



Sport Touring

March 10

Editor: Gregg Mitchell

MEETING ANNOUNCEMENT!

Saturday, February 27, 2010, 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

However late arrivers are always welcome!

Note the following information regarding this upcoming meeting:

Jeff Babisz – an **Allstate Insurance** Agent, will be attending the meeting. He has offered to provide breakfast for anyone who would like him to provide them with a quote for their insurance.

If you have an interest in this, bring your information with you.

Ian Orr and **John Cirner** will be conducting a GPS post meeting workshop. Bring your **GPS** unit to the meeting if you are planning on attending this workshop.

I'll be continuing the distribution of the complimentary **Squadron Patches**. If you haven't received yours yet, come on out to the meeting and put your claim in!

The first order of **Squadron Polo Shirts** has been placed, but we're taking orders for a second round. Order forms and an example of the shirt will be available at the meeting.

BMW S1000RR

Introduction

By Pedro Gregorio

This just in: European bike manufacturer launches all new liter-class inline-4 sportbike to go head to head with the Japanese Big Four! Replace "liter-class" with "600cc" and I could have used that same headline ten years ago to describe Triumph's ill-fated TT600. When I first heard about BMW's new S1000RR sportbike my first thought was, "I hope BMW engineers have learned from Triumph's mistake of launching a bike not ready to compete with its Japanese rivals." After attending an invitation-only event hosted by BMW of Southeast Michigan's owner and fellow MSTA member John Horner and his staff on a cold December evening, I believe that we will not see history repeat itself.

The S1000RR has been in development for four years and those who preordered their bikes should have gotten them at the end of January. The base preorder price was \$13,800 with an additional \$1480 for Race ABS and Dynamic Traction Control (DTC) combined (\$1000 for ABS only) and \$450 for the Gear Shift Assistant that I reviewed on the K1300S last summer. The only two other options were the \$395 anti-theft alarm and \$750 if you wanted your bike in BMW Motorsports red, white and blue colors. With Japanese liter sport bikes hovering around the \$13,000 mark and Ducati's 1098 starting at \$16,495, BMW's goal of competitive pricing was achieved. If you opted for the race-spec ABS and full traction control system, the BMW becomes the bargain of the group. The only other superbike to offer traction control is the Ducati 1198S at an eye-opening \$21,795 and even

then you don't get ABS. But price isn't the only deciding factor in this rarefied class. If you want to play in the superbike sandbox you'd better have a serious pail and shovel. With 193 hp @ 13,000 rpm and 83 lb-ft @ 9750 rpm at the crank I'd say the shovel is definitely big enough. At 450 lbs full of fuel, this means that the S1000RR is using

electronics to shame most cars of the time, you would have been laughed out of the place. Like all bike (and car) manufacturers have realized, BMW knows that the only way to be successful is to attract new customers and the only way to do that is to make motorcycles that stand out above the crowd.



about 20 more horsepower to push 100 lbs less bike through the air than the K1300S. And here I thought the K1300 was already brutally fast. As for what technology is in the pail, how about ride-by-wire throttle, variable intake runners, four settings that affect engine mapping, ABS, and DTC (Rain, Sport, Race, Slick), slipper clutch, and a built-in lap timer to name just a few?

If you had attended a BMW rally 20 or even 10 years ago and tried to convince everyone that BMW would market an almost 200 hp, inline-4 sportbike weighing 450 lbs with enough

I had seen numerous photos of the S1000RR but the first time I saw one in person was that Friday night in December. It was displayed on a raised platform with the front wheel securely held to allow any of the 25 or so attendees to throw a leg over it. I spent some time walking around it and noticed the asymmetric fairing and headlamps. From a distance the RR's styling doesn't break any molds, it looks like a typical sportbike. Close-up you'll notice the gill-like openings on the right side of the fairing and the headlamps. Personally I like asymmetric

headlamps since they remind me of endurance roadracing bikes. All of the right sportbike hardware is there, from the radial-mounted Brembo front brake calipers to the massive aluminum rear swingarm. You will never mistake this BMW for a sport tourer. You won't even find heated grips on the option sheet, definitely not your father's BMW. Nevertheless, I'm sure there will be some MSTA members who will buy one, install taller handlebars, a Corbin seat, soft saddlebags and use it as a sport touring mount. I threw a leg over the seat and settled in. The non-adjustable pegs aren't as high as some of the competition but they're high enough and the bars are low enough to make the S1000RR's intentions very clear: I want to go fast, very, very fast. The aluminum fuel tank isn't very wide so the bike felt quite compact under me.

