



Michigan Sport Touring Report

March 2021

Editor – Rachel Durling

Reflecting on the First Time Going to Daytona Bike Week

By: Don Pennington

This time of year, Jan and I usually start thinking and planning a trip to Daytona, Florida for Bike Week. When I first started going to Bike Week, I went by myself pulling my bike on a single track Kendon trailer. Since that first time Jan now also goes with me with her bike. We have graduated from the Kendon to an enclosed bike trailer. At first, we camped in our tent until one time we got to the campground, rolled out the tent and realized that we left the tent poles home in the garage. That was the first time we slept in the trailer on foam pads. Since that time, we still sleep in the trailer but have upgraded from sleeping on the floor to sleeping on cots. Still reflecting on my first trip is a rewarding experience.

That first trip began when I left Ypsilanti on a Thursday for Daytona Bike Week when it was cold and overcast. I thought about not turning on the car heater because I knew I was going SOUTH and it was going to be warmer. The odd thing was that I started out with the temperature about 32 degrees and the temperature seemed not to change the farther south I went. I should have known that this meant something.

Not being familiar with Daytona or the location of all numerous activities, vendors, or the Speedway I stayed in a motel, welcoming the advantages of having my own bed, bath, and a place out of the elements. The cost of the room was not really in proportion to having those

simple advantages. Most nights were spent listening to the sweet blasts of straight piped V-twins. It's amazing how long those types of bikes have to warm up before taking off. I figured there was a better way to enjoy Daytona Bike Week.



At the February 14, 2004 MSTA banquet, a couple guys said they were going to Daytona and camping at the B-Cube campground – an area set aside for BMW riders. A family campground without the sweet sounds of straight pipes which I did not want to repeat from the year before. I had been hesitant about camping, mainly due to the possibility of bad weather, however the more I thought about it the better I liked the idea. I recalled that being alone in a Daytona motel was somewhat lonesome.

As I drove south that Thursday morning, I kept trying to keep the outside weather and

temperature out of my mind. These thoughts were replaced with the hesitancy I had of camping in a tent for the duration of the Daytona Bike Week. This was based upon stories of last year's heavy rains that resulted in portions of the campground being under water. I kept thinking that tents are designed to keep the rain off your head, but they do not float.

This thought quickly left my mind when it started snowing on highway 77 about 100 miles north of Charlotte. I kept thinking – I'm heading south, how bad can this be? I found out, the farther south I went the worse it got. When I approached Charlotte there was about 18" of snow on the ground with all exits clogged with cars and trucks. Highway 77 was littered for miles with numerous vehicles that had slid off the freeway. The only choice I had was to try and follow the tracks of semi's that somehow were able to keep going. I kept looking for a spot to pull off but there were none - I never stopped driving for about 200 miles when the snow began to let up and I found a rest area to sleep the rest of the night.

Early Friday I continued driving south, but the temperature didn't seem to change. When I arrived at the BMW organized campground, it was paramount in my mind that I set up my tent on the highest ground available. This was easily accomplished since I was a couple days early and few campers had set up their tents. Camping in my tent Friday night was a little tough with the temperature in the mid 30's, however I kept thinking about how quiet it was and how much money I was saving by not staying in a motel.



That following Saturday morning the clouds began to break up and temperatures were promised to be in the high 60's. The long-range weather forecast the following week looked great with partly sunny skies and temperatures in the mid 70's. This alleviated some of my hesitancy about the potential to a flooded campground.

After the first night it was time to plan the next week. There were so many things – the sights and sounds of Main Street, Vendors, the BMW shop, Daytona Speedway, Demo Rides, riding the sands of Daytona Beach, etc. I really wanted to demo ride some BMW bikes and get a glimpse as the new R1200GS. All of these things I did as I had done the year before. The difference this year was that I was camping, the opportunity to talk to more similar minded people, sit around the campfire, get to know club members that I knew by name only and tell stories with other BMW riders from all over the country. This was perhaps the most exciting experience. The campground was full of exciting people. The couple shown below were teachers from Germany who were on a one and seven teaching leave meaning they would teach for seven years and take the seventh year off.



