



# Sport Touring News

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October 08

Editor: Gregg Mitchell

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## MEETING ANNOUNCEMENT!

Saturday, October 25, 2008, 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!*

## Epic Ride Part Two

### Northern California 2008

by *Dave Botsford*

Today is Trailer Trash Wednesday and we head down to base camp number two. A KOA Kampground on Highway One at a place called [Manchester Beach](#), the closest point to Hawaii along the western coast of the USA. We take the 101 down through the Humboldt Redwood State Forest to check out the 31 mile [Avenue of the Giants](#) scenic roadway. Most of the road runs along or crosses the [Eel River](#). We saw a marker that showed the water level of the great flood of 1964. Mind blowing to see and read about the devastation, of towns completely destroyed by water levels up to 150 ft. Then we drive through the town of Orick where stop and check out the [Bigfoot](#) wood cravings. This is Bigfoot country. Being Bigfoot country I look across the road from the marker and see these bushes about twenty feet long with these clusters of black and dark red

things all over and upon further investigation they are some of the biggest blackberries I have seen larger then my left thumbnail, yum. Continuing south on 101 we make it to Legget which is the northern most point of Highway One. The next sixteen miles are curve after curve in a redwood forest mostly downhill. The brakes on the Suburban are squealing like a stuck pig. And then there is the complementary lumber trucks which none of the drivers can see the color yellow at least the two yellow lines we can see clearly except when half the truck is over them. We finally see the ocean; make our way down to Fort Bragg, where we stop at the [North Coast Brewery](#) for some lunch. Then we finally make our way down to Manchester Beach, the whole time enjoying the view. We get everything set up and grab a cooler and walk to the beach it's about ¾ of a mile or so but you have walk through this nature area that has all this interesting vegetation that gets its moisture through the air and fog. We are lucky that we can see the sun set and on top of that there was no one around as far as the eye can see and you can see the [Point Arena Lighthouse](#) south of us and this is also the place where the underwater cable fiber optic line that goes all the way to Hawaii.

It is Thursday and today is the last ride of the Northern California portion of the trip. We are going to ride all the way down to [Point Reyes](#) and back which is a lot of riding and nowhere near enough time to take it all in. There are lots of side roads we found on the Pashnit.com website that it would take weeks to check out. The northern part of Highway 1 is kind of like the Big Sur part on the central coast but to a smaller scale. Like Big Sur lots of curves and elevation changes but not as

many and not as dramatic. But it has all these cool towns. [Anchor Bay](#), [Stewarts Point](#), [Fort Ross](#), [Bodega Bay](#), [Point Reyes Station](#), [Stinson Beach](#) just to name a few. The farther south we rode the more traffic we incurred which means the more officers of the law. It is well known around here that 35 miles per hour means just that. 37 and they will pull you over. We followed that rule for the most part most particularly when entering a village or town. Several times a quick look in the mirror revealed a close up look of the grille of a sheriff's deputy's patrol car. Just past Stinson Beach we turn off at Mt. Tamalpais Panoramic Highway which takes you by [Muir Woods National Monument](#) and Mt Tamalpais to a vista that overlooks San Quinton, Oakland Bay, Tiburon and part of San Francisco Bay and Sausalito. At this point we turn around and head back on Highway 1 north.

We get the area north of Stinson Beach by the Bolinas Lagoon where the speed limit is 35. Well the back of this travel trailer is going slower than that. After about a couple of miles Leo sees a place to pass and does and I follow suit. Just as I pass the trailer I look right and I see between the truck and trailer parked nose first a white car along some bushes. I complete the pass and this is on a double yellow and I get this overwhelming feeling that my ass is about to go into a legal sling and I slow down Leo is gone from view because it gets hilly. Sure enough I look back in the mirrors and over the top of the hill behind me a car with red and blue going how do you do. Great, I pull over and we chat about how the young officer has one of these sportbikes and how easy it is to do the things we do to get in trouble. Almost like apologizing for me. I tell him No, no, no, what I did was wrong, I should know better and all that stuff. He contacts HQ to make sure I'm not wanted etc not in trouble back in Michigan and then lectures me about the right time to make a pass safely. Then he starts waving my license around and asks me 'what should I do about this' and I tell him it would be nice to let me slide this time. And he then hands me back my license and asks me if I will do this again. Nope I say and he offers me to have a good ride and that was that.

