



Michigan Sport Touring Riders

May 2024 Newsletter

Editor - Heidi Nagel

Club Meetings

Eastside

Saturday, May 25, 9 AM
Senate Coney Island
34359 Plymouth Rd. Livonia

Westside

Saturday, June 8, 11 AM
Alibi Bar & Grill
1394 E. Riverside Dr. Ionia

Membership

If you haven't yet renewed, here is the [2024 Renewal Form](#).

Need an MSTR New Member Form for your buddy, sister, next-door neighbor, or father-in-law?

Well, then, here you go, [2024 New Rider Membership Form](#)

Upcoming Club Events

Don & Jan Pennington's Summer Sizzle BBQ

(See page 2 for details)

June 2, 2024

Hocking Hills Twisty Tour

(HT2 – See page 3 for details)

June 13 - 16, 2024

Up North Camping Ride IV

(UNCR – See the [April 2024 Newsletter](#) for more detail)

July 11 - 21, 2024

Barn Burn Raid (BBR)

August 15 - 18, 2024 (standard)

MoArk Adventure 16

By Ian Orr

The MoArk Adventure kicks off the MSTR riding season with a reintroduction to warm spring days, budding trees and some of **the best** motorcycling roads in the US. This year, several of our favorite roads in Missouri (Mo) and Arkansas (Ark) were either freshly repaved or in the process of being repaved. Those that weren't were in remarkably good condition. On Sunday morning, one road on the route was only partially repaved, but by Monday morning road crews had completed the entire road. It flowed through a mature forest like a jet black ribbon of water, perfectly smooth with just enough curves and good sight lines to be the ideal warmup for the more challenging roads later in the day.

Since it was spring we were treated to many newborn and young animals of every type, from suicidal darting squirrels, to wobbly fawns in fields, to a "lost" partridge. We came upon this partridge standing on the road in the same corner on Missouri C when riding in different directions on two different days. It would make a quick step into the trees as we approached and on one occasion I saw it walk right back onto the road in my rear view mirrors. The most spectacular sighting by our group was when a young bald eagle lifted off out of thick bushes from a low field to our right and flew about ten feet to the side and slightly in front of my motorcycle. It paced us for several seconds, looking over its left wing, acknowledging our presence. It disappeared into the forest canopy as we followed the road through a left hand turn. **Wow!**

Despite multiple (!) cautionary tales about making sure you had new or almost new tires, a couple of riders got to spend valuable riding time searching out, buying and installing expensive new tires. On the positive side the dealer turned out to be very easy to work with and we'll definitely keep his contact information for the those who will show up to future MoArks with "I think" tires.

Unfortunately, our technical issues weren't limited to worn tires. One eight-year old battery chose to end all electron flow, resulting in a multi-parish search for a replacement. A very long wait for the pilot car on hot, freshly laid blacktop, with the motorcycle key accidentally left in the *On* position, ran another battery down to zero charge. A portable battery pack couldn't revive it, nor did a boost from a small car with budget battery cables. One of the repaving crew came to the rescue with an F-350 truck, a battery the size of a microwave and battery cables fatter than your thumb [insert Tim Allen grunt]. That same

motorcycle's transmission began to destroy the lower gears and the rider had to skip the Friday ride and sloooowly ride the bike back to Farmington.

Yours truly, for the second MoArk in a row, got a flat tire... in a brand new \$\$\$ rear tire. This wasn't your typical nail or screw in the tire flat. After some time laying on the road in Arkansas, we found two, tiny cuts, about 180° apart, which penetrated completely through thickest part of the tire. Each cut was about 1/4" long. One gummy string in each cut and re-inflating from a portable pump got us back on the road. After lunch at the [Cliff House Restaurant](#), I found the tire pressure dropped a few psi. Since I had TPS (Tire Pressure System) on both wheels I elected to ride back to Mountain Home, monitoring the pressure on the motorcycle dash, and re-inflating the rear tire as needed. I re-plugged the tire back at the hotel. The second plug held for the ride back to Farmington but the tire was flat again when I took the bike out of the trailer once home. That double-patched tire went into the garbage.



MoArk Lunch Stop

Despite worn-out and flat tires, multiple technical issues, and two possible cases of food-poisoning, all 19 attendees had a great time. The weather cooperated (thanks Max!) and there were no performance driving awards. Mark your calendars for MoArk 17 in 2025. I'll be there...and with yet another brand new rear tire.

