



Sport Touring News

January 11

Editor: Gregg Mitchell

MEETING ANNOUNCEMENT!

Saturday, **January 29, 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

However late arrivers are always welcome!

Post Meeting Workshop Personal Protection Training

Conducted By:

Mark Cortis – NRA Certified Instructor CPL / CCW

Agenda includes:

Personal Protection / Myths Vs Facts

What You Can Expect

How Will You Protect Yourself?

Physical Management Skills Vs Firearms

Defensive Skills

Personal Protection Lifestyle Costs

Learn more about Mark @

www.wildwestacademy.com

SMOTY Award Dinner

If you were unable to attend the recent SMOTY Awards Banquet, you missed out on a very good time. A group of **ninety** folks, MSTA Members, spouses, and guests enjoyed themselves at Karl's Cabin Restaurant on the evening of January 8.

The awards portion of the banquet began with the “last public flailing” of those who were unable to complete the 2010 riding season without dumping themselves and their bikes – the “Crash Club of 2010”. Ten riders received this dubious “honor” and their certificates.

The other awards were as follows:

Perfect Meeting Attendance - 2010

Dawn and Lee Herndon

Chuck and Terry McKinney

Steve Meiners

Bob Slobin

Peter Stephan

Most Events Attended

Keith Danielson

Mike Osmer

Don Pennington

Jan Pennington

Top Recruiter

Bill Preininger

ROTY

“Rookie of the Year”

Terry Odom

SMOTY – 2010

“Squadron Member of the Year”

Don Pennington

Mileage awards were also presented during the banquet. A summary of those follows in an article submitted by Ian Orr. The members of the Michigan Squadron set records for attendance and participation

across the board in 2010. Let's do it again in 2011!

Photos taken at the SMOTY banquet will be posted on the Michigan website soon if they have not already. Follow the link below to take a look.

www.msta.us

Michigan MSTA Mileage Contest 2010

To the moon and almost half way back? More than 13 times around the world? Or, said another way, 326,660 miles. That's the cumulative mileage for the 29 riders who tracked their miles and sent them in. If you assume an average of 40mpg they consumed more than 8,160 gallons of gas. At an average cost of \$3/gallon they pumped almost \$25,000 into local economies. Of course, they also used up dozens of tires, ate thousands of meals and stayed at hundreds of hotel rooms. We may not be considered environmentally green but we certainly spent plenty of green. Hey, just consider it our own politically incorrect stimulus

program!

At the beginning of 2010 the Michigan chapter of the MSTA requested all Michigan chapter riders to send in the miles they rode on their street bikes. Riders could either track and send in their own total mileages or send in their odometer readings periodically through the year. Points were awarded toward the Squadron Member of The Year (SMOTY) totals for; Highest Mileage Male Rider (2 pts), Highest Mileage Female Rider (2 pts), Closest to Average Male Rider (3 pts) and Closest to the Average Female Rider (3 pts). Winners were also pleasantly surprised to get a small cash prize to help put just a little bit more gas into their tanks!

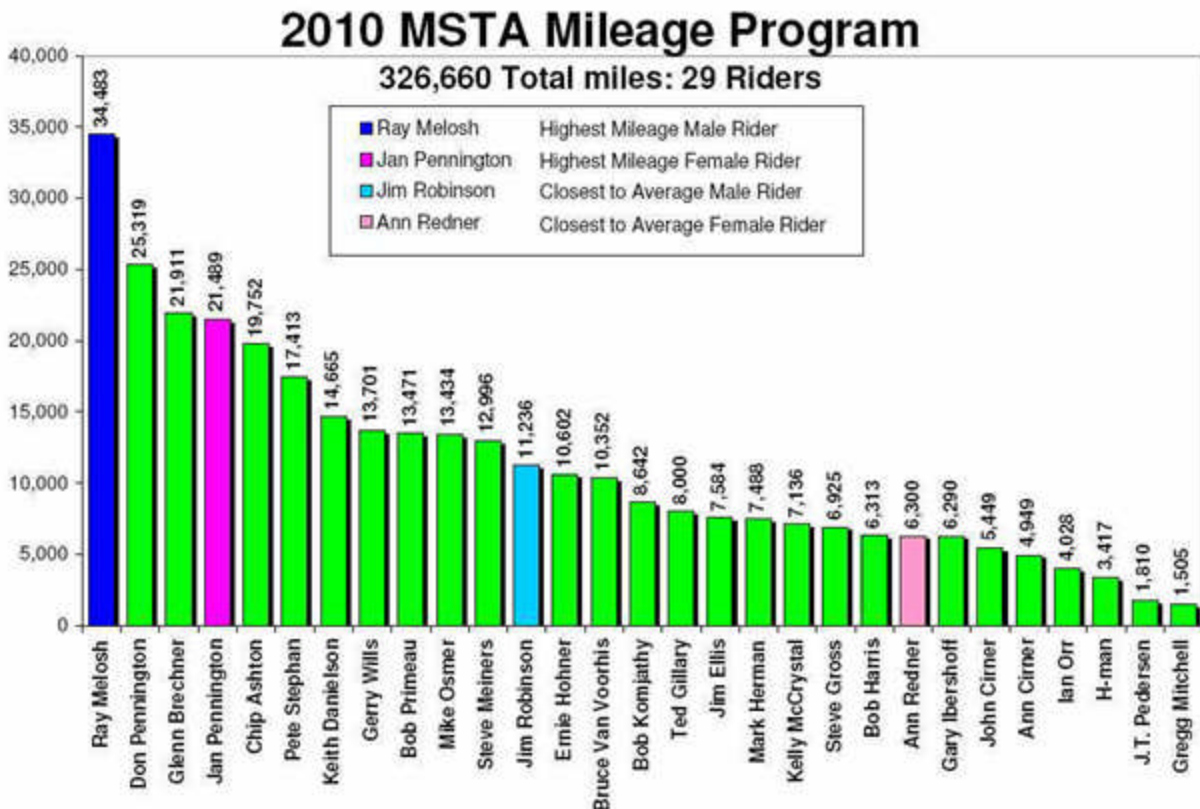
2010 Michigan MSTA Mileage winners:

