



Squadron News

August 2011

Editor – Gregg Mitchell

MEETING ANNOUNCEMENT!

Saturday, **August 27, 2011**, we will be meeting at **Karl's Cabin** restaurant in Plymouth, MI. Karl's is located on **Gotfredson Road, just north of M-14**. From I-275 / I-96 take M14 West towards Ann Arbor. Gotfredson Road is exit # 15.

The meeting begins at 8:30 AM

Late arrivers are always welcome!

If you are planning on doing the Tip of The Mitt Ride, September 15 – 18, this is a meeting you want to attend. We will be discussing the details and arrangements for this ride at some time during the meeting!

BERT'S BIKE

PART 2

By Chuck Martell

Well, the reconstruction project on the 2003 Harley Davidson Electra Glide motorcycle is finished. The last integral parts were delivered to Steve Harrison's shop in Brighton on Friday, July 1, 2011. Knowing Steve, I was sure he would probably have the assembly completed within the week. I was quite surprised and pleased when he called on Wednesday, July 6, 2011 with the pronouncement, "It's all done". The list I had been keeping of the parts purchased was now five pages long. Almost every time I spoke with Steve, there was

another small part he discovered that was damaged in the accident. The most recent one was the quick detachable upright support for the backrest pad. As any guy knows who wishes his wife to ride with him, this is a necessary and critically important piece of hardware. Steve had discovered that the original was bent from the accident, and was too badly damaged to be salvageable. Surprisingly, I found that one of the Harley dealers in the Detroit area actually had one in stock. Unfortunately, I had to buy it in chrome as Harley does not make one for a 2003 bike in black. Then, the next day I was talking with Oak Park Mark who said, "I have it in black". I have to remember from this point on to check with Mark before I buy anything from Harley.

I have been such a frequent visitor to the parts departments at the Harley dealerships that they all



know me by name, now. I have become fascinated by the tattoos that most of the parts guys have. One of the guys at ABC Harley in Waterford has not only tattoos on the backs of his hands and up both arms, but he actually has a tattoo in the hairline of his forehead. There is a great deal of truth in the saying “No one tattoos Honda or BMW on their bodies like Harley lovers do”.

Let me take a moment here to brag a little about some of the features I incorporated into the “re-build”. I replaced the original wheels with absolutely gorgeous black powder coated wheels with twisted chrome spokes and intricately styled Brembo rotors, courtesy of Oak Park Mark. I was able to obtain a new and quite beautiful, front fairing with the correct 100th Anniversary striping, with the help of Mark. I have begun to replace some of the engine cosmetic parts with those finished in satin black powder coat, again from Mark. I want to give credit where credit is due – without the help of Mark Zagacki, I could not have completed this project with such a stellar looking bike. If any reader needs to obtain parts for a Harley, Mark is the guy to see. Besides, Marks great redeeming factor is his dog Thumper, who I’ve mentioned before. I have included a photo of Mark and Thumper with this article.

But I digress.

I was able to locate a man in Detroit, Chris Majors, at New York Designer Upholstery & Trim who did the re-cover of the seat which was damaged in the accident. I first met Chris at a motorcycle show at the Gibraltar Trade Center in Mt. Clemens where he was displaying of his merchandise. He had a seat there with a 100th

Anniversary crest embroidered on it which caught my eye. On April 11, 2011 the seat from Bert’s bike which had been damaged in the accident, was delivered to Chris. I spent several hours pouring over the various leather and vinyl samples in the shop, and finally settled on Ostrich for the top of the seat, and elephant hide for the sides. It took several weeks to complete, and the 100th Anniversary crest embroidered on the Ostrich seat was breathtaking. I have included a photo of Chris’s handiwork with this article.

Chris did such a great job on the seat; I decided to have him also do a matching helmet. I bought a plain black helmet and took it to Chris’s shop. We looked again at all of the samples and decided to do the helmet to match the seat, with Ostrich down the middle and orange leather on the sides. Chris also was able to place a 100th Anniversary logo on the front of the helmet. As you can imagine, I’ll be “stylin” when I ride the Harley with that helmet. In replacing the front fork covers, the side covers, the air cleaner cover, the inner fairing, the handle bars, the mirrors and many other parts, I chose to divert from the original stock parts, and instead of chrome, purchased them in all black. It appears that this is a new direction for Harley Davidson as they are now offering a choice of many of the parts in their catalog in black. I had frequent thoughts about



whether Bert would approve of the changes to the bike, but then I decided that I would be the one riding it, so I did it “my way”.

