



# The Florida Gator Tale

Newsletter of the Florida Chapter of  
the Motorcycle Sport Touring Association

Volume 10 Issue 11

## Events in November 2017

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## Feature Article

### Two Days on Wisconsin's Rustic Roads

By Bill Matchefts

[Ed: The author posted this article to his personal [website](#) on May 20, 2017. It has been slightly edited for publication. All photos are from the author except where noted otherwise. Click on photos for larger versions. Maps and links added by editor.]

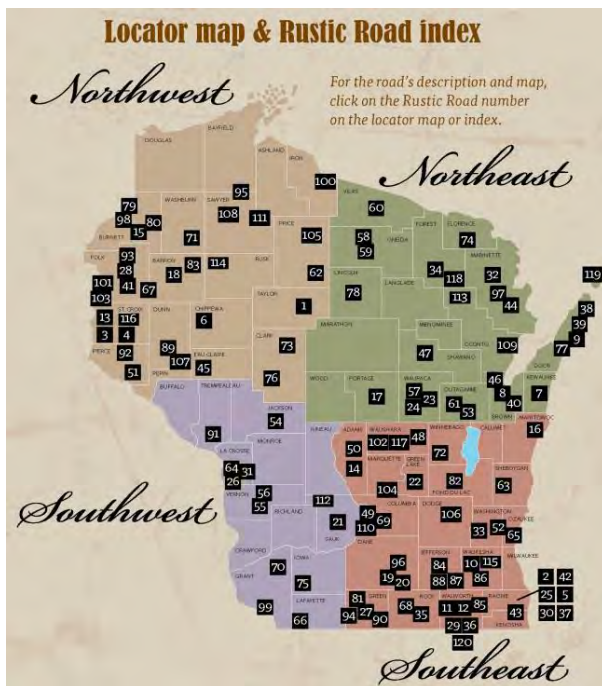
Motorcycle riding is often thought of as a “the journey is the reward” type of activity. The romantic notion of just getting on the bike and riding is part of the lore and legend of biking. But sometimes there is no destination and the journey truly is the reward. This week I spent a couple of days traveling some of the most scenic roads my home state has to offer.

Wisconsin has designated over one hundred of its roads as Rustic Roads. They vary in length and surface, but all have been deemed rustic due to their unique topography or historical significance. After I

got my BMW GSA in 2012, I began seeking them out and keeping track of the ones I have ridden. Within the first three years I had ridden all of them within a day's ride of home. After a two year hiatus, I decided I needed to schedule a two day trip to ride some that are a little farther afield.

The [Wisconsin Department of Transportation](#) publishes a [booklet](#) (as PDF file) that describes each of the [Rustic Roads](#) and includes a map of each one. The state is divided into four sections and they are listed by county. I selected seven in the southwest region of the state that are located in four adjoining counties. I would begin with a Rustic Road in Jackson County and the others were in Trempeleau, La Crosse, and Vernon Counties.

The range of weather possibilities in May in Wisconsin is quite large, but there appeared to be a two day window of



Rustic Roads Guide Index

[WI DOT](#)



opportunity this week. So on Monday I loaded the bike and got an early start. It was only about 58 degrees when I left, but the forecast in the western part of the state was for the high 70's and a chance of thunderstorms.

It took about three hours of riding west on US Highway 54 to reach Rustic Road 54. It runs south from 54 to Interstate 94 in [Millston](#). At each road I take a picture of my bike in front of the official Rustic Road sign and then post it on the advrider.com website. There is a thread on the site named [Rustic Road Century](#) where riders post photos. After taking the picture and eating a quick snack I headed south on North Settlement Road. It was paved and an easy ride to the interstate. I was planning to ride seven Rustic Roads that day and was happy to get the first one in the hopper.



The end came out right at the interstate and I went northwest toward the [Black River Falls](#) exit that would put me back on 54 west. Rustic Road 91 is in Trempeleau County and is a short five mile loop. While stopping to get the picture, a red county truck parked right behind me. Once underway, I found that it was paved even though the booklet listed it as unpaved. After about a mile I saw another county truck on the side of the road. At this point the surface turned to gravel and went steeply downhill. I am not very experienced riding on unpaved surfaces, so I descended slowly. A couple of deer peeked out to see what was making all the noise in their forest as I picked my way along the gravel trail. Soon Highway 54 appeared and I was back on the asphalt. I knew there would be more gravel in my future, so I was glad to have navigated this one successfully.