Leo was waiting for me at Point Reyes Station thinking the reason it took me so long was I stopped to take pictures and I told him that 'Lucky for you, I don't think he would have cut you the same slack in having a California drivers license.' We then continue up the 1 until we get to [Meyers Grade Road](#). We follow the road up to the top of a hill and stop and look back and see a tremendous view. This road is pretty twisty with a lot of ridge riding and some elevation changes with the road condition kind of worn out. We went by the [Ati Ling Tibetan Buddhist Center](#) which looked bizarre out there in the middle of 'nowhere,' I did not know what it was at the time we rode by it. Meyers T-bones into Tin Barn Road which is more of the same like Meyers and then [Annapolis Rd](#) to The Sea Ranch and Highway 1. From there it is the last ride north, back to Manchester Beach. I'm not sure how many miles we exactly went but it had to be over two hundred. And that ended our Northern California ride portion of the trip because the next day we trailered all the way down to Monterey and Pacific Grove.

The trip down was an adventure in itself. We took [Mountainview Road](#) across to 126 and the 101. Mountainview was just that with some of the downgrades at 18%. So once again we had the Suburban's brakes smoking. We crossed the Golden Gate Bridge into San Francisco. There is no other place like it on the earth. If Ann Arbor became a nation it would be called San Francisco. 101 goes right by Gilroy, the garlic capital of the world and it smells like it and there are trucks loaded to the gills with garlic cloves on the freeway, the dried out white skins like butterflies fluttering around. Finally we make to Pacific Grove and checked in. Borg's Motel has this porch that looks over [Monterey Bay](#) and at night you can sit there and watch the fishing boats coming and going and the beacons winking on and off and the gentle surf hitting the rocks. Who couldn't live like that? The next morning Saturday Leo spends the day with his family who drove up last night. We decided to only do the Sunday races this year and do more riding and that is what I did. This was my only chance to do the Big Sur part of Highway 1 and I wanted to see

if some of my favorite spots had been done in by the fires. The village of Big Sur was spared as have the surrounding inns and restaurants, But farther down there were areas that were scorched to the ground. I just love this road and for all its glory. I then turn off on Highway 46 and head east to Paso Robles. East of Paso Robles on the 46 is where [James Dean](#) bought the ranch.

From there I'm off to find Highway 25. I don't have a map with me so I stop at a gas station and look at one of theirs. I find the road that will take me there but I miss my exit on northbound 101. Finally I get off at King City and take G13 (Bitterwater Rd.) It is a long road goes up into a series of hills with the typical California range. G13 T-bones into [Highway 25](#) at Bitterwater, which is a north/south road and I choose north. Regarded by Forbes.com as one of the premier sports car roads of America it has just about everything. Going north you pass [Pinnacles National Monument](#), judging by the video I will have to make plans to come back and check it out. One thing I didn't like about 25 is as I was getting closer to Hollister the road straightened out to painfully long and a trouble maker because you just wanted to open it up which I did and darn near received one of those performance awards. After Hollister I headed back to Monterey and Pacific Grove well over a couple of hundred miles riding which were to be basically the last for this trip other than the ride to the race track. Three weeks is just enough time to do the West Coast any thing less is uncivilized. The rest of the pictures are downloaded at [Flickr](#).

<http://www.flickr.com/photos/superdavebotsford/sets/72157607053004612>.

## Trackside Report –

**Summer 2008**

*By John "JC" Cirner*

Just in case you were wondering if I bailed out completely on this project called the "Trackside Report" (going on 4 years now) well I'm back...with both arms at the keyboard. I'm not even sure any of you really read this stuff or have even a remote interest in track days and the adventures of your

fellow HSTA members. None the less I pursue trying to capture our high energy experiences in words and share the excitement (and sometimes humor) with the rest of you. Let's all reflect on the track season so far.



It has been one brutal track season for some of us and before the Michigan squad even got to Grattan in May we had the first two members in the 2008 Crash Club. Mr. Mitchell certainly had more than just a get off when he visited the intimate details of the Barber track surface in April. We are all glad to see the huge progress he has made in such a short period and back in the saddle full time. As to not be outdone, Gary Ibershoff jumped right into the club behind Gregg. I believe it was the very next session after Gregg's red flag. Picture above of Gregg's bike - "What's up?"

The first weekend in May is typically Grattan season opener and this year there was a good turnout (even without out Gregg and Gary). The ZX6R had a new paint job to cast off any remaining voodoo from the Barber crash last Fall as did a few other HSTA track bikes. Kelly Mac, Larry Job, Keith Danielson, Dave Sallberg, Ann Cirner and I spent the weekend enjoying the clear skies, brisk

morning temperatures and the new surface on the back half of Grattan.

The new surface, which I prefer to call a topcoat, is just that. Starting after the hump / jump and turn 4 is a new surface that was laid on the existing foundation, and all the "character" that was there before. While the grip is much improved the reference points



were wiped clean. I spent the whole weekend blowing the entry in to the bus stop, as did many others.