Highest Mileage Male Rider:

- **Ray Melosh: 34,843 miles or 1.4 times around the world.**

Highest Mileage Female Rider:

- **Jan Pennington: 21,489 miles or 90% around the world.**



Closest to the Average Male Rider:

- **Jim Robinson: 11,236 miles or 45% around the world**

Closest to the Average Female Rider:

- **Ann Redner: 6,300 miles or 25% around the world**

Congratulations to all the winners!

We'll be repeating the mileage contest for 2011, with just a few changes. Look for information in the February newsletter and then throughout the year. What can you do now? Trek on out to the garage, uncover your bike(s) and jot down the odometer reading(s). The economy is picking up and it's looking like a great year to put on some serious miles.

Why winterize ... all season long?

By John Cirner

The obvious answer is "because we live in Michigan" and we have winter for like 5 months here in grow zone 5B!

I believe that the majority, if not all of you, practice some sort of ritual for putting your bike (s) into hibernation mode until the Michigan salt and sand has started to recede marking the beginning of Spring. There are of course exceptions to this general rule and we have a pretty good idea who might ride into the December or January Breakfast meetings. I didn't think there would be much interest in a post-meeting workshop on "Bike Winterizing" or even an article on how to change oil and put Stabil in the fuel tank (you DO put Stabil in the fuel tank don't you?). There isn't much else on the subject of spending a Saturday afternoon changing fluids and filters and finding space in the garage to park and cover ... or is there?

There have been a number of times in my riding past when I thought that I had gotten

everything just right (sometimes referred to as "I thought that I knew it all") and took for granted the basics of mechanics and maintenance. Low and behold along comes one of those "never saw that coming" moments sometimes leading to the dreadful and rarely used "ah oh" involuntary response (aka "oh sh*t"). My most recent "ah oh" moment was watching a tire on my Haulmark bike trailer shred, separate, rip off the aluminum fender and wrap around the front axle while doing 65 MPH coming up 23 from the Iron Pony Superstore in Ohio. More on this later ...oh yes this includes trailer maintenance as well!

Now back to that topic of fuel and fuel stabilizers. Perhaps you have seen the commercial with the guy sitting in his bass boat pushing the starter button with no chance of the engine turning over come springtime ... I have been that guy. It took less than 4 months of stagnant fuel, without Stabil of course, to cause major problems and major dollars with the Mercury 4-stroke. Never saw that coming. If you don't drain the fuel from your tank before storage (race fuel should always be drained entirely from the system) you need to start running fuel with a stabilizer through the system for at least 10 minutes. We start adding Stabil to the tanks here around October 1 and keep them ¾ full for storage.

So, add Stabil to the tank and change the oil and your good to go. No wait, what happened to the battery I left in the garage all winter? Whether you pull the battery from your bike and bring it in the house or not (the battery or the bike) I would still encourage the investment in a trickle charger, such as a Battery Tender. Not only do these things keep your battery charge "topped off" they also extend the life of your battery. While I don't have the stats to back this up I can tell you we keep our bikes "plugged in" when not in use (including during the summer months) and have batteries with many years on them

with no problems. I do believe it's worth the investment for long-term storage but it may not keep your battery from freezing in sub-zero temperatures! If you are planning to maintain multiple batteries (and they add up fast) consider the multi-port "microprocessor controlled automatic charger" from Battery Tender. Pictured is the 4 battery charging unit. Don't forget the brake battery on the trailer if you have a brake package.