It was a wonderful week – breakfast with Detroit BMW friends, hearing the sound of boxer engines scraping the ground rounding turns at the Daytona Speedway, seeing Main Street closed for the "Orange County Chopper" family to ride their theme bikes behind an escort of Daytona Police motorcyclists down the middle of the street. You learn to expect surprises at Daytona and this year was no exception.

After an event packed week, I packed the tent and left the campground around 2:00 a.m. Friday morning to head home. I didn't want to go but obligations called. I kept saying as I drove away in the darkness - next year I will arrange to stay the entire bike week. The date was put on my calendar for the next year.

I planned to stay at the same campground, look forward to more stories with good friends, but I would still pitch my tent on the high ground, just in case it rains.

The Art of Modern Motorcycle Connectivity

By: Kent Niederhofer

While I didn't realize it at the time, as a kid growing up in the 1970's, the introduction of motorcycles featuring a transverse in-line four (i.e., 1969 Honda CB750 Four) or an aerodynamic fairing (i.e., 1976 BMW R100RS) were revolutionary events that established the blueprint for modern motorcycle design to this day.

One trend not yet in play during those golden years but certainly increasingly ubiquitous today is the connectivity between rider – actually the helmet communication system – and the motorcycle's instrumentation, its GPS, the operator's smart phone and other riders. While some may view this as detrimental to the purity and joy of the riding experience or, minimally, a source of periodic frustration, the latter issue can be minimized with an improved understanding of how to best set the system up for reliable performance.

Because many of today's motorcycles offer TFT displays that can be networked with a wide range of helmet communication systems and smart phones, I'm going to focus on one of the club's more common platforms and my own noble steed – the 2019 BMW R1250GS's TFT display and Navigator VI GPS networked with the Schubert C4 Pro helmet's SC1A communication system (which is designed by Sena and is based on the Sena S20 system).

Fig. 1: BMW TFT Menu Selector & Wonder Wheel



Some of you may already be aware that most modern BMW's left handlebar switch cluster houses a variety of switchgear including the "Menu" switch and, just to its left, a rotary controller affectionately known as the "Wonder Wheel". Just like Apple or Windows software products, the former allows the user to drill down or move up in the menu which is displayed on the TFT screen whereas the latter allows selections to be made within a specific menu. I won't go into the workings of this system further other than to point out that the Bluetooth connections that are made with the TFT are found with the "Menu" switch and "Wonder Wheel" controller on the path: "Settings", "Connections" and then either: "Mobile Device", "Rider's Helmet", or "Passenger's Helmet" depending on which component you seek to pair.

Fig. 2: BMW TFT Display & Connectivity Menu



PAIRING YOUR HELMET COMMUNICATION SYSTEMS

Critical to good performance is the pairing sequence used for the various components in the Bluetooth network. To ensure that this is achieved, it is always good to clear any past pairings of components that didn't utilize the preferred pairing sequence to ensure that the proper channel is used to promote reliable functionality.

On BMW's TFT display, all past pairings can be deleted by drilling into the connectivity menu and selecting "Delete Connections". This clears the system and should also be repeated on your smart phone (e.g., the Apple iPhone) by clicking on the "Systems" icon, selecting "Bluetooth" and then selecting each previously paired component that makes up your communication systems' connected network and selecting "Forget This Device". Likewise, this is repeated on the GPS (e.g., the BMW Navigator VI) by selecting "Bluetooth" and then "Unpair Devices". Once this is completed, the pairing process can be initiated using the sequence outlined below.

Assuming you have a helmet communications system, TFT, GPS and smart phone you wish to pair, the proper pairing sequence always starts with the helmet and the first component to be paired is always the TFT which is then followed by the GPS. The next component to be paired is the smart phone, which once again is first

paired with the TFT and only then with the GPS. Last but not least, the intercom can be paired with other riders in your group. If your network doesn't include one of these items, just skip that step in the pairing process.