Remember:

All published articles earn 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 **2024 MOTY Awards!**

**Don & Jan Pennington's
Summer Sizzle Barbecue**

**Sunday, June 2, 2024
Festivities begin at 2:00 PM
5427 Pine View Dr.
Ypsilanti, MI 48197**

***** Rain or Shine *****

**Bring drinks and a dish to pass.
Barbecue will be provided!**

The fun includes cycle movies, trip planning, storytelling (always!), socializing, and garden walks. This annual event is for **MSTR**, **BMWTC**, and Invited Guests.

Hocking Hills Twisty Tour (HT2)

**June 13-16, 2024
Chillicothe, Ohio**

*Event Organizer: **Jac Brown**,
jac.brown999@gmail.com*

The HT2 returns in 2024, but due to high hotel prices in the Logan/Athens area, the ride is based in [Chillicothe](#). The idea remains the same, a 3-day weekend where it's possible to work on Thursday and still ride down via freeway that evening. For those with the whole day to ride down, there are two routes: a direct one that mostly avoids freeways, and a longer, twistier one. The move to Chillicothe provides for new routes, including one through Knockemstiff, OH. History buffs can take a side trip to view the site of the [Hopeton Earthworks](#), part of the Hopewell Culture National Historic Park.

We are staying at a nice little hotel close to the Scioto River (pronounced "See O Tow"). There is a room block for \$114.95 plus tax. **Please email me if you want to sign up and get the room block details.** The hotel has an indoor pool and is in walking distance of several restaurants. For those willing to ride, there are some nice restaurants and shops in the old downtown area on the other side of the river.

Barn Burn Raid (BBR) Cont.

August 11 - 18, 2024 (add-on)

Tip of The Mitt (TOTM)

September 12 - 15, 2024

Fall Color Ride (FCR)

September 25 - 29, 2024

Last Fall Ride (LFR)

September 29 - October 4, 2024

MSTR Mileage Program

If you are new to the mileage program, or have a new bike for the 2024 season, send an email with your bike's make, model, and starting 2024 mileage to **Ian Orr**, at ridership@mstriders.com.

2024 Grand Tour

If interested in taking in some of *Michigan's Attractions and Oddities* contact Keith at keithmdanielson@gmail.com or sign up at a meeting. See the [April 2024 Newsletter](#) for more detail.



Scene from MotoGiro

MotoGiro – Spring 2024

By Terry Morisi

In an effort to add adventure and exposure to like-minded motorcyclists, I enlisted in my first “MotoGiro” in 2019. Since then, I’ve successfully completed six “Giros”. The word “successfully” doesn’t mean winning, it means having an absolute blast, nourishing or initiating friendships, avoiding mishaps, finishing without getting too lost or too broken, not hitting any cones, and *maybe* having a decent showing on the board at the conclusion.

The event is for small displacement motorcycles built prior to 1969 and is loosely based on the Motogiro d’Italia event of the 1950’s that heralded in the small displacement post-war Italian motorcycle. No longer just an Italian “race”, the Motogiro d’Italia was revived in Italy in the early 2000’s as a road tour for the now vintage small bikes of any origin. MotoGiro USA started in 2004 to focus on the small displacement motorcycle explosion in the US during the 1960’s. MotoGiro USA brings back the riding excitement of the 60’s with an extended mileage, two-day road event tailored to the needs of small old bikes and their sometimes aging riders!

MotoGiro USA usually has two annual events, one spring and one fall. Of course, this was interrupted somewhat during the pandemic. These events are located primarily on the East Coast and are laid out on spectacular roads, shying away from urban settings. Past events have been conducted anywhere from Alabama to Maine. The cycle classes are 65cc, 125cc, 200cc, 305cc (you might be able to guess why for the extra 5cc?), scooters, and sidecars. Participating motorcycles include, but are not limited to, Honda, Kawasaki, Yamaha, Suzuki, Jawa, Benneli, BMW, Bridgestone, BSA, Triumph, Bultaco, Ducati, NSU, and MotoGuzzi. The MotoGiro is sanctioned by the AMA and the United States Classic Racing Association (USCRA). MotoGiro USA was the grand aspiration of ex-racer and USCRA co-founder, Bob Coy (not the adulterous Florida pastor, if you happen to Google his name), who participated in the 2003 d’Italia, and his wife, the esteemed Dr. Joyce Mehaffey.