A group of HSTA track riders made a return trip to Grattan at the end of the month to explore and enjoy the "other" track at Grattan – counterclockwise. Ann and I took and pass on the weekend and missed out on some great weather and riding. I have had the opportunity to ride Grattan CC and while I didn't necessarily enjoy it I can certainly appreciate how different the circuit rides. The address is the same but it IS a completely different track. The hump becomes the jump and the downhill left into the Bus Stop is an awakening. Good times.

In June Ann and I made a trip to Gingerman to practice for our upcoming Jason Pridmore School in July. We were joined by Keith Danielson, Chuck and Terry McKinney, and Larry Job for some wet weather riding. The early summer skies around South Haven (the shoreline is like 7 miles from the track) can be pretty unpredictable and dealing with rain delays is just part of the package. I believe

Keith Danielson was the only soul brave enough to make every session on Sunday before heading out on his sailing adventure. I don't know of many track riders that have logged more wet miles on the track than Keith. Follow his lines!

The traditional 4<sup>th</sup> of July Grattan weekend brought a light turnout to the track and for a change of scenery Ann and I parked the truck and trailer "down below" the main parking lot where the tech garage and bathrooms are located. We met up with Phil Otte and Deanna Stohl and their friends Eric and Lynne Kirgis. Seems they are all into the Supermoto and Motocross and

showed up with the not-so-typical track bike. I gotta tell you that between following Phil and watching Eric I saw lines on the track I never knew existed. Watching an outside pass into turn 5 on a supermoto bike was quite the show. It was a cool place to hang out, not so busy and noisy, cool breeze, and a decent view of the back part of the track.

On Monday, July 14<sup>th</sup> we headed back to Gingerman for the Jason Pridmore Star school. It was perfect weather and the turnout was light compared to most track days. Our expectations were pretty high and after contributing to Code School for 3 levels, and the Reg Pridmore CLASS in 2003, I will have to admit that perhaps our expectations were too high. I was disappointed in the somewhat

casual approach to sort riders (if you have ever been on a track you were in Advance, everybody else to the street group), the number of true street machines and touring bikes (guy on a ST1100 dropped it in the parking lot before we even registered) that showed up. I kept thinking that maybe I read the web site information incorrectly as I was expecting a race school. None the less, Jason made a cameo appearance in the morning before heading out for the Czech Republic WSB race. Off we went on a recon session, no passing.

As you may be aware by now my season came to a quick end before the end of session two. Rather than relive the nightmare I will tell you that the Gingerman workers and EMS guys are great. They did a great job taking care of me and getting to South Haven Community Hospital. The ER people at SHCH were pros at handling track casualties (think they have lots of practice) and had me hooked up in no time. Dilaudid, is a wonder drug, warm and fuzzy. Still working on rehab and haven't quite decided to go back to the track any time soon. My teammate is looking for a replacement track partner to transport bike and drive her to tracks (sounds like a factory rider to me).

While the track season is pretty much over for me we have spent the past 8 weeks watching lots of motorcycle racing on TV and most recently attended the MotoGP at Indianapolis. Even with all the rain over the weekend the event still exceeded my expectations. These guys can ride in some unreal conditions. I suspect a short write up to cover the highlights is in the works. Until then...enjoy.

**A special thanks to Dave Botsford and John Cirner 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 **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 2008**

One of the traditions of the Michigan Squadron of the HSTA is to organize a few events each year specifically for our State Squadron. These events are not sanctioned or official events of the HSTA, but are limited to those who are current members of the HSTA. Our 2008 schedule has been completed and provided many of our squadron members with the opportunity to "ride the twisties" as noted in the review of the past year.

### **MoArk Adventure**

6 members in attendance, Missouri / Arkansas

### **Michigan Mountain Madness 10**

24 members in attendance, North Carolina

### **SPARKLER**

19 members in attendance, West Virginia

### **Women's Ride**

6 members in attendance, Ohio

### **Michigan's Ohio Blitz (MOB)**

19 members in attendance, SE Ohio

### **Hazardous Tour**

11 members in attendance, Kentucky

In addition members of our squadron attended several of the HSTA Regional and National Events –

### **STAR**

5 members in attendance, Kerrville, Texas

## **Twistar**

1 member in attendance, Wisconsin

## **River City Ride**

2 members in attendance, Corydon, IN

## **Mail Pouch Fly-By**

32 members in attendance, Marietta, OH

If you're among those who didn't participate in any events this year, try to make it a point to do so in 2009. The events are one of the best ways to improve your riding skills and get to know your fellow squadron members better. The 2009 schedule will start taking shape in the next few months, so, watch this space in your newsletters and get ready to mark your calendars and make some plans to go and "ride the twisties" with your fellow squadron members.