By the way, on a recent MSTA ride in late June in Johnson City, Tennessee, Keith Danielson told me that after reading the first article, he checked the past records of the club and confirmed that Bert Sisson was a former member of HSTA (the forerunner of MSTA) during the early 1990’s, a fact of which I was not aware. Apparently Keith and Bert were also MSF (Motorcycle Safety Foundation) instructors together in the 1990’s.

I mentioned in the first article that when Bert arrived at the dealership to pick up his new bike in September of 2003, three friends were there to celebrate his new acquisition, Mike Osmer, Tom Decker, and I. I have now located the photograph of the four of us that day, as shown below.



I also mentioned in the original article that Bert had a bright yellow Honda Gold Wing. There are many stories about how he painted his trailer yellow to go with the Wing, and then found a yellow jacket, helmet and even yellow riding boots. Recently, when I went to visit Bert, he had a new wheel chair.

He very proudly showed it off, and said, “How do you like it?”. The color of the wheel chair was You guessed it, bright yellow. I pointed out, however, that something was missing. The yellow wheel chair had no flame decals. The next time I went to visit Bert, the yellow wheel chair was adorned with many red flame decals. Bert tells me that everyone else in the assisted living center now wants flames on their wheelchairs.

My riding friends have been asking “when is the bike going to be done” and “when can we see it”. It is difficult for me to communicate the tremendous frustration I felt with how long the process took. I kept having fantasies about how the bike would look when done, and how much fun it would be to ride. At times it seemed difficult to believe that the project would ever really be done. The times when Steve called to tell me there was another part

needed, I heaved a heavy sigh and began the search. I decided to merely get the bike into rideable (is that an actual word?) shape at that point, and then continue on searching for other parts later. I certainly did not realize at the outset the amount of time and work which would go into this endeavor. As I said before, some of the correct parts for this 8 year old motorcycle were not easy to

locate.

I decided with Steve that after the Harley was ready to ride, we would begin stockpiling other parts for the bike at his shop, in particular engine parts. This winter I’ll store the bike at his shop and complete the tear down and re-build of the engine.

The long list I have prepared of the parts purchased also includes the price of each part. The prices range from the most expensive piece which was the Harmon Kardon radio kit, to the least expensive parts such as gaskets and bolts, some less than one dollar. Many have asked about the total cost of the project, but I don't think I want to know. I feel somewhat sheepish about this, but I am very reluctant to add up the total of all of the expenses. I think I'd rather just not know. One of my riding friends asked, "Why would you put all of that money into an 8 year old bike, and especially a Harley (he rides bikes of foreign manufacture, often presumed to be of superior quality)"? The answer is quite simple: because it's Bert's bike.

I placed the call to Karol, Bert's wife, and told her the bike was done. I asked Karol if she still thought it was a good idea to show the bike to Bert, or if it might just depress him. She told me that Bert has been talking about it, and she thinks it will really cheer him up.

So, on Friday, July 8, Cindy drove me to Harrison's shop in Brighton to pick up the bike. Wow, it was gorgeous. I must have spent at least a half hour just looking at all of the parts and details. Mike Osmer arrived a short time later and after numerous photos, we rode to Lake City, Michigan where Bert is now in the assisted living

facility. In telephone conversations, Karol told us Bert had just returned from a hospital visit for some complications he was still experiencing from the injuries suffered in the accident. A skin graft on his leg was not healing well, and he had some difficulty with fluid on his lungs. During the ride north, I thought about watching Bert as he saw the bike all put back together again. I knew I

would take many pictures of him and his reaction. I wondered whether he would smile and enjoy the bike for several minutes, and then retreat from the memories after I rode away. I wondered whether he would notice, and be upset at, the changes I made to the bike.