Fig. 3: Schuberth Helmet Communications System Pairing Sequence



Proper pairing sequence:

1. Helmet to TFT (using Phone 1 channel)
2. Helmet to GPS (using Phone 2 channel)
3. Smart Phone to TFT (permit Contacts download)
4. Smart Phone to GPS (do not permit Contacts download)
5. Intercom to Intercom (using Intercom channel)

In order to start the process, both the motorcycle's ignition system and the helmet's communication system must be turned on. On Schuberth's SC1 and SC1A communication systems, this is done by holding both the "+" and "-" buttons down simultaneously for approximately one second at which time they can be released, and the rider is greeted with "Hello".

To enter the menu of connectivity options, the “-“ button is held down for three seconds and the system responds with a “Configuration Menu” greeting. At this point, the “+” button can be clicked to toggle through the various connectivity options starting with “Intercom Pairing”, followed by “Phone Pairing”, then “Second Mobile Phone Pairing” and so on until “Delete All Pairings” is reached. Next, the “-“ button is clicked identifying that the rider wishes to make this selection.

Now that past (and potentially erroneous) pairings have been cleared, the rider must re-enter the connectivity menu by once again holding down the “-“ button for three seconds. Again, the rider is greeted with “Configuration Menu” and the “Phone Pairing” menu option is chosen by clicking the “+” button twice. At the same time, the rider enters the connectivity menu on the TFT display by clicking the “Menu” button down and advancing to “Systems” by thumbing the Wonder Wheel to the right repeatedly. Once the “Systems” menu has been reached, the Wonder Wheel is rotated backward to advance to the “Connections” menu at which point “Rider’s Helmet” is selected. This initiates the pairing process between the helmet’s communication system and the TFT display.

Once this connection is established, the process is repeated by now connecting the helmet’s communication system with the GPS by advancing forward in the helmet communication system’s connectivity menu to “Second Mobile Phone Pairing”. At the same time, it will be necessary to click the “Settings” button on the BMW Navigator VI GPS unit and then select the “Bluetooth” menu to make sure that the “Discoverable” check box is checked.

Next, the rider’s smart phone is connected with the TFT display and, thereafter, with the GPS, in much the same way that other bluetooth devices are paired with your smart phone (usually by clicking on the phone’s “Settings” icon and selecting “Bluetooth”). Make sure that when pairing the TFT and the smart phone, you allow your contacts to be downloaded to the TFT; however in the process of pairing the smart

phone with the GPS, do not allow your contacts to be downloaded to the GPS!

The last step, if applicable, is to connect with other riders in your group using the “Intercom Pairing” channel on your helmet’s communication system (also found in the connectivity menu). Schuberth’s instructions for this process are comprehensive and I will defer you to their manual rather than lay it out here. Note that up to three other riders can be connected assuming they have Sena or Sena-based systems (of which one non-Sena unit can be paired).

Fig. 4: Schuberth C4 Pro & E1 Helmet Communication Systems



The aforementioned procedure should maximize the probability of getting the best system performance from your communications network. This does not mean that things will always work flawlessly or that connections won’t be dropped on occasion however insights gain will allow the rider to quickly re-establish those connections.

APPS THAT PROVIDE FURTHER CONNECTIVITY BENEFITS

Beyond the functionality introduced after establishing the network connections, there exist a suite of apps that introduce a further range of features and functions to the rider. In addition to the ability to listen to music stored on your smart phone through the TFT’s “Media” menu or initiating a call on from the TFT “Phone” menu which utilizes a download of your smart phone’s contacts list, you have the potential to

enjoy other features through a series of connect apps.

For example, the BMW Motorrad Connected app allows you to get service reminders for your motorcycle as well as the fuel level and range to empty. It can also record rides and Geo-link photographs taken along the ride to the ride route.

Fig. 4: BMW Navigator VI Dynamic Weather Reporting



The Garmin SmartLink app is integrated with Foursquare – a food, entertainment and local sites identifier app. It also features a Find Parking function, a Weather Alert function and your smart phone's Contacts list. With a one-time subscription to the PhotoLive and Advanced Weather app, getting traffic photos from local highway cameras and viewing dynamic weather radar (rather than static reporting) – which can assist travel by allowing the rider to avoid heavy traffic, accidents or localized thunderstorms – is an absolute snap!

