



# Michigan Sport Touring Riders

## October 2024 Newsletter

Editor - Heidi Nagel

### **Club Meetings & Events**

#### **Eastside Meeting**

**Saturday, October 26, 9 AM**

**Senate Coney Island**

34359 Plymouth Rd. Livonia

#### **Westside Meeting**

**Saturday, November 9, 11 AM**

**Alibi Bar & Grill**

1394 E. Riverside Dr. Ionia

**Save the Date: MOTY Banquet**

**Saturday, February 22, 2025**

**Zerbo's Market & Bistro**

More info to come!

### **2024 Grand Tour**

If you participated in *Michigan's Attractions and Oddities*, be sure to send your photos to Keith at [keithmdanielson@gmail.com](mailto:keithmdanielson@gmail.com).

### **2024 Mileage Program**

Don't forget to send your end-of-year mileage to **Ian Orr**, at [ridership@mstriders.com](mailto:ridership@mstriders.com).

### **Want to add a 2025**

#### **Event?**

The first and third weekends of every month are always available for new events, except where it would conflict with either of our two monthly breakfast meetings. Other weekends may also be available with at least six to nine months' notice, as we need time to get agreement from and update our MSTRiders. For more information on hosting an event, contact Ian Orr at [ridership@mstriders.com](mailto:ridership@mstriders.com).

### **The "Pie Trailer,"** *By Dave Marcotte*

Over the years (70, so far), I have developed and created many "things." Some things were successful and others were total disasters. The trailer Lee Ann and I pull behind our Goldwing Motorcycle is one of my creations which has turned out well. We have enjoyed dragging it around for 38 years.

The 2022 MSTR Up-North Camping Ride around Lake Superior was Fantastic! Leadership was perfect, the gang was great and the weather was totally accommodating. I typically follow on the group tail which is a very comfortable spot for the Goldwing combined with the additional length and width of my Trailer. Leader Bob Komjathy liked all my headlights 'On' so he could more easily see the group tail.



*2022 MSTR Up-North Camping Ride*

So, the group was tootling along on a perfect sunny day (p.s. Lee Ann says MSTR never "Tootles"). I'm "Tail Gunning" watching for pot holes as we navigate through a construction zone... then... **SLAM ON THE BRAKES!** [Expletive deleted.] I come to an abrupt stop along with about half the group. What? Why? The dust clears. We were making a left turn into a "PIE Restaurant." PIE?!

So, I did my best "Tractor Trailer" maneuver and pulled into a parking spot. The group sprinted into the restaurant while I stayed outside to check the trailer and change my coat (and underwear). I then wait for the guys to return with their "Carry-Out Pies." A few minutes later one of the group comes out of the restaurant and says, "Ah, Dave, we don't have much room on our bikes (camping gear) so we were wondering if there might be some room for a couple pies in your trailer?" I smiled and started moving some gear around to make a "nest" for the pies.

I've never ridden in the trailer, so I didn't know how well the pies would travel. Would they be homogenized?



*Cutting of the Key Lime Pie*

As it turns out, the pies travelled well, without damage. I certainly loved the pies that were shared. Thusly, the “Pie Trailer” was christened.

### The “Invention” of the Pie Trailer

Lee Ann and I like to take longer motorcycle trips and camp often. In 1973, I fabricated an 18” tall sissy bar and welded it into the frame of our Yamaha 650. The back pack, sleeping bags and cast iron skillet (literally) were lashed to the top-heavy bike and we proceeded to accumulate many miles and stories.

In 1985 we acquired a new Yamaha VMAX VM12. It had plenty of power but, similar to the 650, no room to carrying clothes and camping equipment. This was before “bike trailers” (tow *behind* the motorcycle type) were commercially available. I’m not sure why (alcohol?), but I began thinking about building a performance trailer which could be pulled by a motorcycle.

### Design Criteria

- Low frame connection with flexible hitch to permit unrestricted lean and jack-knife geometry (*Also good when the Bike falls over.*)
- Able to travel and corner at motorcycle speeds. (*Maybe not Rachael’s speeds.*)
- Light weight with approximately 200lb payload. (*Junk expands to fit the space allotted.*)
- Trailer brakes to minimize emergency braking load on the bike.

To begin, I needed an axle. The 1947 [Crosley Automobile](#) was a very small, lightweight car. Its front axle has the primary suspension components I needed for the trailer. I fabricated a frame to incorporate the Crosley’s parts. Later I added Austin Mini-Cooper alloy wheels with H-Rated (120mph) automotive tires.



*The Pie Trailer’s Origin – A 1947 Crosley*

Over the years the trailer has remained basically the same, with addition of a few performance, durability, and aesthetic revisions.



*1986 Maiden Voyage. Yamaha Vmax with the trailer. (Both of us wore helmets...and not much more)*



*Aug 2021 following Hurricane Ida out of Louisiana. More storage than a Cadillac 😊*

The trailer’s current best speed is 115mph...*on a closed course in an undisclosed location.*

~ Dave Marcotte

If you’ve ever thought to yourself, “**Gee whiz, I really wish I had a Michigan Sport Touring Riders t-shirt!**”, you are in luck!

[Click here to download the T-shirt order form.](#)

Available in long sleeve or short sleeve with a plethora of color options.

## Wailin' Wayne Weekend

By Mike Makysmetz (and Heidi Nagel)

I was even more excited to get an invitation to my nephew's wedding when I learned it would be in Asheville, NC in September. Of course, my first thought was "How can I turn this into a motorcycle trip?" Then I heard about [Wailin' Wayne Weekend](#) adventure motorcycle rally in Hocking Hills, OH, conveniently scheduled for the weekend before the wedding. We worked it out so my kids would fly down and join us in Asheville with a suitcase filled with our wedding clothes.