To give us first-hand riding impressions of the RR, John invited Nate Kern, a professional road racer who has been racing BMW Boxer twins since 2002 and won the ASRA (American Sportbike Racing Association) championship in 2008. Nate is the S1000RR ambassador for the East Coast so he has spent a great part of the year talking about the RR at various events. I had never met Nate but his affable personality and engaging speaking style made his after dinner slide presentation extremely enjoyable. Speaking of dinner, I have to say that BMW of Southeast Michigan's owner didn't hold back. The German food served up by Simply Scrumptious Catering was better than what I've had at most weddings. Before starting his slide show Nate delighted the group by starting up the RR on the stand and revving the engine a few times. The smiles on everyone's face said it all. John then presented the six future S1000RR owners in the group with black golf shirts embroidered with their bike's VIN number on the chest, a nice touch. For the rest of the evening Nate gave us a summary of his racing career illustrated with excellent action photos on various racetracks followed by his experience at the S1000RR worldwide press introduction at the track in Portimao in the south of Portugal. This is a new track that was first used in the fall of 2008 for a World Superbike race and has gotten rave reviews from racers.

Nate mentioned that it reminded him of Barber Motorsports Park in Alabama but with twice the length and elevation. Nate's dry humor and quick wit kept the audience interested as he interspersed his talk with useful riding tips such as keeping your center of gravity as low as possible in corners with body positioning. Having photos of him almost skimming his elbow on the pavement brought the point home.

I'd have to say my favorite part of the presentation was his comments about the press launch in Portugal. The one that made the greatest impression on me was that over the period of four days which included rain, 166 journalists rode a fleet of bone stock S1000RR's and not a single one crashed, not one. Now I've been reading motorcycle magazines long enough to know that either BMW has built a motorcycle that is immune to the laws of physics or one with electronic aids sophisticated enough to help keep experienced riders on two wheels. Since I haven't heard any word of Mr. Newton's laws being repealed, I'd bet on the latter. Having experienced a highside myself at Gingerman Raceway in South Haven, MI, some years ago on an Italian V-twin with about 50 less horsepower, I'm all for electronic aids that help us mortals control the massive power of bikes like the BMW S1000RR. The sophisticated traction control and ABS system should make the RR the fastest ride for track day fanatics. I'll have to wait until I can demo ride one to find out if the advanced electronics will make riding on public roads more enjoyable. I'm looking forward to it.

BOOK REVIEW

"How We Decide"

by: Jonah Lehrer

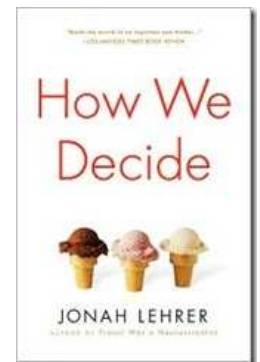
ISBN: 978-0-618-62011-1

Article by JT Pedersen

Thinking about how we think.

That's the gist of Jonah Lehrer's book, "How We Decide."

I've read books in the past



about how the brain works. What the amygdala does, what the prefrontal cortex does, and so on. They've all been rather clinical, dry in nature. Certainly not *engaging*. In surprising contrast, Lehrer has not only crafted a book on the topic of the brain and its constituent parts, he also puts it all in context of our daily lives.

Going all the way back to Plato's day, and following through Freud, there has been the expectation that man is a *rational* beast, beset by uncontrolled emotion. But Plato, and Freud, had it backward. Plato's own analogy, used to put forward his way of thinking, is more correct: Our Brains are of two parts. Emotions being the wild horses pulling the chariot, with rationality being the chariotsman keeping rein on them.

Modern science advancements have given us the ability to look into the brain in real time, as humans think. When asked different questions, or different thoughts are triggered, distinctly different parts of the brain fire up.

What has been discovered is that we have a number of distinct functional components in our brains. Emotions, morality, rationality, to name a few, are all very distinct.

"If you want to understand the function of scissors, then you have to look at both blades simultaneously."

This is exactly how Jonah approaches *how we decide*. Not just by looking at parts, but by how the parts work together. And, realizing the brain is an argument.

Using a popular theme from my own life, consider being a new motorcyclist. If you take it easy, consciously thinking about what you need to do, you can have a successful trip from point A to B. Basic thoughts like, do I use the front or rear brake, or together, for this next curve? Where do I put myself in the lane so as to make sure I'm seen, to be sure I have an exit route? Do I raise the kickstand and then start the engine, or the other way around? These are conscious thoughts on the rational side of your brain.