Mike and I arrived at the assisted living center outside of Lake City on Saturday morning, and were welcomed out front by Karol. She said Bert had been anticipating our arrival for several days, and kept asking "Is it Saturday yet". She led us inside and upstairs, to their room at the far end of a hall. Bert was sitting in the yellow wheelchair assisted by an aide. He was grinning from ear to ear, and immediately recognized Mike and I. "Hi Chuck, hi Mike". We spent some time catching up on our lives, and then Karol asked Bert if he wanted to go downstairs to see the Harley. Bert grinned, and nodded his head.

I had parked the bike by the front walk, and when Bert rolled out the front door, I heard him say, "Wow, its beautiful". The grin on his face was something to see. Karol wheeled him right up to the bike, and we could tell he was looking closely at every detail. She pointed out the pieces which had been damaged, and were now replaced. To make sure Bert recognized it as his bike, I pointed out the



front fender which is the only part that still retained the pin striping he had done. In the photos I took of Bert and the bike, it is apparent how he is leaning forward, eagerly gazing at the bike. I wondered at the thoughts he must be having.

So, with some reluctance, I realize that this project is soon to be over now that the bike is done. How depressed will I be when I no longer have this all encompassing task on which to focus my energies? I know it has been an experience of great joy for me over the last 6 months. Being able to re-construct a motorcycle from the frame up is a rare experience, and may well be a "once in a lifetime" opportunity. It has been a very special experience for me in many ways, but more so because it was, is, and will always be; Bert's bike.

As Mike and I suited up and prepared to leave, Bert's last comment was "I'll soon be out riding with you guys again". At Karol's request, we made a circle through the parking lot and passed one last time in front of Bert. He grinned and waved as we headed out to the road.

I would like to express my appreciation to the following people and organizations which have been of great assistance throughout the project:

Parts Department (Tom, Todd, Tim, Steve & JR)
Motor City Harley Davidson
34900 Grand River Ave
Farmington Hills, MI 48335

Steve Harrison, Lisa Harrison
Harrison's Motorcycle Service
391 Washington St
Brighton, MI 48116

Mark Zagacki (The Harley Parts Whore)
a/k/a "Oak Park Mark"
Thumper – the dog (Mark's dog)
14040 Nadine
Oak Park, MI 48237

Parts Department
ABC Harley Davidson
4405 Highland Rd
Waterford, MI 48328

Chris Majors
New York Designer Upholstery & Trim
8450 W. McNichols
Detroit, MI 48221

Editor's Note: Chuck is planning on riding Bert's Bike to our meeting on the 27th. Come on out a view it in person.

RIVER CITY RIDE

By Jim Murray

July 29th started with heavy rain and thunder showers, so we were in no big hurry to saddle up. By the time we did launch, the rain had stopped and the weather was overcast with the pavement drying. Southbound I-75 was smooth sailing most of the way. We hit heavy rain between Findlay and Dayton OH, but that just served to cool us down in the 90 degree heat. We exited the freeway as soon as I-275 crossed the Indiana border, and promptly became mired in commuter traffic to the casinos along the Ohio River. Once we passed the last casino in Patriot, we could let the RS stretch her legs and enjoy the curvy river road. We arrived at the Riverboat Inn at 5:45pm. Once registered with the hotel, we picked up our credentials with the MSTA crew in the lobby, and then proceeded to the front lawn for Brat's and Gator Aid.

While having dinner I noticed a gentleman wearing a "Roughrider 1000" tee shirt. I introduced myself to Mike Fettinger of our Michigan squadron saying I knew he didn't just buy that shirt at Wal Mart. We agreed to meet in the morning and ride together.

Saturday morning started warm, with the promise of being a hot sticky day. I believe we were the first riders away in an attempt to beat the heat. We crossed the river into Kentucky and rode hard for about 160 miles with Mike leading the way. Traffic was light to non-existent. We saw some light rain and wet roads in the early hours, but kept a spirited pace. The roads were beautiful. We fueled in Milton, KY, and headed for the bridge to Indiana. While crossing the river, a van in front of Mike hit a goose that went flopping toward him. I grabbed a bunch of brake and was well clear of harm's way. We returned to the hotel to check in and decide on a lunch venue. I think most of the MSTA group ended up at the same place. The A/C was cool, the food was good, and the service was slow.

