

# CO-WY MSTA Qtrly Newsletter

Doug Logston, Editor



*Sport Touring is our middle name*



## Why Do We Ride?

After a spirited ride along the Peak-to-Peak Highway a few weeks ago, I asked the guys I was riding with this simple question: "Why do you ride motorcycles?"

The responses were varied. But as each reason was stated, the rest of the group typically chimed in with "me too."

So I began making a list of reasons as we sat around the table during our ride debrief. And in no particular order of importance, we came up with the following reasons why we ride motorcycles; *for the thrill of it* - no mode of transportation feels quite like a motorcycle. Yes, there is an element of risk involved, but for many that heightens the thrill.

*The performance* - braking, accelerating, handling, motorcycles offer more performance per dollar than any other vehicle on the road.

*Ease of commute* - the commute seems more enjoyable when we are on two wheels, whether our commute is county

roads or downtown Denver. And we tend to arrive at work more exhilarated and ready for the day.

*Easy parking* - who wants the hassle of trying to parallel park their bulky SUV in downtown Denver? Many businesses now offer motorcycle only parking right near the front door.

*Cheaper to fill up at the pump* - many bikes get twice the fuel economy of four wheel vehicles.

*The "green" effect* - whether or not you care about your carbon footprint, motorcycles are efficient forms of transportation that impact the environment minimally.

*Escape/adventure* - what better way to escape than on a motorcycle? The sense of freedom one feels on two wheels is unparalleled. It's a great way to unplug from day-to-day matters and recharge one's batteries.

*Camaraderie* - riders have something in common. We share a bond that sets us apart from the rest of the motoring world. That

sense of camaraderie is heightened by my membership in the MSTA.

*The cool factor* - it's undeniable. Bikes are waaaaay cool! I'll never be as cool as Steve McQueen, but my motorcycle takes me one step closer to cool.

Your newsletter editor asked members of the CO-WY chapter of MSTA the same question, "why do you ride motorcycles?"

Their responses are as follows . . .

**Bill Boeck:** My first love is riding off road. The challenge of the trails and the urge to ride them fast is euphoric. The peace and serenity that I experience riding the back country is to be unmatched. The feelings that come with the conquering of steep uphill, crossing streams or creeks, blasting down a rough downhill, knowing that the bike can take everything I give it and at the same time knowing I must stay within my own limits and abilities cannot

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*"I ride for the pure physical enjoyment"*

be gained in any other activity.

The frosting on the cake is the camaraderie and fellowship that one has during and after a ride. I value all my off road and on road riding friends very much.

**Mason Bryant:** I ride for the enjoyment of the open air and scenery, the excitement of pushing my mental and physical skills and the thrill of speed.

**Harry Hemstreet:** My initial motivation was vehicle performance versus price. I could afford to purchase a vehicle that could outperform almost all of the alternative transportation modes (cars) by a large margin. So, I would say that I got started because I had a desire for speed that was beyond my pedestrian means.

My initial experiences were (in retrospect) somewhat foolhardy. I decided to educate myself on all the nuances of owning and riding a motorcycle. The more 'educated' I became, the more I realized that there was a lot more to this hobby than pure speed - although I have always really enjoyed (and continue to enjoy) that aspect.

I found that motorcycling also provides a vast number of social opportunities. Other motorcyclists are (for the most part) really fun

people to be around. Maybe all motorcyclists have a level of immaturity that draws us together. We can all do stupid, risky things together and have a blast. I find that most of my 'best' friends have been discovered through this sport.

I will continue to ride (as fast as I can get away with), until the body no longer has the reflexes to be safe. Hopefully, I will recognize that point before it is demonstrated to me!

**Dan Larson:** I ride for the pure physical enjoyment. Tucked in while tearing across a desert mesa or gliding through a series of curves on a mountain road is as close to flying as one can get without wings. Sometimes, my wife hops on the back and we'll ride to dinner across town or pull up within a block of Coors Field to take in a Rockies game, but for the biggest thrills, solo is the way to go.

**Bob Maddocks:** Riding motorcycles is one of the few sports that capture the required discipline, skills, technology, excitement and situational awareness of flying Marine F/A-18 Hornet fighter aircraft.

**Dick Parker:** Words fail me. I have never been able to adequately express the reasons for why I ride. I have only read a very few authors who have come close to

expressing that (read [The Perfect Vehicle](#) or [Riding with Rilke](#)).

**Charlie Sherwood:** I have the need for speed. Track days are awesome. Riding around in the beautiful West is much more an immersion experience on a bike than in a cage.

**John Somers:** I ride for the joy and the freedom it gives me. I ride to better know myself, my boundaries, my limitations. I ride to see the beauty around me that only a bike can give. I ride for the love of it.