The emotional side of your brain operates on past experience, lessons learned. With more time in the saddle, the individual activities you consciously thought through before begin to transfer into the emotional side of your brain.

Now, as you approach a curve, you're no longer *thinking* about what you need to do—you just do it.

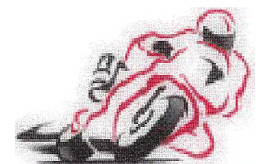
It turns out, that much of the thinking we do when faced with *complex* problems, such smoothly riding a motorcycle through some curves, are done with the emotional side of the brain. This part of the brain makes evaluations without our even being aware of it. It is why we often cannot explain why we 'feel' something is right. It just is.

There are times where more deliberation, more conscious thought is necessary. We use the prefrontal cortex, the rational side of the brain, to monitor our thinking, to evaluate our emotions. We would not want to trust our gut when buying a car. Our emotions are useful, we subconsciously evaluate all the myriad variables, yet we use the rational side to think through the process. Rather than get that cool convertible, we deliberate how correct the answer is. Maybe we need a SUV for towing our motorcycles :).

The brain is a finely balanced machine though. If we over-deliberate, over analyze our actions, we can begin to 'choke'. Many of us have experienced choking at some point. It's where we second-guess ourselves; we start *thinking* through previously 'unthought' actions. For instance, an experienced rider has a scare, and then starts thinking-through each curve afterward. The result is often scalloped-looking curves, inconsistent throttle and braking control, and if bad enough, fright and sweaty palms.

Decisions made using past experience relies on the unconscious, emotional part of the brain. We do something 'automatically.' Something new, for which no past experience exists, needs to be consciously deliberated, using the rational part of the brain.

How We Decide has innumerable applications for everyday life. I encourage you, whether a golfer, musician, business leader, or motorcyclist, to read the book. You might find it worthwhile to spend some time *thinking*, about your *thinking*.



A special thanks to Pedro Gregorio and JT Pedersen 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 **2009 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 2010

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.

The full 2010 schedule is nearly complete now, but others will be posted here as the year unfolds.

MoArk Adventure 3

April 14–18, 2010
Missouri / Arkansas

Mark your calendars –

This event is a “curve-chaser’s” delight. Three days of riding (1100 tire shredding miles) in the Ozarks, to start your riding season out.

This ride begins in Park Hills, MO. We'll meet there for dinner on Wednesday April 14. We'll be staying the night at **Rosener's Inn** and we'll have a rider's meeting there around 9:00 PM following a dinner at CB Joe's Bar-B-Q.

To make a reservation at Rosener's for Wednesday night, call **573-431-4241**.

On Thursday, we'll be taking a twisty route from Park Hills, MO to Russellville, AR. We'll be staying Thursday and Friday nights at **The Best Western in Russellville**. To make your reservations there, call **479-967-1000**.

On Friday we'll be riding on some of the best roads in Arkansas that are north and west of Russellville.

We'll return to Park Hills, MO from Russellville on Saturday and gather for dinner afterwards at Bandana's BBQ in St. Louis.

If you plan on making this trip, make your hotel reservations and let me know that you'll be joining us.

Event Organizer: Gregg Mitchell
mi_msta@earthlink.net



May 23 – 29, 2010
Ironhorse MC Lodge
Stecoah, NC

A Michigan Squadron Hallmark - May in the Smokies! Ride Headquarters will be at the Ironhorse Motorcycle Lodge in Stecoah, NC. We'll be riding on the best roads found in Western NC, North GA and Eastern TN for **five** glorious days.

If you want to attend this event, do not delay making your reservations any longer.

RESERVE NOW to insure you have a spot at the Lodge. To date we'll have more than 28 members in attendance.

To learn more about this event and how to make your reservation, point your browser at the following link

<http://ironhorse.msta.us>
Event Organizer: Bill Webb
billwebb@england.edu

Blue Grass Boogie

Morehead, KY, June 17 - 20, 2010
Event Organizer – Gregg Mitchell
mi_msta@earthlink.net



SPARKLER "4"

Come enlarge your carbon footprint at the next
Michigan "SPARKLER"
July 8 – 11, 2010
in Beckley, West Virginia

Phone or email your intent to attend before
May 1, 2010 to:
Bob Proctor at (248) 842-8843 or
bobproctor@comcast.net

Then find a roommate and reserve your room
at the event hotel:
Country Inn & Suites by Carlson
2120 Harper Road
Beckley, WV 25801
(304) 252-5100

Join us in Morehead, KY for two or three days of exploring great roads in Kentucky. For those who want to arrive on Thursday evening, June 17, we'll have a choice of six routes to ride on Friday the 18th. If you'd like to arrive on Friday -- we'll be doing more riding on Saturday the 19th. I expect everyone will be homeward bound on Sunday.

