



Michigan Sport Touring Report

April 2021

Editor – Rachel Durling

Darla Light Bracket 3D Printer Project

By: Marc Wilkins

When I upgraded my motorcycle last year, I wanted to add aftermarket lights to the bike. Aftermarket lights are an important safety feature that allows drivers to better see me in traffic. After looking at several alternatives, I chose a set of Clearwater Darla lights.

The bracket options for mounting the lights from online shops weren't too impressive but the design I wanted was something more appealing than the simple stamped steel and aluminum ring designs I found online. Taking on a project to design and print my own appealed to me. I had designed and printed a set of brackets for my 2007 BMW RT. The experience from this gave me confidence to be able to do it again.



I planned to use my 3D printer to develop and print the design. The design had two parts: the first was an attachment bracket that held the

light, and the second was a clamp ring that connected the attachment bracket to the engine bar.

I started by using the provided attachment bracket from Clearwater. I designed a simple clamp ring for the lights. It was pretty crude, but putting it on the bike allowed me to see the potential design. I quickly moved the design to eliminating the Clearwater provided bracket. After developing, printing, and installing the second design, I realized the light was too far from the bar, and the design could be more compact.



To bring the light up closer to the engine bar, I countersunk the bolt heads holding the light to the bracket. Next, I hid one of the clamp ring bolts behind the light itself. This cleaned up the design, gave it a compact look. Assembly required that the bracket be attached to the engine bar before attaching the light. I determined that I could snug the lower clamp ring bolt, install the light and then use the upper

clamp ring bolt to adjust and tighten the assembly to the bar.



I was pretty happy with the design at this point.

Until this point, I had printed all the parts with a material called PETG, which can be used in applications that are indoor or outdoor. It's an easy material to print with and was working well for the trial parts. The downside is it's not the best material for resisting impacts, which would be an issue riding off-road. I started to look into selecting the best material for impact resistance and soon came upon a material called ABS - the same material that LEGOs are made from.

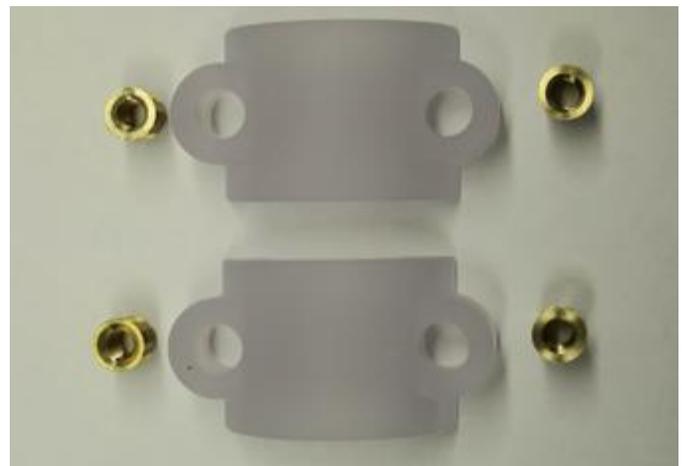
When I started to print in ABS the layer adhesion I was getting would cause the part to fail. The material wouldn't fail, the layers of the material would separate. Also, using ABS gave a rough looking surface finish on the part. The details of corners and fillets were muddled. The end result was not up to my expectations of the final part on my bike

At this point, I went online to start to look for outside 3D printing companies that could offer different types of 3D printing processes and materials. I found a company called Xometry, which quickly responded to my request for a quote. I wanted to hold off on sending them any models for printing until I was completely satisfied with the design.

Suggestion: With the attachment bracket set, I turned my focus to the clamp ring.

I had been wanting to learn how to use threaded inserts instead of nuts in my design work and the clamp ring was a perfect opportunity, no time like the present! I went online and ordered 1/4" threaded brass inserts for use in the clamp ring from McMaster Carr. McMaster Carr was awesome in the fact that from their online catalog I could download the CAD models of the inserts and order them at the same time.