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**October 23 – 25, 2008**

**Oktoberfest Party**

**Triumph Detroit**

Special deals on in stock bikes and merchandise

<http://www.triumphdetroit.com/evites/html/oktoberfest.html>

**October 25, 2008 – Saturday**

Michigan HSTA Monthly Meeting

**Karl's Cabin Restaurant**

Gotfredson Rd., Plymouth, MI

**8:30 AM**

**November 22, 2008 – Saturday**

Michigan HSTA Monthly Meeting

**Karl's Cabin Restaurant**

Gotfredson Rd., Plymouth, MI

**8:30 AM**

**Dec. 6, 2008**

**OPEN HOUSE**

**Triumph Detroit Christmas Party**

**December 20, 2008 – Saturday**

Michigan HSTA Monthly Meeting

**Karl's Cabin Restaurant**

Gotfredson Rd., Plymouth, MI

**8:30 AM**

**January 2 - 4, 2009**

**International Motorcycle Show – Novi, MI**

**Saturday January 3, 2009, 5PM**

**SMOTY Awards Dinner**

Karl's Cabin – Plymouth MI

## **LONG RANGE PLANNING**

**April 15 – 19, 2009**

**MoArk Adventure 2**

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.

**May 17 – 23, 2009**

**MMM 11**

**Ironhorse Motorcycle Lodge – Stecoah, NC**

Read all about it and make your reservations early

<http://ironhorse.mi-hsta.com>

**June 21 – 24, 2009**

**STAR 2009**

Staunton, VA

Details and pre-registration information to be announced soon in your STARreview

The website has been launched –

<http://star.ridehsta.com/>

## **MEMBERSHIP INFO**

### **Welcome to the HSTA**

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

**Jeff Batchelder - Grand Haven**  
**Dick Grabowski - Jackson**  
**Bob Harris – Plymouth**  
**Bob Slobin - Howell**

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 HSTA Website -----  
**[www.ridehsta.com](http://www.ridehsta.com)**

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

**Linda Boeschenstein – Jackson**  
**Chuck Martell – Bloomfield Hills**

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):

**Ken Nash - Warren**  
**Ed Pothoff – Ann Arbor**  
**Thomas Smith – Grosse Pointe**

If you have decided to join the HSTA, please let me know so I can continue sending your monthly newsletter to you.

### **Current Squadron Membership – 109**

The HSTA 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\\_HSTA@voyager.net](mailto:MI_HSTA@voyager.net)**

## **SMOTY Awards Dinner**

Our second Annual “Squadron Member of the Year” awards dinner will be held following the International Motorcycle Show, on Saturday, January 3, 2009.

All Michigan Squadron Members and their guests are invited to attend. We'll be gathering at Karl's Cabin in Plymouth at 6:00 that evening.

We'll be recognizing those members who have managed to attend all of our monthly meetings, those who have attended the most events and of course our first Squadron Member of the Year.

**Reservations will be required and must be submitted prior to December 20, 2008.**

Reservation forms will be available at our Saturday meetings beginning in October and a copy will also be posted in the “files” section of the Yahoo Group site. In addition, I will email a PDF copy of the reservation form to anyone who requests one by email to my address –  
**[MI\\_HSTA@voyager.net](mailto:MI_HSTA@voyager.net)**

I'll be looking forward to seeing many of you there!

### **Club Buy Pit Bull Stands**

There are a few members from the club who want to purchase Pit Bull Stands. So I am going to place another order for Pit Bull Stands. If you are not aware I can purchase these at wholesale and passed on to the club members plus shipping. I will be at the meeting this month with a brochure and pricing. For those of you who that can't make the meeting and have an interest in ordering go to [www.pit-bull.com](http://www.pit-bull.com) and find the stand you are interested in. Call me at (248) 646.2199 or email me ([crm617@hotmail.com](mailto:crm617@hotmail.com)) with the stand name and product number and I will get you the price for that stand. In general, prices run from approx. \$90.00 to \$110.00 for stands. I'll need payment

up front and shipping on delivery once I know what that charge is. It's usually around \$10.00. I'll place the order and have them at the November meeting, or you can get the stand from me if you wish once they are in.



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# **MIDWEST**

# **MOTORCYCLIST™**

*The Complete Guide to Motorcycling in the Midwest™*



Somewhere in South America  
*Photo by Ann Redner*