**Ray Stoye:** I started riding over 45 years ago. I don't really know why I ride - I just do.

**Bob Williams:** Riding gives me the feeling of being free. Out on the road cruising on highways, and sometimes trails, lets me forget about city life and the everyday drama. I can let loose and live life to its fullest.

**Mark Willis:** I ride because it is a great way to see, feel and smell the travel experience. The destination is seldom the thing. Beyond that, I find it a Zen like experience where a portion of my brain must focus on the task at hand, while allowing other portions to contemplate more complex issues at the same time. It produces clarity of thought that I seldom find anywhere else.



## Product Eval: Rick Mayer Seat

My wife, Mary Jane, and I bought a new '09 BMW R1200GSA in December of last year, and one of the very few disappointments we've experienced was the overall comfort of the OEM dual seat, a bit of a plank. Narrow and firm, the stock seat is fine for most dual sport-type applications, but not particularly comfortable for long distance sports touring.

Having had great results with the materials, quality, durability and workmanship of Rick Mayer Cycle aftermarket seats, we ordered a dual comfort seat in leather from Rick's shop in Anderson, California.

With most seat projects, Rick utilizes a seat frame from his shop inventory to save the buyer having to exchange his stock seat pan ahead of time. Using this system, the stock seat is returned to Rick after the buyer receives his new RMC seat, a great way of minimizing your motorcycle down time.

Unfortunately and due to a scarcity of GS seat pans, we had to go the old fashioned way, sending our seat to Rick ahead of time. Miraculously, Rick worked his shop schedule to keep the turnaround time well under one week.

We received our new RMC seat and were not disappointed by the quality and workmanship. As I mentioned to Rick afterwards, the leather is the best I've seen in over 40 years of buying this type of aftermarket equipment - blemish free, tightly patterned, great stuff. Fit and mounting were flawless, and the craftsmanship of the sewing and assembly was outstanding.

Mary Jane loves this seat! If you have a regular passenger, consider the "dual



*"Rick Mayer Cycle Dual Comfort Seat" attached to author's BMW R1200GSA*

Comfort" option like this one. The "solo" version has a plainer pillion, so to speak. All Rick Mayer Cycle seats are custom fitted based upon driver/passenger size, weight and riding positions.

We've had a variety of aftermarket seats over the years, some good, some not so good. This is our third Rick Mayer seat, and we highly recommend their products. Check out their website for additional information, or e-mail Rick directly if you have questions specific to your motorcycle.

<http://www.rickmayercycle.com/rickmayer@rickmayercycle.com>

*Bob "Dog" Maddocks*

## Product Eval: Sokz Ceramics



I received a pair of "Sokz Ceramic" socks as a Christmas gift last year and have since worn them several times, riding in cold weather. They perform as advertised.

Sokz Motorcycling Series socks feature active breathing fibers for moisture management and thermal regulation.

The "Ceramic" model is designed specifically for cold weather. Woven of 20% ceramic fiber (offers

a high level of insulation from cold), 65% Lenpur (a wood derivative which offers excellent transfer of humidity), 10% Polyamide (for durability and strength) and 5% Elasthan (similar properties to Spandex or Lycra), these socks are comfortable!

The sock has built-in padding around the toes and heel, and along the front of the sock. And this is the only pair of socks I own that are perfectly

anatomic with LEFT sock and RIGHT sock. Built-in arch support, elastic around the top of the sock and around the ankle, to prevent the sock from falling inside your boot, flat seams, all make this a quality sock for winter riding.

You can find them for \$25 per pair. Sokz recently began advertising on the MSTA website.

<http://www.real-rider.com/>

*Editor*

## Good News for Motorcyclists

In what can only be considered good news for motorcyclists, U.S. Transportation Secretary Ray LaHood announced in recent days that motorcycling deaths on the nation's roads dropped 16 percent in 2009 compared to 2008.

The National Highway Traffic Safety Administration (NHTSA) reported that motorcycling fatalities in 2009 decreased for the first time in more than a decade -- dropping to 4,462 in 2009 from 5,312 in 2008.

American Motorcyclist Association senior vice president for government relations, Ed Moreland,

agreed that this was indeed good news, but cautioned that there will be speculation about why motorcycling fatalities are down so significantly in 2009, and noted that there aren't any solid answers.

"The motorcycling community looks forward to receiving some real answers about motorcycle crashes and what causes them from the new federal crash causation study that is underway at Oklahoma State University through the Oklahoma Transportation Center in Stillwater," Moreland said. "Then we can put our heads together to find solutions, reduce crashes and save

more lives."