So, the oil is changed, the fuel is stabilized, the battery is on a trickle charge ... what else is there? I'm one of those guys that believes and follows the recommended maintenance intervals usually laid out somewhere in the owners manual. I also found many of those manuals have a section up front on "How to ride a motorcycle". Really, are you kidding me! My point is that sometimes it's just better to trust common sense rather than a suggestion in a manual. Take for example the past season I spent on trying to improve the performance of my aging 2002 Honda VFR. At 20,000 plus miles I was thinking it's time for Mr. Ozone to tweak the valves, maybe change the gearing, maybe upgrade the exhaust or even add a Power Commander. Any of these things would have a nominal affect on performance but when I decided to replace the air cleaner (on an impulse purchase of a BMC filter) late this Fall it came as a big time surprise when I pulled the cover off the air box and found the

following. (See photo) Seems like a very small rodent had invested a great deal of time building a home inside my bike with insulation from my garage finishing project ... last year! Never saw that coming! Yes ... the bike runs a whole lot better now without the expensive upgrades I had in mind and the air filter replacement wasn't even on my list. You might want to check your air filter come spring as well; you never know what you might find. Dog food anyone?

Bike stands and carpet squares are your tires best friend when they sit in the same spot for extended periods. You can avoid "flat spots" by simply getting the tire off the ground and since most of use don't have front and rear stands for all our bikes (see Chuck McKinney for your Pit Bull order) the next best thing is a carpet piece big enough to get the contact patch off the ground. It's also a good idea not to store tires in direct sunlight, near heat sources or chemical fumes (really not an issue unless you are storing your bike in the meth lab). Sometimes tire storage can be a



bigger challenge like when you have to park your cargo trailer outside all winter. If you can't put the trailer on blocks to get the weight off the tires then at least consider covering them up and keeping the trailer load to a minimum. It's a real good idea to do a thorough visual inspection and bring them up to recommended pressure before pulling away in the spring. Even though I did an inspection and noticed a very small bulge on

the sidewall of one of my trailer tires I choose to ignore it and wait for the “ah oh” moment (described earlier in the story). Won’t make that mistake again!

This little primer on Winterization covers most of the critical parts of prep and storage but there are lots of articles out there offering more detailed suggestions including:

Spray fogging oil in the cylinder heads – if you want to remove all the goodies to get to the heads than I say “go for it”. I have never done it for short term storage.

Wash, dry, wax ... ya sure!

Cover intake / exhaust – it “might” help keep the rodents out but will likely help keep any airborne salt out and moisture out.

Lock it – I’m pretty comfortable knowing that my neighbor across the street, a sergeant with the Oakland County Sheriff department (and all his buddies that visit frequently), is better security than any alarm or lock on the market.

Cover it – who needs an extra cover? I have one I’ll sell for cheap.

Hope you enjoyed. See you on the road ... in the Spring!

A Good Start

By Pedro Gregorio

It’s the first day of 2011 and while the east coast has just recovered from a massive snow storm, the weather gods are smiling on Michigan. Temperatures are in the mid 40’s and it’s dry. There’s a cold front coming and by tonight the thermometer will have lost 20 degrees. For me that means one thing: it’s time to ride. The weather isn’t my only excuse to take the GS out for a spin. Santa brought me a new Scorpion EXO-400 full-face helmet to replace the HJC that

gave its life to save mine so this is my first chance to test ride the Scorpion, a brand that I’ve never owned.

Pulling away from my driveway I have no idea where I’m headed but as soon as I get on I-94 I decide to pay a visit to the scenic Irish Hills area around Brooklyn, MI. It’s been years since I was there but I remember the curvy roads and cheesy tourist attractions; cheesy in a good way of course. US12 is the way to get there from Saline and as I get closer to the deserted Michigan International Speedway, the topography does its best to convince me that southern Michigan isn’t all flat and boring. Traffic is light and the countless bikes that cruise this stretch of road on summer weekends are nowhere to be found. As I head farther west into the biting wind, my heated jacket liner and the GS’s heated grips are keeping me nice and comfy even as the digital temperature gauge drops into the 30’s. Heated grips are like heated seats in a car, once you’ve had them, you won’t want to live without them.

So far my new helmet is also making me happy. I purposely didn’t put my ear plugs in to see how noisy the Scorpion is. I’m pleasantly surprised that even with the noisy, turbulent air coming off the GS’s windscreen, the noise level is quite low. With the optional chin curtain there is no breeze coming up under my chin to blow in my eyes. The Everclear™ visor with an anti-fog coating is living up to its name. Now if only my eyeglasses had the same coating. With my narrow face I normally have trouble finding a helmet that makes my cheeks feel loved but the Exo-400’s ample, comfortable padding squeezes my cheeks just right and puts no pressure points on my head. The only negative comment I can make is that the visor detents aren’t strong enough to keep the visor cracked open at normal speeds. This might be an issue on hot summer days. Today heat is not a problem.