The weather was still surprisingly beautiful. The forecast had been for some thunderstorms, but none seemed to be in the offing. I turned south on US Highway 53 and entered La Crosse County. After riding Rustic Road 64, a paved loop off of 53, I rode south to take US Highway 16 east to the little town of [West Salem](#). My map reconnaissance was not as thorough as it should have been however, and I ended up riding through a good portion of [La Crosse](#) as the temperature began to rise. I followed the 16 east signs and was soon on my way out of town.



Just as I entered West Salem I found myself passing Veterans Memorial Park and stopped there to eat the lunch I had brought along. It felt good to take off my helmet and jacket as it was now well over 70 degrees. After lunch I switched out my gloves for a lighter pair and took the liner out of my Olympia AST jacket. I was not sure how I was going to get from West Salem to the next Rustic Road, so I spent some time studying the map before I left the park. After a nice break I went off

in search of number 31. It was easy to find and it led me through some streets in West Salem where there are a few historically noteworthy homes. Leaving West Salem on County Road M, I realized I was more than halfway to my goal for the day.

The weather was now looking more threatening, so I decided to take what appeared to be the shortest, although more convoluted route, to Rustic Road 26. This proved to be a very good decision as the first route I contemplated would have taken at least another 30 minutes. Raindrops were falling as I took the picture at number 26. This beautiful route wound southeast of La Crosse and over Brinkman's Ridge. This provided a good view of the surrounding area and I took a picture from the top of the ridge.



Rustic Road 26 dropped me out on US Highway 14/61 and I had two more Rustic Roads to ride. As I motored toward [Ontario](#) the rainfall increased in intensity. Fortunately, I was on good highways and the traffic was light. I passed a few [Amish](#) buggies and usually exchanged a wave. The horses were getting wet, but those buggies seemed to be keeping their passengers pretty dry. By this time I was looking for some gas, but discovered that some of the little towns in the area do not have stations. There was no fuel to be had in Ontario, so I continued south on Wisconsin Highway 131 to the start of Rustic Road 56.

The paved Road winds its way through some beautiful contoured farmland. It was a little difficult to really appreciate it as the rain continued, although a little more lightly. There was no signpost at the north end of the Road, so I took this picture at the south end. I continued south on 131 hoping that [La Farge](#) would have a gas station where I could fill up before taking on my last Rustic Road of the day.



La Farge offered a Gulf station, but they did not have any high octane gas, which my motorcycle requires. I was not in danger of running out, so I moved on. Rustic Road 55 is off of 131 also and has paved and gravel portions. I was feeling better riding on the gravel and enjoyed this short three mile ride. Turning onto Wisconsin Highway 82 east, I was on my way to my overnight accommodations in [Mauston](#).

The route to Mauston led through [Hillsboro](#) and I stopped at the Kwik Trip there to fill my tank. I enjoyed a cup of coffee and thought back over the many sights I had seen. The rain had stopped, but it was still threatening, so I mounted back up and rode north and east toward [Elroy](#). The town is the home of Wisconsin's

former [Governor Tommy Thompson](#) and this is proclaimed by a big sign as you enter. The highway leads right down the main street and it seemed that there were a lot of boarded up storefronts.

After a steak dinner Monday night and good night's sleep I was on my way by 8:30 Tuesday morning. I had plans to ride the two Rustic Roads in Clark County. This would mean about an hour's ride north on I-94 and then a short ride up US Highway 27 to the little town of [Humbird](#).

The sun was out and temperature was about 70 degrees. It looked a little dark to the north, but it was difficult to tell how far north the clouds were. Mostly I was thinking about my destination, Rustic Road 76. This was to be a nine mile ride on all gravel. It had rained hard all through the southwestern part of the state the night before and I didn't know what kind of shape this road would be in.

Turning east on County B in Humbird, I rode through deep woods while keeping a sharp eye out for the now familiar brown and gold signs. Once I made the turn south onto Rustic Road 76, I saw that it was as advertised. A narrow corridor of wet gravel stretched out before me. I took the necessary photograph and gingerly started out. There was a sandy patch about a half mile in that tried to wash out my front wheel, but I kept on. Following the sign, I turned east at Sand Road and found a bridge over Five Mile Creek. South of the bridge I crossed is an abandoned trestle bridge that made a nice spot for a picture and a break. The last couple of miles went north on Columbia Road, and I came out on US Highway 10.