With our trusty V-Stroms packed with camping gear, we arrived in Nelsonville, OH about an hour before dinner would be served, plenty of time to select and set up our campsite in the open field. Since we purchased the optional meal plan for the Rally, we were sitting at a table under the big tent enjoying our dinner when this lady asks if she could eat with the 'cool kids'. I looked up and said, "Um, you're **Jocelin Snow**, no one here is cooler than you." After dinner, Heidi told me I did a good job keeping my giddy fan boy excitement hidden, but on the inside I was a squealing teenager. She is just as friendly and genuine in person as she is in her [videos](#).



*A Grand Entrance at Wailin' Wayne!*

The next day we had both signed up for road rides. Unfortunately, Heidi's bike was dead. She was a good sport and told me to enjoy myself and she would hang out and do some demo rides. Of course, before my tires even touched pavement, Heidi was surrounded by men happy to help out a lady with a dead bike. I was able to pick up a new battery that afternoon at a local auto parts store. (I should know better, after some mental math we determined it was 5+ years old.) Since she's in the market for a new dual-sport, Heidi tried out the new [Royal Enfield Himalayan](#), the [BMW G 310 GS](#), and a [Yamaha XT250](#). One awesome thing about demo rides at Wailin' Wayne is the 15+ mile route, nearly half of which is a hilly, twisty, loose-gravel road.

With a fresh battery in her bike, Heidi joined a group ride on [Ohio's Windy 9](#) the next day, while I spent the day

riding with Kane Wagner of [Appalachian ADV](#). We hit some of the single track trails in the [Wayne National Forest](#), some nasty dirt roads and a bit of The Triple Nickel. I like having someone who knows the area lead the way, but it was so dry, I was following tail lights through a cloud of dust. After a downpour, it all became a muddy mess. My *W'ee-Strom* kept up with the KTM's, Tenere 700s, and BMW GS's, but I do have a fresh dent in my skid plate, and a bruised ego after going down on a turn paved with marbles. Upon my return, we filled each other in on our day's adventures. Mine pushed me to my limits, while Heidi's was stifled by skill-limited riders in her group.



*It takes a village*

On Saturday, Heidi was invited to do another group ride with some guys who shared her frustration from the day before. I decided to hang back and do some demo rides. Harley-Davidson offered self-guided demo rides on [Pan Americas](#). I'm pretty loyal to Japanese bikes, but I had to give it a try. The self-guided ride was mostly pavement and a little easy dirt road. It did give me a chance to play around with the drive modes and other features. When I got back, one of the Harley reps noticed I was geared up for dirt and invited me to join their off-road demo leaving in a few minutes. We hit some pretty gnarly dirt roads and some of the Wayne trails. I can't believe I'm saying this, but I'm *truly* impressed! "**Buy me a leather vest because I'm a Harley guy!**" Seriously. The Pan America is easy and smooth on the dirt roads and surprisingly nimble on the trails. It has plenty of power when you want it and it's very comfortable. If someone handed me a pile of cash to spend on a new bike, the Pan America has replaced the BMW 1300 GS as my fantasy pick.

I am partial to the middle weight adventure bikes, so a demo on the BMW 900 GSA was next. Maybe I was still on my Pan America high, but I was not impressed. Heidi returned from her ride pretty wiped out but exhilarated by the quality of her riding. Her group rode through assorted Windy 9 roads for several hours without a break at an MSTR-worthy pace.

For the rest of the day, we watched the slow races, which is always fun. Then watched riders navigate a pretty hairy obstacle course, including rocks, logs, tight U-turns, tennis ball pickups and put downs, and finally a rip through a very deep mud pit. If I didn't have another week of riding in the

same gear, I would have given it a shot. That night was the closing ceremonies and raffle prizes (including a brand new BMW 310 GS).



### *Owning the moment*

The Wailin' Wayne Weekend is the best rally I've been to. It's limited to 500 guests and includes riders of all skill levels with lots of options for great rides both on and off-road. While it is camping, we had access to showers at Hocking Hills College across the street. What really made the rally great was all the nice people we met, everyone one of them down-to-earth and passionate about motorcycling.

The rest of our trip was fantastic. We rode tiny, twisty, mountain roads in Virginia on our way to [New River Gorge](#). Then went to North Carolina, where we spent four nights in a tiny cabin just a short ride from the [Tail of the Dragon](#). Of course we rode the Tail, the [Cherochala Skyway](#), and the [Blue Ridge Parkway](#), and re-visited the [Wheels Through Time Museum](#). We saw Elk in the Smoky Mountains National Park twice! We hiked the Appalachian Trail at [Clingmans Dome](#). Then it was off to Asheville, including a tour of the Biltmore, the wedding, and family fun. It sure was nice to see my sisters and brother all in one place for a happy occasion. Our memories, are of course, darkened by the tragedies experienced in that area as a result of Hurricane Helene. The trip home was uneventful, with lots of boring freeway riding on I-75 and sore butts. We'll be going to Wailin' Wayne next year for sure, but probably with the campervan, trailer, and our dual sports.

~Mike Maksymetz

**Special thanks to Dave Marcotte and Mike Maksymetz for the articles and photos featured this month!** In a future newsletter, we will pick up with where we left our heroes, Roger & Terry and Ken & Kent, on their Big Adventure.

**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!**

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