The afternoon route had some modifications due to a land slide closing part of the roads. My better half decided she wanted to join me on the afternoon leg,

so I took the lead and set a sporting pace, albeit a bit slower than the morning ride. We rode the Indiana farm roads North and East, then circling back South to adjoin the road along the river. After an hour and a half, Denice gave me a "signal" (ouch), so we stopped in the burg of East Enterprises. Apparently, the combination of the switchbacks, and the choppy "whoop-de-doo" hills had an effect on her lunch. A cold Coke made everything ok, and we resumed the ride. With the road closed, the truncated route was about 100 miles. We returned to the hotel in need of rest and a shower.

Dinner on the riverside deck was followed by door prizes and a 50/50 drawing. ALL Michigan Squadron members present received prizes, both of us.

No known accidents, incidents, or "performance awards" at all. The only issue I heard of was Moose Parish had to use a battery tender due to leaving his parking lights on over night. All in all it was a nice safe event.

Denice and I were on the road by 9:00am, and arrived back in Wixom at 4:30pm. The total trip over 3 days was just over 1000 miles, all but about 160 were ridden 2 up. The K12RS performed flawlessly.

I'm left wondering which remaining events I can squeeze in this year. Riding solo was been my preference for years, but the MSTA folks are a welcome change from the cruiser friends I have ridden with in the past. Thanks for reading; I'll see you at breakfast later this month. Until then, ride safe, hard, and frequently.

A special thanks to Chuck Martell and Jim Murray for the articles featured this month!

REMEMBER

It doesn't pay a reward, but your articles will be appreciated by all your fellow members and your local editor AND you will earn points toward the **2011 SMOTY Award!**

If nothing else - you'll get to see your name in print, somewhere other than on the Post Office bulletin board!



**MICHIGAN SQUADRON
RIDING EVENTS
2011**

One of the traditions of the Michigan Squadron of the MSTA is to organize a few events each year specifically for our State Squadron. These events are not sanctioned or official events of the MSTA, but are limited to those who are current members of the MSTA. We are winding down the 2011 schedule at this point, with only two of these events remaining.

**TIP OF THE MITT
LAST CALL FOR THIS EVENT**

September 15 – 18, 2011

Bellaire. MI

Event Organizers:

Peter Stephan --

pstephan153646MI@comcast.net

John Cirner –

jcirner@charter.net



Ride News - Tip of the Mitt

A quick review with Debbie at the Bellaire Inn; 11 rooms have been booked for the weekend. There will be two ride routes that are planned for the event for the ride up on Thursday September 15, 2011.

Pointer finger (aka trigger finger) side ride -

For anyone wishing to meet on the east side, We will gather at Ken's Coney Island Restaurant 100 South Ortonville Road, Ortonville, MI 48462 (M15 just south of Grange Hall Road) for breakfast @ 8:00AM. There are lots of gas options between I75 exit for M15 North and Kens. Be ready to ride at 9:00 AM.

The ride northward will begin at 9:00 am after everyone who is joining the group signs the waiver. John and Ann Cirner will be pointing the way north. Depending on the number of people wanting to ride together, the group may split into smaller groups so that a parade of riders isn't formed. The ride will follow a route using the M15, M13, M72, M55, the Au Sable River road and a stop for food in Lewiston, and then westward from there.

Fourth finger side ride

For anyone wishing to meet on the west side, We will meet at the All Star Coney Island near Howell for those who wish to have breakfast be there before we take off at 9:00 am.

The waiver document will be signed off here before we take off.

Peter Stephan and another willing participant will be the ride leaders to point us west and then north. This route will use roads that parallel I-96 roughly through Byron, Laingsburg, and Sleepy Hollow State Part. Just south of Ionia, we will be heading north using M66. We will make several stops along the way including fuel, Anderson and Girls (fruit in season, ice cream, and lots of animals), and Lake City for some food.

Ride routes for the Tip of the Mitt

Ann Cirner will be distributing suggested ride routes for the weekend. There will be several routes for you to choose one, or if you don't like them, make your own route.

The Pinky Ride

This one takes you west around Torch Lake, towards Traverse City and onwards to the Lake Michigan coast line where you will head to Northport. From there you will head back down and around Traverse City, do a little excursion on Old Mission peninsula and then head east towards Rapid City, Alden and back to Bellaire.