My plan was to ride County Roads K and P up to Rustic Road 73, which is just south of US Highway 29. But the road was closed on K at the little town of [Loyal](#), and the detour went back west. It was looking pretty dark in that direction, so I stopped to check the radar using my smartphone. The radar confirmed what I was seeing and I decided to leave RR 73 for another day. I went back south to 10 and went east toward [Waupaca](#). I turned onto highway 54 in Waupaca and retraced the route I had ridden the previous morning. The rain stayed to the north and the ride home was windy but dry. The two days of riding had garnered eight Rustic Roads and put about 640 wonderful miles on my BMW.

Once I got home and entered the eight newly ridden Rustic Roads into my notebook, I noted that I have now ridden 39 of the 100 plus roads. It seems like a daunting task to ride them all, but I am never in need of a destination when it's time to ride.

*[Ed: On his [website](#), the author has posted several additional travelogues of interesting rides in and around Wisconsin. If you plan to attend the STAR 2018 rally in La Crosse or generally visit Wisconsin, you may find his articles useful in planning your journey.]*

## SAFETY TALK

**IMPORTANT NOTICE:** *Ultimately, the safety of motorcycle riders and their passengers is their own responsibility. Nothing presented in the column supersedes, negates or relieves a motorcyclist and/or passenger from assumption of personal responsibility for their actions and safety.*

### ABS vs. Threshold Braking

Just the other day I heard a very experienced rider say, “I don’t need ABS, I’m great at threshold braking and can stop faster any-way.” I just about lost it. Here was an experienced motorcyclist who didn’t understand what ABS is all about, and why, even if you do understand and can execute threshold braking, you still need antilock brakes.

To begin with, let’s define each of them. Threshold braking is applying (ideally both) brakes right up to the point of maximum braking traction, but not exceeding that and locking the brakes and tires, thereby inducing a skid. Pretty simple, right? Maybe not, as we’ll see in a moment.

ABS (short for Antilock Brake or Braking System) is an electronic or electro/mechanical system that only activates once your brakes lock the tire(s) and prevents it (them) from rolling. ABS will modulate the braking pressure to keep the tires rolling, and thereby applying (almost) braking traction, during the stopping maneuver.

Technically, you might be able to, under ideal conditions, stop faster using threshold braking than braking so hard that an ABS takes over. **HOWEVER** (and this is a huge however), this requires a number of factors to be present:

- ☛ You have practiced threshold braking regularly. It takes time and skill to be able to quickly and accurately apply the right amount of pressure to the brake levers, in order to bring the brakes/wheels to maximum effective braking, without locking either wheel.
- ☛ Assuming you have been practicing, were you doing it in good weather, on good pavement, with tires in good condition? Great. Except that when the emergency stop happens, it probably won’t be in those perfect conditions.
- ☛ You’re prepared to execute the threshold braking, and not caught by surprise. When you get caught by surprise, the immediate adrenalin dump into your system turns your fine internal motor controls into ham-fisted panic grabs, which are not great for modulating brakes to the point of threshold application and not beyond. Oh, wait, emergencies don’t preannounce themselves, do they?

Think of ABS as a failsafe. If you can threshold brake to a stop, that’s awesome. Your ABS will never kick in because you haven’t induced a tire skid. **HOWEVER** (remember the big however?), if you misapply the brakes because you got surprised, or the pavement is wet, or the road conditions aren’t conducive to good braking tracking, then ABS is there to back you up.

I wholeheartedly endorse everyone going out and **SAFELY** practicing their threshold braking technique. If you have never tried it, you’ll be astounded at how fast you really can stop a motorcycle. **HOWEVER**, it never hurts (and could save your life) to have an ace in your back pocket, if your braking skills ever get overcome by events. The day may come when all the threshold braking technique in the world won’t help, and only an antilock braking system stands between you and a painful recovery, or worse.

And yes, I had a long conversation with that experienced rider...who now is an ABS believer.

Ride Safe!

Doug Westly – Safety Editor



## Florida News

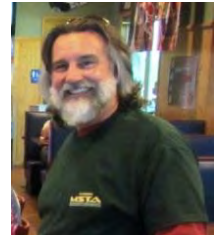
### South Director's Report

#### YOU GOTTA HAVE FRIENDS...

Not even the Beatles or Carol King knew how powerful their songs and message would be for generations to come. And, for me, this month proved to be a constant reminder of how right they were!