After several trials using different methods of pulling and pushing the heated brass insert into the clamp ring attachment hole, I was ready to send the models to Xometry. I sent the light bracket and two different clamp ring designs. One of the clamp ring designs used the 1/4" brass inserts and had larger holes, the other had just through holes for using a bolt and nut combination.



I found during assembly that there was a place between the engine bar and the fender that the light fit and offered a degree of protection in case of a bike drop. Yeah, I know the chances of dropping my bike off-road was a bit more likely than not.



When I received the parts, I began working on getting the inserts into the clamp rings. I coated the inserts in a two-part epoxy, and installed the inserts into the clamp ring. The epoxy was used to assure that the inserts would remain in the part. Next, I used a spray paint rattle can to finish the parts.

I was concerned about vibrations loosening the clamp ring fasteners. Using blue threadlock on the fasteners, I adjusted the position of the light and tightened the clamp ring to the engine protection bar.

So far, I have been pleased with the results of my design, the part quality and dimensional stability of the SLA process, and the material selection of nylon. It will be interesting to see how the brackets hold up.



I am always looking for design projects to do and print. This is my third light bracket design. I have also made custom license plate brackets, iPhone holders to work with Ram mounts and brackets to hold thermostats for heated gear in the past. As a retired Ford Engineer, I have hands-on experience in manufacturing and product development. Before joining Ford, I spent 6 years as a designer working on Special Machine design in the automotive and glass industries. If you have an idea and would like to work with me, drop me an email at valutaengineering@gmail.com.



“Ride to Eat!” Daytona Bike Week 2021

By: *Vince Ursini*

It's been 3 years since I last had the chance to get down to Daytona for Bike week. This year we made plans with another Michigan buddy to trailer some bikes down and partake in the event. Loading up the bikes with 1 & ½ foot of snow on the ground in Holly is always a huge contrast to the final destination. My friend drove down while trailering the two bikes. I would catch up with him by plane a couple days later.

Once landed and prior to heading over to Daytona Beach, I visited my uncle and his kids in North Orlando for a nice Italian dinner. Half way thru dinner my uncle asked me “Vince, what is it you do over there at Daytona Beach during bike week?” I thought to myself, what can't you do in Daytona Beach during bike week. But after a little reflection on good times I've had in the past and knowing the appetite of my riding buddies, my answer was simple. “We ride to EAT!” With the number of beaches and beach side restaurants on the east side, it was an answer they all understood.

My friends were in Daytona two days before I arrived. The morning they picked me up from the rental car drop off at the airport in an SUV, it immediately began to rain. As we drove around the track the skies opened up and a monsoon erupted. Then a surprise..... hail. Yes, hail in Florida! Yup all it took was a Michigan man hitting the turf to turn their string of 80's and sunny skies to pouring rain and hail. Needless to say, the bikes would stay in the garage for this day. A walk to main street from their hotel, we saw the skies lighten up. Day drinking and bar hopping began in earnest. The night ended with a “naked cowboy”, cuffed and leaned up against the hood of a cop car (tragic).

On the second day, we got on the bikes and managed to do a little riding. That is until getting caught up for 2 hours in a major traffic jam on Highway 1 going to Destination Daytona. It was caused by UPCHUC (Unnecessary Police Controlled “Help” Under Chaos.) For whatever

reason, the cops decided to “help out” and close down one lane between Iron Horse and Destination Daytona to prevent accidents in the merge lane from 95. Of course, it did just the opposite and created numerous fender benders and road rage with people trying to merge over.



For some reason, I expected to see a relatively normal size crowd for Bike week this year, thinking it was time for things to get back to normal. I was wrong. When we talked it through, we realized that 15% of the crowd comes down from Canada, they can't get across the border. 12% are German and Europeans and ditto, they can't get into the country either. 8% from Asia, nope not here. Those that could come down from northern USA were still hesitant due to COVID fears. So, we estimated the crowd to be roughly 50 - 60% of normal. But those that did attend were concentrated in basically three venues. Main street, Iron Horse and Destination Daytona. At those places, on a nice day it looked pretty busy. The track activity was a disappointment with Harley suspending new bike demo rides and numerous vendors opting out.