The last major study into the causes of motorcycle crashes was published in January, 1981. The Hurt Report (Named after lead investigator Harry Hurt) provided a wealth of data that has been used by organizations and individual motorcyclists to help keep riders safer on the road. But the traffic environment has changed enormously in the three decades since, prompting the AMA to begin campaigning for a new study several years ago. That effort has spawned the current crash causation study being carried out by OSU.

*Editor*



## Member Profile: Bob Williams

**Hometown/State?** I was born and raised in Watertown, New York. I currently live in Centennial, Colorado.

**First motorcycle?** 1978 Suzuki A100. It was red.

**Current motorcycle(s)?** Honda ST1100 and Honda CR125.

**Years riding?** I've been riding for 32 years.

**Joined MSTA (when)?** I joined the club in 2002.

**How did you hear about the MSTA?** A friend living in Houston, Texas (Chris Page) told me about the club.

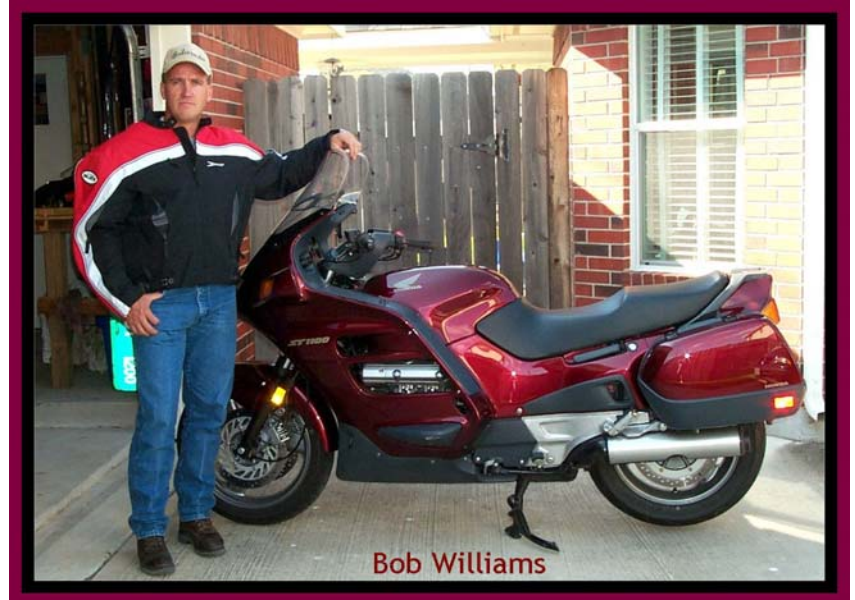
**Who (what) was your biggest influence in motorcycling?** Seven time 250cc Supercross champion Jeremy McGrath.

**Favorite places to ride?** The mountains of Colorado are hard to beat.

**Describe a memorable motorcycle adventure?** I attended the MSTA winter rally based in Lajitas, Texas called "Ride the Rio," and not only did I see snow. . . I got to ride in snow!

**Best motorcycle advice or tip learned through the years?** Don't ride in the middle of the lane where all the spilled oil and antifreeze is located.

**What turns you on about motorcycles or riding?** I love riding the curves.



**What do you get out of MSTA membership?** Lots of motorcycling friends.

**Hobbies and interests outside of motorcycling?** I enjoy softball, basketball, football and snow skiing.





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We're on the Web!

See us at:

**[www.sporttouring.us](http://www.sporttouring.us)**

## 11<sup>th</sup> Hour Santa

Are family and friends asking you what you want for Christmas again this year?

Here are a few stocking stuffers that any MSTAer will find have value . . .



- **PacSafe RetractaSafe 250 Cable Lock** - portable security and easy to use. Great for locking your jacket and helmet to your bike with the 35 inch long cable. \$18
- **Chamois BUTT'r** - prevents the uncomfortable rubbing and chafing that most riders experience when sitting in their saddle for long hours. 8 oz tube. \$15
- **Chap Stick Lip Balm with SPF 30** - Soothe those chapped or wind burned lips. 0.15 oz stick \$1.99
- **Maglite SP2201H LED Flashlight** - throw a little light on the subject the next time you breakdown along the side of the road on a dark and lonely night. The black flashlight uses two AA size batteries for power and comes with a holster. \$15
- **Duracell AA Battery 2-pack** - power for the flashlight, above. \$2
- **Legendary Motorcycles 2011 Calendar** - photos by Basem Wasef. This calendar is filled with lush photography of some of the world's most famous motorcycles. Bikes featured include James Dean's CZ125, Freddie Spencer's 500cc championship bike, Steve McQueen's Indian Scout, Mike Hailwood's Ducati 950 F1, and 1941 'Von Dutch' Condor.

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