We'll be staying at the following Motel -
Holiday Inn Express
110 Toms Drive
Phone 606-784-5796 for reservations.
Should they fill up, there are other motels nearby.

There will be a **Mandatory "Rider's Meeting"** held at the hotel at 9:00 PM, where we'll set up the riding groups, review the routes and prepare for the next days ride.

If you want to participate - here's what you do -

1. Make your hotel reservations at the Hotel-
without delay
There is **NOT** a block of rooms being "Held".

VERY IMPORTANT!

2. Let me know that you're planning on being there – Maps and directions will be distributed by email **ONLY** to those whose name I have on record as attending

You can contact me at the following:
E-Mail - MI_HSTA@Voyager.net
Phone 248-375-5469 (Home)



The Inn with the "Rocking Chair Front Porch"
Room Rates (Double Queen): \$98 per Night
(Thurs/Fri/Sat)
Block of rooms being held under the name
"MSTA" until June 8, 2010.

(All rooms at the Inn are smoke free)

Group is arranged for individual reservations and payment - credit card required for reservations and during visit.

Mandatory rider's meeting Thursday, July 8th 9:00 PM at the hotel.

Come enjoy southern hospitality and fantastic sport touring roads with us in West Virginia next summer!

NOTE:

A "Pre-SPARKLER" ride from Marietta OH to Beckley WV on Thursday July 8th is in the works.

We'll have a Rider's Meeting with route suggestions and formation of riding groups at the Super 8 Motel in Marietta on Wednesday evening at 9:00 PM. We'll depart that location Thursday morning for Beckley.

Make your reservation at the Super 8 for Wednesday evening.

Super 8 Marietta

46 Acme St Washington Centre
I-77/Exit 1/Rt 7W to 1st Light
Phone: 740-374-8888



Advise Gregg Mitchell that you are planning on participating.

mi_msta@earthlink.net

TIP
of the MITT

September 17 – 19, 2010
Bellaire. MI

Event Organizers:

Peter Stephan --

pstephan153646MI@comcast.net

John Cirner –

jcirner@comcast.net

More Details to Follow

M.O.B. - 2010

Michigan's Ohio Blitz

July 30 – Aug. 1, 2010, SE Ohio

Event Organizer – Gregg Mitchell

mi_msta@earthlink.net

Details to be announced



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P!

February 27, 2010 - Saturday
Michigan HSTA Monthly Meeting
Karl's Cabin Restaurant
Gotfredson Rd., Plymouth, MI
8:30 AM
Post Meeting WORKSHOP
GPS – More of everything you want to know!

February 28, 2010 – Sunday
Ice Racing – White Lake, MI
White Lake Inn for registration
3955 Ormand Road starting @ 8:30AM
\$5 admission
Hot Breakfast @ registration
Racing starts at 11:00 AM
John Cirner will have additional information at the Feb. meeting on the 27th

**March 14, 2010 – Sunday
Lunch and a Video – Twist of the Wrist 2
Karl's Cabin Restaurant**

Gotfredson Rd., Plymouth, MI

12:00 Noon

This is a RSVP event! RSVP MUST be received prior to March 7.

If you plan on attending, please advise Gregg Mitchell. We need an accurate headcount to set up the room and advise the restaurant.

mi_msta@earthlink.net

June 20 – 24, 2010

STAR 2010, Taos, New Mexico

Reservation forms and information for this, our National Meeting Event is available at the STAR page on the National Web Site.

<http://tinyurl.com/y8hlgey>

The winner of the Raffle Bike this year will have a choice of either a Triumph Speed Triple or Street Triple sportbike.

MEMBERSHIP INFO

Welcome to the MSTA

Please join me in welcoming the following new member(s) to the Michigan MSTA Squadron:

**Tom Decker – Clarkston
Gary Perkins – Adrian
Russ Sheehan – South Lyon**

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

**Bob Champion
Ozzie Osborn**

Current Squadron Membership – 128

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

www.msta.us

The MSTA Michigan Squadron and Newsletter belong to you - the Membership. Both of them can only be as good and as interesting as you make it --- so take the time once and awhile and contribute. If you've got something to say about a ride, your bike, perhaps a trip you're planning - whatever -- send it in for the newsletter --

To:

Gregg Mitchell – mi_msta@earthlink.net

Please support the following MSTA



+ 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



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



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

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