The Middle Finger (Bridge) Ride

Who could resist the temptation of riding to and over the Mackinaw Bridge? This route will take you to Central Lake, Ellsworth, East Jordan, Boyne City, Petoskey, Harbor Springs, M119 and onwards

to St. Ignace. A lot of people cannot pass the Leggs Inn without stopping for a great view and some Polish style food. Coming back through Mackinaw, we'll head towards Cheyboygan and then westward to Harbor Springs, south to Boyne Mountain to take M32 back to East Jordan, and then back to home base in Bellaire.

While in Bellaire

From the Bellaire Inn we are within walking distance of Glen's Market, Pete's Cafe, Toonies, the Bellaire Bar, and Shorts. If you care to take a ride for a meal there is the Dockside on the way to Alden, or the Alden Bar, or the Blue Pelican in Central Lake. If you want to play some golf, bring three clubs, your glove(s) and balls and head on over to The Farm.

FALL COLOR RIDE

MSTA REGIONAL EVENT

September 30 – October 2

The Inn at Snowshoe

**S.R.66 / Snowshoe-Cass-Greenbank Road
Snowshoe, West Virginia**

You can register for this MSTA event both on-line and by mail-in form as noted below. Either way, this is a “no frills” event – NO door prizes, NO meals – Just great people, roads, hotel and scenery! Registration is a paltry \$10.00.

Make your reservations at the Inn at Snowshoe by calling

877-441-4386

Make sure you mention the MSTA to get the special room rate.

On-Line Registration Form:

<http://www.planetreg.com/E711104213152>

Printable / Mail-In Pre-Registration Form:

www.msta-se.com/FCR/reg.pdf

Snowshoe, WV is a pretty “fur piece” from Michigan, so we're planning a little different approach for this ride – similar to what we have done in the past for our MoArk Adventure Ride.

On Thursday, September 29, Michigan Squadron Members will travel to Marietta, OH. We'll be staying the night here at The Super Eight Motel and a group dinner at 7:00 PM is being arranged for those who arrive in time to take part. Following dinner – around 9:00 PM there will be a mandatory Rider's Meeting at the Super Eight,

where we'll discuss the next days' ride and arrange our riding groups. Hal "Cisco" Kramer is planning on joining us for these activities.

On Friday, our groups will ride a twisty, turn filled route from there to Snowshoe. Saturday, we'll do an event route and Sunday will be a quick 200 mile return to the trailers for the homeward pull back home.

If you're interested in joining us, you need to get the following done – without delay

1. Make your reservation for the MSTA event and room reservations for Friday and Saturday evenings at The Inn at Snowshoe.

2. Make your Thursday night reservation at the **Marietta Super Eight**, 46 Acme St.

Call 740-374-8888 for Reservations

3. Contact me to get your name on the distribution list for Route Maps and further information regarding the trip.

E-Mail - MI_MSTA@earthlink.net

Sept. 3 – 4, Sat. and Sunday

Track Days

Sportbike Track Time – Grattan

September 10 – Saturday

Lunch Ride to Coshocton, OH

Organized by Steve Meiners –

I am planning a day trip (If you can call 400 miles a day trip) to Coshocton Ohio for lunch at Lock 27.

We will start out at the Pilot Service station off I75 at exit 18 Nadeau Road the station is on the SW corner. Kickstands up at 8:00 AM after a brief riders meeting.

We will take 75 to 280 to exit 6 and all backroads from there. This will be a rain or preferably shine event. All are welcome. Hope to see you the 10th.

Link to the ride map at Grouprider,

http://grouprider.com/event.php?event_id=281

If you are planning on going, please contact Steve by email so he can get a rough head count.

usmeiners@netscape.com

September 12 - Monday

BMW SE MI Track Day, Grattan, \$ 150.00

Contact Theresa or Audrey

734-981-1479

September 15 – 18

Tip of The Mitt Ride

Details on pages 7, 8

September 18 – Sunday

Noon till 4:00 PM

ALL CLUBS Day – Stockbridge, MI

Bob Primeau and the Howell gang will be manning a booth representing the Michigan Squadron of the MSTA. Stop out and say hello, maybe even lend a hand.