At one of the shuttered tourist attractions I find someone who makes the GS look even smaller than I do. He seems intent on using his axe so I’m hoping he doesn’t have a grudge against German machinery. Further down the road I have to stop at what is probably the Irish Hills’ most recognizable landmark: two identical



wooden towers at the top of a hill. One tower was first built in 1924 by the Michigan Observation Company (MOC) to draw tourists to the area. The owner of the property right next to the tower, a Mr. Edward Kelley, was opposed to commercialization but out of spite, built his own matching tower just slightly taller than the original. When the MOC added height to its tower, Edward Kelley added more. When the towers hit 64 ft. the MOC threatened to build a steel structure that would dwarf Kelley's tower. That put an end to the race for the tallest tower. At 1400 ft. above sea level, the towers are the highest point in southeast Michigan. They closed to the public in 2000 but still make a striking scene against the Michigan winter sky and remind me of the Bates' house in Alfred Hitchcock's classic, Psycho.

I decide to make my turn around point the Town & Country Center in Cement City, a multi-brand motorcycle dealer that I first visited many years ago. I remember helping my friend Andy pick up his new Kawasaki GPz1100 there back in

the 90's. Today the doors are closed for the holiday so I can't check out the new metal inside. No worries since the Novi motorcycle show is in a week. The ride back on US 12 is colder than the ride out but more comfortable since the strong wind is at my back. In Onsted a sign for the W.J. Hayes State Park takes me on a short detour to check out M124 which turns out to have some nice sweepers surrounded by trees and lakes. I make a mental note to come back here in the summer.

Back on US12 the rest of the way home is uneventful but enjoyable. I'm surprised to see a total of four bikes on my ride. All of them are Harley-Davidsons. If you're one of those folks who makes fun of Harley riders for only taking their bikes out of the garage to go to the nearest bar, you obviously don't do much riding yourself. If I see a bike out in this kind of weather, chances are that it's a BMW or a Harley. When I get home my wife tells me that we had a two-and-a-half hour power outage while I was gone. Talk about perfect timing. A 100-mile ride on the first

day of the year in Southern Michigan is a good start, a very good start to a brand-new year and decade. I've had better years than 2010 and I know 2011 will be better. See you on the road.

A special thanks to Ian Orr, John Cirner and Pedro Gregorio 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.

The full 2011 schedule is still in development, however there a couple of events that have been scheduled. Others will be posted here as the year unfolds.

MoArk Adventure 4

April 13-17, 2011
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 The Branding Iron 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, 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 22 – 28,
Ironhorse MC Lodge
Stecoah, NC

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. The entire property is open for our group to reserve until February.

RESERVE NOW to insure you have the spot you want at the Lodge.

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, July 14 – 17, 2011

Event Organizer – Gregg Mitchell

mi_msta@earthlink.net

Details to be announced

M.O.B. - 2011

Michigan's Ohio Blitz

July 29 - 31, 2011, SE Ohio

Event Organizer – Gregg Mitchell

mi_msta@earthlink.net

Details to be announced



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January 29, 2011 – Saturday 8:30AM

Michigan MST A Monthly Meeting

Karl's Cabin Restaurant

Gotfredson Rd., Plymouth, MI

February 26, 2011 – Saturday 8:30 AM

Michigan MST A Monthly Meeting

Karl's Cabin Restaurant

Gotfredson Rd., Plymouth, MI



April 2, 2011 – April Fools Ride

Destination –

Alden B. Dow Museum of Science and Arts
Midland MI

View MV Agusta Exhibit

Steve Meiners is planning a day trip to the museum. Start out from Howell, MI

Contact Steve if interested in participating

usmeiners@netscape.com

May 7, 2011 – “Rough Rider 1000” Ride

An Iron Butt Association style ride – 1000 miles in 24 hours. *Equivalent to the IBA “Saddle Sore 1000”*

Contact Terry Odom if you're interested in participating.

tjopc@aol.com

June 26 – 29, 2011

STAR 2011, Johnson City, Tennessee

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

<http://star.sporttouring.us/>

The winner of the Raffle Bike this year will have a choice of either a Triumph Tiger 800 or a Tiger 800EX

MEMBERSHIP INFO

Current Squadron Membership – 145

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 MST A Website. Online renewal is also available at:

<http://sporttouring.us>

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

Chris McNelis – Trenton

John Swiatek - Warren

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):

Jerry Gillen - Howell

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



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<http://statebar.net/trafficticket.pdf>

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