A MotoGiro usually starts on a Friday afternoon as participants slowly filter in from parts near and far. The main rally point for each MotoGiro is a hotel or resort with a large parking lot or field. As participants gather, they lay claim to an area, unload their steeds, erect EZ-Ups, and break out the beer coolers! Old friends unite and new kinships are initiated. Motorcycle fellowship ensues! Registration in the late afternoon is followed by a rider’s meeting in the evening where a verbal outline of Saturday’s courses is given and vests, tags, and route sheets are distributed. No GPS’s are allowed. The route sheets have to be cut and taped to size to fit in a “paper road book reader”, a Plexiglas box with two rolling pins. As you finish a turn or checkpoint, you roll the directions up for the next course.



Route Sheet Prep (above)

Installed in Road Book Reader (below)



Saturday starts early with numbered vests donned. Another rider meeting is conducted with any last-minute changes/updates, along with emergency phone numbers for the staff and chase truck (“trailer of shame”). Many times, cell coverage is a bit sketchy given the remoteness of the routes. You can count on the kindness of your fellow riders if you hopefully haven’t gone too far off-route. Regardless, you will never be left stranded. Participants line up in number order in anticipation of the wonderful but dreaded skills course! Skills courses are timed, slow-speed events where you negotiate cones set up in seven different configurations throughout the weekend. The courses build in difficulty and complexity. The objective of the courses is to get through “clean” without hitting cones or putting a foot down (both penalized). The added kicker is that you have to get

through in a certain time, let’s say 13.45 seconds - too fast or too slow and you’re penalized. Needless to say, no one can get a perfect score but it’s just how low a score you get that dictates the winners - no “participation” trophies here. Many riders have timers mounted to their handlebars but looking at them while negotiating cones is quite the challenge! Either way, it’s very humbling. Each of the four routes begins and ends with a skills course, except Sunday afternoon which only has a skill course at the beginning of the route. The routes are dictated by the sheet distributed before the race and installed into the road book reader. Throughout the event, you negotiate turns, checkpoints, and the ever-delightful roaming checkpoint, which can be anywhere. The routes run from 70-95 miles each. Every Giro that I have participated in has been on a scenic road with few traffic lights and enough gas stations to keep it interesting. A combination of your results from the skills course and road course dictates your final overall scores, per class. However, the whole point of a Giro is to have fun! It isn’t a race but a rally. Speeds average between 25-30MPH and with that, you have to take into account road conditions, gas stops, mechanical issues, and the dreaded loss of direction!



MotoGiro Route (!)

After the Saturday and Sunday morning courses, there is a stop for lunch, either at a remote location or back at the main base. Saturday evening is always the banquet. You can count on the banquet to include food, adult beverages, laughs, swag raffles, and a briefing about Sunday’s courses as well as distribution of route sheets. After Sunday’s events, there is an awards ceremony replete with stories of the weekend’s

events - this includes the award for the “Snapped from the Jaws of Death” award. One year the recipient of this award was my riding partner who unsuccessfully tried to forge a flooded road. He became completely submerged and inverted! We fished him out and managed to get his steed running again. This brings me to a point, I mentioned motorcycle fellowship earlier in my story. This is no more evident than when someone breaks down or crashes into a mailbox (yep) and there is almost instantly a platoon of fellow riders at the ready to assist, with no regard for their times or scores or weather.

After the awards, there are toasts, cigars, and heartfelt goodbyes until next time. Every Giro I’ve participated in has been amazing if not spiritual. The weather hasn’t always played its part, but my Honda CB-175 has never left me stranded. The announcement for any upcoming Giro is usually announced 2-3 months before the event. Those prior participants in good standing are the first to be invited. If the quota isn’t reached, participants are asked to pass the word accordingly. I’m always the only participant from Michigan. It would be nice to at least double that number in future events. I have conveyed its virtues on many occasions, but it may be the type of life experience that you have to see and feel before it really means anything. If anyone has any interest in participating, don’t hesitate to ask.



Terry and his trusty Honda

Special thanks to **Ian Orr** and **Terri Morisi** for the articles and photos featured this month!

Twisty Road Seminar
MotorcycleSafetyAssociation.com

What a Professional rider says about the Seminar

"The Twisty Road Seminar offers sound advice to all street riders, regardless of experience level"
Mark Miller, Isle of Man TT – 1st Place Winner

About us

The Motorcycle Safety Association is a State of Michigan Non-Profit corporation. The U.S. Treasury Department has determined the Association is a charity under section 501(c)(3) of the Internal Revenue Code. Donations are therefore tax deductible to the extent the law allows.

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