Rever is another app that allows your rides to be recorded and has additional utility versus the BMW Motorrad Connected app. It allows other rider's routes to be imported and travelled along with providing access to the Butler Maps and Backcountry Discovery routes (also for a very modest one-time fee).

Because there's just too much that could be covered here, I won't make an attempt to do so but for those of you interested in a very good, in-depth tutorial covering the full range of topics discussed here and more, David Mays of

WheelSpin Productions has published a 58 minute YouTube video that is perhaps the best overview I have come across anywhere (URL: <https://www.youtube.com/watch?v=LzPolLCj-aU>). I would strongly encourage those of you interested in getting everything you can out of the technology you have at your disposal to view it when you have some time and I'm always willing to share what I have learned in person if you wish.

A special thanks to Kent Niederhofer and Don Pennington 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 **2021 MOTY Awards!**



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 and West Breakfast Meetings

Now that the weather is getting nicer and restaurants are opening with more capacity, we will likely be having our meetings outdoors (rather than Zoom as weather permits).

We understand some MSTRiders will have had one or both Covid-19 vaccines, but many won't have had them yet. For that reason, we will be observing Covid-19 precautions, including

requesting attendees wear masks and maintain social distancing at meetings.

Please check your email for Mailchimp announcements for more current updates on our monthly meetings.

Our March MSTR “breakfast” meeting will be on March 27th, 2021 at 10:00am at ITC Community Sports Park, 51000 Eight Mile Rd, Northville, MI 48167. We will be presenting the MOTY awards during this meeting, please attend so that you can see if you won an award and possibly some cash!

Our West Side Meetings are starting in person again in April! Our April West Side MSTR meeting will be at the Alibi Bar and Grill at 9:00am, 1394 E Riverside Dr, Ionia, MI 48846.

Our April MSTR “breakfast” meeting will be on April 24th, 2021 (time to be determined) at ITC Community Sports Park, 51000 Eight Mile Rd, Northville, MI 48167.



MSTR 2021 Rides

Please check the MSTR website for an updated list of the rides and events for 2021. If you are interested in volunteering, please send an email to the address below. A complete list of events is on the Events page of the MSTR website (www.mstriders.com).

Note: MSTRider membership is required to attend a MSTR riding event. We will not be able to add your name to an event sign-up list unless you are a current MSTRider or until your New MSTRider Form or MSTRider Renewal form and fee are received. Go to www.mstriders.com, then navigate to the Resources page and scroll down to the **New MSTRider Form** or the **MSTRider Renewal Form** if you would like to become a member or need to renew your membership.

MoArk Adventure 13.5

April 14th to 17th, 2021
Missouri/Arkansas



This ride is a “curve-chaser’s” delight. It’s three days of riding with 1,000 tire-shredding miles in the Ozark’s to start out your riding season. Check your tires for tread prior to this ride, the roads here will chew them up aggressively. Many riders have shown up with “I think” tires and ended up buying expensive tires mid-ride and losing a day of riding. If in doubt, get new tires.

This ride begins in Farmington, MO. We’ll meet there for dinner on Wednesday, April 14th. There will be a mandatory point riders meeting at 8:30pm then a mandatory riders meeting at 9:00pm to sign waiver and put riding groups together. On Thursday morning you can choose one of three routes from Farmington to Mountain Home, AR. We’ll then be staying Thursday, April 15th and Friday, April 16th in Mountain Home. On Friday we’ll be riding on some of the best roads in Arkansas which are south and west of Mountain Home. We return to Farmington, MO from Mountain Home on Saturday, April 17th, arriving mid-afternoon and then prepare for the ride or trailer trip back to Michigan.

To join us for MoArk 13.5 get your name on the sign-up list by sending an email to Ian as shown below. Event information including hotel information, a rider package and GPS routes will only be provided to those who have signed up.

Event Organizer: Ian Orr
Email: mclorr1198@gmail.com

1/2 K Ride

Scheduled for **Saturday, May 1stth, 2021**. More details to come.