The next day, all it took for us to kick off on a 110-mile one-way ride was a notice of oyster BOGO on an inland waterway restaurant (biker dive). Finally got to enjoy some riding and it was glorious. I never get tired of looking out over the ocean and inland water ways and traversing the numerous bridges. One particular bridge was the subject of a Harley biker special on the local news. This guy went around the gate as the bridge was going up and jumped the opening between the separating bridge (of course caught on camera). That night, the news issued a warning to all bikers coming to Daytona Beach to drive safe and not do what this guy did. Well, duh. His backside was famous for a week and I'm sure he ended up with a nice ticket as his license plate was easily read on the video.



Back to the eating.... Over the next few days we stopped at the 1st Turn, the North Turn (for the best clam chowder I ever had) and the Treasure Hunt. That last stop had a marvel of shrimp and grits you could only imagine in your dreams.

Filling your belly as the dolphins swam by your table (which in this case was a dry dock boat). It was awesome. Dixie Crossings in Titusville got hammered and I only wish I had more room for all that seafood. Finally, on the last day, we had to stop at a Hooligans for wings and a burger to balance out my diet.



Nothing breaks up the winter better than a trip to Daytona for Bike week. Even during a down year, it was still a lot of fun and we got a few hundred miles under our belts to kick off the riding season. We already booked a campground for the month of March 2022 down in Deland. Looking forward to next year spending a bit more time and relaxing in the sunsets at the ocean side beaches!



A special thanks to **Marc Wilkins and Vince Ursini** 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 “Breakfast” Meetings

Now that the weather is getting nicer, we will be having our meetings outdoors.

We will continue to observe Covid-19 precautions, including requesting attendees wear masks and maintain social distancing at meetings.

Our April MSTR “breakfast” meeting will be on April 24th, 2021 at 10:00am at ITC Community Sports Park, 51000 Eight Mile Rd, Northville, MI 48167.

We will re-evaluate going back to Coach’s Corner in Livonia for breakfast when the Covid 19 cases come down to a safer level.

MSTR West Breakfast Meetings

Our West Side Breakfast Meetings are starting in person again! Our May West Side MSTR meeting will be on May 8th at the Alibi Bar and Grill at 9:00am, 1394 E Riverside Dr, Ionia, MI 48846.

Please call the Alibi at **616-527-1810** if you will be attending the meeting. They open just for us and need to know how many people will be attending so they can prepare enough breakfast.



MEET AT THE STOCKBRIDGE TOWN SQUARE IN THE GAZEBO AT 10:00 AM

ENJOY COFFEE AND DONUTS FROM 10:00 AM UNTIL NOON? TOUR THE AREA.
BEGIN THE RIDING SEASON HERE! SHOW OFF WHAT YOU BUILT OVER THE WINTER!

PLEASE USE CAUTION WHILE ENJOYING OUR FIRST GATHERING IN A YEAR. WEAR A MASK AND USE SOCIAL DISTANCING. LET US SERVE YOU THE COFFEE AND DONUTS!

More Info: Call Suzi at 517-851-7437

Stockbridge is nestled in the 4 corners of Ingham, Washtenaw, Livingston and Jackson counties with the best riding roads around
Town Square is in the middle of the village of Stockbridge on M-52 and M-106

Sponsored by Stockbridge Downtown Development Authority

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.

1/2 K Ride

Saturday May 1st, 2021 at 9am

You guys are in for a really fun ride. I found a lot of curves to keep it interesting throughout the whole day. Once you leave the Brighton-Pinckney area, you will more than likely be on roads never seen by most of you. If the roads are not curvy in the lateral, they are in the vertical.