September 30 – October 1

Fall Color Ride

MSTA Regional Event

And

Michigan Just For Fun Event

Details on pages 8, 9



H
E
A
D
S

U
P

August 27, 2011 – Saturday 8:30 AM

Michigan MSTA Monthly Meeting

Karl's Cabin Restaurant

Gotfredson Rd, Plymouth, MI

Just north of M14

August 27, 28 – Sat. and Sun.

Vintage Motorcycle Days

Owosso, MI – see flyer at end of newsletter



5th Annual **All CLUBS DAY**
 Sunday September 18, 2011
 12 noon to 4pm
 The Village of Stockbridge
 "A Great Place To Ride To"

Nestled in the corner of Ingham, Livingston, Jackson and Washtenaw Counties

Come & enjoy a day of Vintage, Classic and Remarkable Motorcycles displayed around the Village Green by clubs invited to show their best (Participation in show by invitation only)

Spectators Welcome!
 Breakfast & Lunch Available

ALL CLUBS DAY

Presents
 August 27 and 28, 2011
 Vintage Motorcycle Days
 Sharon and Jim Reinert's Farm
 5105 W. Grand River Rd.
 Owosso MI 48867 (Northeast of Lansing MI)

vintage Motorcycle Days

August 27 & 28, 2011
 Owosso, Michigan

No cost to attend or show your vintage motorcycles.

This is a non-judged show. All brands are welcome. Bring out your vintage stuff. Invite your friends.

Sidecar rides for kids.

This will be a great party.

Grounds and Registration opens at 9:00 AM each day. Free trailer parking and onsite camping for show participants on a first come bases. Lodging alternatives are at nearby Sleepy Hollow State campground and hotels in Owosso. Limited vendor space available.

Event GPS coordinates: N 42.53,134 W 84.15,671
 (517) 651- 6427 for more information or visit: www.bmwvtd.org

MEMBERSHIP INFO

Welcome to the MSTA

Please join me in welcoming the following new members to the Michigan MSTA Squadron:

- Rob Jones - Canton**
- Dan Kohls - Canton**
- Marc Wilkens – Farmington Hills**
- Troy Wollenslegel - Ypsilanti**

**Current Squadron Membership
 160**

For the individual(s) listed below - this will be your last Michigan Newsletter if you don't renew within the next 30 days **AND advise me with a call or email**. If you feel this information is in error - call me. If you wish to renew and need a form, let me know and I'll send you one or print out the copy at the MSTA Website. Online renewal is also available at:

<http://sporttouring.us>

We're going to miss you if you don't renew

- Chris Blake - Gaylord**
- Ed Fletcher – Bloomfield Twp.**
- Harry Laslett - Redford**

Our policy regarding "Prospects" is to provide them with a "local" newsletter and Meeting date advisements for 3 months following their introduction to the club. Under those guidelines this will be the last newsletter for the following individual(s):

- Mark Esenbock**
- Tim Flannery**
- Debbie Garcia**
- Jim Schwartz**
- Mike Stevens**

When you have a moment – check out the Michigan Squadron web site for late breaking information

www.msta.us

Please patronize the following businesses owned by your fellow MSTA Squadron Members, whenever possible



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

Chip Ashton

CJ'S HEAD & HOLE SHOP

Head & Boring Service for 2 & 4 cycle engines

248-683-6344

1140 Shady Lane ♦ Waterford, MI 48327



- PLASTIC WELDING • METAL BODYWORK REPAIR
- OEM COLOR MATCHING & CUSTOM PAINT

Dave "O" - State Certified Master Motorcycle Mechanic
 daveo@ozonebikeworks.com • www.ozonebikeworks.com
 313-663-2836 • southeastern Michigan

Read....

FREE



Each month, we offer:

- Product Reviews • Columns
- Ride Reports • Local, Regional News
- Interviews • Complete Event Schedule
- Event Coverage • Riding, Safety Tips
- and much more!



Available free in print at local motorcycle shops around the state and online in PDF format at www.midwestmotorcyclist.com.

www.midwestmotorcyclist.com

1-866-MY-WELDER

1-866-699-3533

GLENN V BRECHNER WELDING, INC.

303 Grey Rd.
 Auburn Hills, MI 48326



shop 248-853-4333

web site www.mywelder.net

cell 586-215-7007

e-mail gvtbweldinginc@aol.com

"metal welded or brazed repair or production"