grill**  
1394 E. Riverside Drive, Ionia, MI 48846.  
([www.alibionia.com](http://www.alibionia.com))



## The END of the Free Twisty Road Seminars

By: *Bill Webb*

Two twisty road riding seminars have been successfully completed. Based on the feedback and our observations, riders have been having a good time and learned some things to make twisty road riding smoother and safer.

The riding portion of the seminar focuses on four things: 1) Each rider, while seated on their motorcycle, is given tips for leg position, arm position, general posture and how they should change their position when turning. 2) How to select and use the best gears for good engine braking, 3) Using a vision "home position," also known as "limit points," to have riders focus their vision so they can quickly assess when it may be appropriate to reduce or increase

speed and 4) Using the safest track in the riding lane to aid in avoiding debris and degraded road surfaces.



The written outline for the seminar and subsequent Zoom meeting reviews the items above and addresses survival responses—those things we are naturally inclined to do—which are often the incorrect responses, when difficult situations present themselves and how to overcome those survival responses.



Sometimes good things must come to an end. Because there are incidental expenses to operate the seminar, the “free” aspect of the seminars has ended. In the future, a \$25.00 contribution will be requested to join the Motorcycle Safety Association, a State of Michigan non-profit corporation that was setup specifically to provide these training seminars. This contribution will entitle a person to participate in a seminar and to do a re-take if they desire to do so, on a space available basis. Hopefully this contribution will not dissuade anyone from taking the seminar and will allow for payment of incidental expenses.

If you would like to participate in the Twisty Road Seminar, send an e-mail to me at: [wwebb@cyclesafety.training](mailto:wwebb@cyclesafety.training). Persons for the next class will be selected based on the order in which they join the Motorcycle Safety Association. Ride safe to ride again.



## 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](http://www.mstriders.com)).

## TFZ

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

## RTH

Ride the Highlands  
July 16-19<sup>th</sup>, 2020  
Canada

TFZ and RTH have both been **canceled** due to Covid19.

## BBR 5

Barn Burn Raid  
August 13 - August 16, 2020 or  
August 9 - August 16, 2020  
Marietta, Ohio

The Barn Burn Raid (BBR) is one of our most popular and best attended events that we have each year. In the past we have had as many as 50+ riders for this event. We will be riding the twisties in the rolling hills and mountains of

southeast Ohio and West Virginia, with favorites such as the New River Gorge Bridge, and the Holly River State Park in West Virginia, and the Beallsville Diner and Big Muskie north of the Ohio River, and many more.

The event officially runs from Thursday the 13th to Sunday the 16th of August. However, due to several rides having been canceled at the beginning of the season due to the Corona virus, we have set up blocks of rooms to begin on Sunday, August 9, and run to Sunday August 16.

This year's BBR will be headquartered at the Hampton Inn, in Marietta, OH, with additional rooms at a slightly lower price next door at the Microtel Inn and Suites. Both hotels offer a free continental breakfast, and there is plenty of room for parking trailers. We have 15 rooms blocked at each hotel, with 10 double queens and 5 kings at the Hampton Inn, and 10 rooms for double occupancy and 5 for single (all rooms have 2 queen beds) at the Microtel Inn and Suites, for a total of 30 rooms. We will be able to add more if needed.

We will have a virtual sign-up sheet, and will have hard copies available to sign up when we meet in person. If you want to go, you can sign up on the Google Sheet [here](#), or you can send an email to [keith.danielson@att.net](mailto:keith.danielson@att.net) with your name, email address, dates that you plan to attend, phone number, and if you will be rooming with someone, and I'll make sure your name gets on the list.

Once you have signed up, you can call either hotel as shown below to make a room reservation.

**Hampton Inn, Marietta**  
(740) 373-5353, FAX (740) 373-3803.  
508 Pike St., Marietta, OH 45750  
\$89 per night, 2 queen or 1 king

Tell them you are with the Michigan Sport Touring Riders or reserve online at [www.hampton.com](http://www.hampton.com) and use the group code MST. Rooms will be released to the public on July 26. Note they have an indoor pool.

Or

**Microtel Inn and Suites, Marietta**  
(740) 373-7373.

506 Pike St., Marietta, OH 45750  
\$70 per night single occupancy, \$75 per night double occupancy

Tell them you are with the MSTR when you call to make your reservation. Rooms will be released to the public on July 10. No pool here.

## 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)

## For Your Information

Regarding politics; the MSTR does not and shall not support any political party. Political discussions are not allowed during MSTR meetings or events.

You are free to have whatever political views you desire, but leave them at home or on Facebook.

Regarding human rights; the MSTR does not and shall not discriminate on the basis of race, color, religion, gender, gender expression, age, national origin, disability, marital status, sexual orientation or military status in any of its activities.

We have had a few members who were made to feel very uncomfortable when others made political comments or statements, and at least one person who has not renewed for that reason.

## MSTR Dealer Members

**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.ducaticetroit.com/](http://www.ducaticetroit.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 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.

**6/13/2020 Rest Stop MSTR Meeting:**



**2020 ½ K Ride pictures:**



**2020 Ladies Day Ride 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.



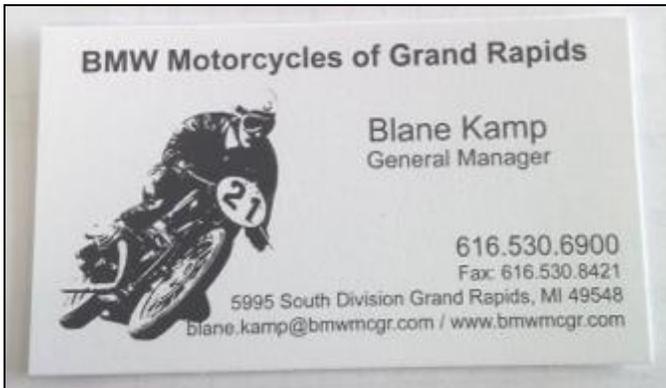
**WILLIAM W. WEBB, PRIVATE ATTORNEY**  
 248-647-9000  
 Author of the The Traffic Ticket Maze  
<http://statebar.net/trafficticket.pdf>

**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](http://www.bmwdetroit.com) (248) 402-4010