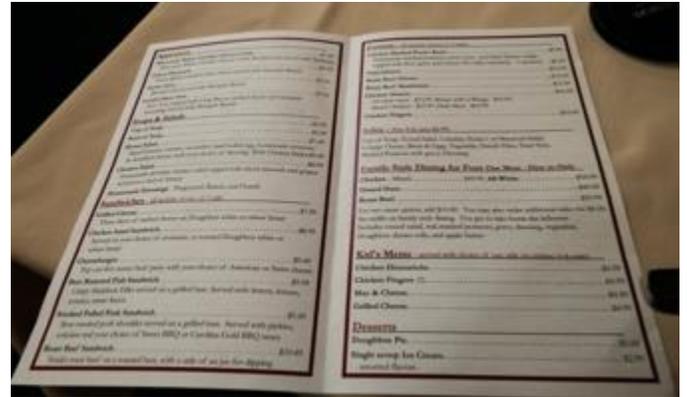
I avoided most towns on this route with a few exceptions. Gas stops will be listed in the gpx route and spaced between 80 and 100 miles along your route, earlier at the beginning of the ride for you coffee drinkers. My suggestion is to fill up at these points especially if you have a small tank. Whether you fill up or not, they will be good bathroom breaks and a chance to get off the bike. At the turn on to Ohio County Road I about 10 miles from the restaurant, Stop and take a picture of your bikes at the two-lane covered bridge. It's one of the largest covered bridges I have seen.

Before heading back from the restaurant, please do the bottom loop running east to southwest. The farms are really pretty and some nice curves you wouldn't think you would be in Northwest Ohio.



Lunch will be at The Barn restaurant in Sauder Village, Ohio. There are outside 5 picnic tables and two benches under a wooden roof at the restaurant. Depending on how many of you come, some may also prefer to bring a small camp chair on your bike. The restaurant is open on the inside if you prefer to dine in but unless

your vaccination series are complete, you do so at your own risk. The menu is attached. There are ala cart items, dinners, and 11-2 p.m. there is a buffet style AYCE (all you can eat) for \$11.00. You tell them what you want and they will load your plate.



Ride leaders can call the restaurant from the Angola, Indiana gas stop and let them know how many people in your immediate group and they will get the outside eating area ready for you. (419) 445-2231. They will then know you are 30-40 minutes out from the restaurant.

If you are interested in going, **contact Bob Komjathy** at rx_mich@yahoo.com or **Ian Orr** at ridership@mstriders.com. An email to me or Ian with contact info will suffice if you can't make it to the monthly meeting to sign up in person. If you want to bring a friend along, download a member application and get them signed up as a new member. You can bring that new member application and the fee to the ride and I can process it there. Show up early enough for me to do that.

Plan on arriving at the Brighton Meijer Gas Station 8660 W. Grand River Brighton, Mi 48116 at 9 am for the 1/2 K Ride. Kickstands up at 9:30 am.

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 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 riding 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. Those who want to join in can either bring their own food for the cookout or pick it up at a local grocery store.

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 Odow'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

7 Ranges Ride (7R2)

June 17th to June 19th, 2021
Wheeling, WV

Join us for the Seven Ranges Ride based in Wheeling, WV. Wheeling is about 250 miles from the Michigan-Ohio border near Toledo, so it makes for an easy, long weekend ride. C'mon out.

Riders will start arriving on Thursday and there will be mandatory rider meetings on Thursday and Friday evenings at 9pm to sign waivers and make up riding groups. Rides will be on Friday and Saturday, heading home on Sunday.

Most of the routes will be in Ohio, riding a combination of roads we know from Marietta rides and roads a bit further north. In addition, Jac has put together a few more routes in Ohio, including some fun new roads. There will also be a couple of routes which mix Ohio roads with West Virginia roads.

The part of Ohio we like to ride in is called the Seven Ranges country. The Seven Ranges was the first official survey by the United States government and started in 1785. It surveyed eastern Ohio for 7 ranges west of the Ohio River. A range is the width of a township. The Seven Ranges cover the area between the Ohio River and a north-south line just east of Marietta.

Contact Jac Brown as shown below if you would like to attend this ride. Event information including hotel & local restaurant information, Rider Packages and GPS routes will only be provided to those who have signed up.

Event Organizer: Jac Brown
E-mail: jac.brown999@gmail.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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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 2021 MoArk:





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