5th Annual Ladies of the MSTR Ride

Sunday, May 2nd, 2021 at 10:00 am.

What Is International Female Ride Day? International Female Ride Day© (IFRD) 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

We are hoping that we will be able to have the 5th Annual Ladies of the MSTR ride on Sunday May 2nd this year. Depending on state regulations due to Covid-19, plans could change.

We will meet at Pinckney Diner at 10:00am, address 150 S. Howell St, Pinckney, MI 48169, kickstands up at 10:15am to ride. We will not be eating breakfast as a group this year, but you can eat breakfast prior if you want to go early or come with a full belly.

Male MSTR riders are also welcomed to join. We will split into groups in Pinckney and all the ladies' will all be in one group and the guys can go on their own ride as well. Some 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.

Ride Organizer: Rachel Durling
Email: rachelshott@gmail.com

mr2

Michigan Renegade Mountain Ride
May 9th to May 14th, 2021
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 MSTRiders will ride 1,000 to 1,500 miles so be sure to have good tires with lots of tread.

The ride begins in Waynesville, NC at the mandatory rider's meeting at the hotel on Sunday, May 9th at 8pm to sign waivers and put riding groups together. The rider's meetings continue each evening until Thursday.

The hotel's remote location ensures a quiet and relaxing stay. Participants can bring or purchase food to make their own onsite breakfasts and dinners or drive/ride 5-10 minutes to one the many restaurants in Waynesville. There is an onsite BBQ grill available for our use. About one week before the event starts, we'll select one warm and dry evening to have an onsite group cookout.

To join us for **mr2** send an email to Ian as noted below. Event information including hotel & local restaurant information, Rider Packages and GPS routes will only be provided to those who have signed up. Be sure to make your hotel reservations early.

MR2 Event Organizer: Ian Orr
Email: mclorr1198@gmail.com

MSTR ROUGHRIDER

1000/Terry Odom's

Memorial Ride

Saturday, June 12th, 2021

Get yourself to The Woodshed in Hopkinsville KY. John Horner and Peter Stephan invite you to get on the road with us and ride a full day so as to boast later that you rode a little over 1000 miles within 24 hours.

Event Organizers: Peter Stephan:
rideamotorcycle@gmail.com or
John Horner: jhorner@bmwmcsem.com

Twisty Road Riding Seminar

By: Bill Webb

wwebb@motorcyclesafetyassociation.com



Reminder to those who have already taken the Twisty Road Seminar...one training slot in each seminar is held back for those who have taken the seminar previously who want a free refresher. That list is created on a first-to-request basis. Therefore, if you want to retake the seminar in the Spring, send me an e-mail.

For those not familiar with the Twisty Road Seminar program, it was started in 2019 by formation of the Motorcycle Safety Association, a non-profit corporation that has since been determined to be a charity under Section 501(c)(3) of the I.R.S. code. More information about the program and what others who have

taken the seminar have said about the program can be seen at:

<https://motorcyclesafetyassociation.com/>

If you may be interested in signing-up, you can learn more about the program at the website link above and you can sign-up online at:

<https://motorcyclesafetyassociation.com/sign-up-for-training>

It is advisable to sign-up now if you want to attend one of the first available seminars as persons are enrolled on a first-to-register basis.

Because of the Motorcycle Safety Association's charity status, Amazon has agreed to donate ½ of 1% of the Amazon purchase amounts people make. Your participation in this program is without cost to you. It is a simple two-step process, first go to:

<https://smile.amazon.com/ch/84-3799306>

where you acknowledge the amount above will be donated to support the Association—without cost to you. Then when you make future purchases, you need only bookmark or start typing: **Smile.amazon.com** instead of Amazon.com and ½ of 1% of your purchases will be donated to the Association. This no cost to you way to support the program will certainly be appreciated. If you sign up on this Amazon program, please drop me a note and let me know. Thanks.

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

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.

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.

You are free to have whatever political views you desire, but please leave them at home or on Facebook. Please don't bring them to the MSTR.

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www.hondasuzukiofwarren.com

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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.

Photos from previous MoArk events:



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