Let's start at the beginning, shall we. One Mr. Tom Blake sent word that the new BMW dealership in Palm Bay would host their Grand Opening over the first weekend of October! The festivities included DEMO rides, free lunch, DEMO rides, a great opportunity to meet and greet lots of like-minded MSTA-types, DEMO rides, rubbing elbows with the great dealership staff, DEMO rides.... So, on short notice, I tapped the "usual suspects" around here; you know, FRIENDS; and within two days, we had a plan in place. Including the retrieval of the promotional materials that we sent out to VP Pat that were used during the AIMExpo!! More on the event appears elsewhere. BUT RIGHT HERE, I MUST THANK TOM, DON, JIM, BILL AND NICOLE, PRIOR AND VP PAT!!

The next two weekends were set up for our returning LUNCH rides! The Central Ride went first, with the rescheduled lunch date to the [Red Wing Restaurant](#). Tom sent in a brief report found below. The Southies made their way to an old favorite, [Solomon's Castle](#)!! Though I had scheduled our ride back in December, we were just able to enjoy our time at this annual retreat. Due to Irma, the Castle had to close up for several weeks. They reopened the Tuesday before we arrived. Suffice it to say they were VERY happy to host the 15 members



Van VanSteelant



and FRIENDS who relished a terrific day for riding a motorcycle!! For example, we three Eastsiders departed at 9AM, and pulled in after 5PM, stretching our 370+ mile ride as long as we could!! Another long-distance rider, Paulie from Miami, made off with half of our raffle pot! We added the other half, \$33, to our total, now at \$847.00! Always a big THANK YOU to all who participate!!

Drum roll please... We have a changing of the guard!! Teresa has stepped down as our Central Co-Director, as she and Tim have expanded their AMSOIL business and intensified their 4-wheeling interests. Her participation came at a critical time for our Club, and I am most grateful for her help over the past few years!! Some of you may have paid attention these past few months, and recognized the efforts that Tom Blake offered during Teresa's time away this summer. I am very happy to tell you that Tom has volunteered to continue with his efforts and take over as the Central Co-Director!! To steal a brilliant movie line... "(Tom), I think this is the beginning of a beautiful friendship". Casablanca

## A VERY SPECIAL MENTION...

Many of you are aware of the recent passing of Ann Redner, while riding near [Canyonlands National Park](#), in truly one of the most spectacular natural settings on this planet. Though my personal relationship with Ann revolved around our roles as volunteers for MSTA, I will attest that we lost one of the good ones with her sudden departure. Accepting a leadership role, and doing good works as our VP for several years, helped to move our Club through some tough times, and allowed Dennis to focus on the bigger picture. We will all miss her for many reasons. God speed, friend...



Ann Redner at North Rim of Grand Canyon, Oct. 2017

## What's Next??

As I promoted last month, we have our RTE dates set for the whole of 2017!! Realize that nothing is set in stone, so, be sure to check our [RIDES calendar](#) often to insure you never miss one of our events!! [www.flmsta.org](http://www.flmsta.org). The ride dates for 2018 are in progress. All of the dates and the first three month's destinations will be posted by December 1. Stay tuned... We have some new ideas and places in mind!!

In our immediate future, we have our two lunch rides for November. The Central Gang goes first, with a ride on Nov. 11<sup>th</sup>, to [Gator Joe's](#), at 12431 SE 135<sup>th</sup> Ave, in Ocklawaha. This stunning location sits ON the water of Lake Weir!! Lots of character, and characters!! And tip your water glass to the millions of fallen military men and women, and their families, on that Veterans Day.

The very next weekend, Nov. 18<sup>th</sup>, join the Southies for a ride to [Squid Lips](#), at 1660 Indian River Drive, in Sebastian. This is a new-to-us destination, with water front dining on the Indian River!! Ah, winter riding in Florida!! While you are checking our site for all of the details for the November rides, be sure to take a look at what's coming up in December! We go out with a bang...

## Membership News

I'll say this for the rest of the year... My heartfelt THANKS to Don Moe for his efforts EVERY month to bring our Florida membership up to date with all the news about our new and renewing members!!

### Here's what we know today...

Although no new Florida riders joined the MSTA in October, we thank these riders for renewing their memberships recently:

Cecil Broome

David Cassell

Buck Jones

Rick Sapir

These Florida memberships will expire soon or have recently expired:

Terry L. Brown

Hugh Palmer

Teresa Vipond

Don Later

Roger Spice

Tim Vipond

We urge all our members to renew their memberships and to continue supporting their MSTA. If you have a question about when your membership expires, please contact me at [membership@ridemsta.com](mailto:membership@ridemsta.com). Renewing or joining can be quickly and securely done online at [PlanetReg.com/MSTArenew](http://PlanetReg.com/MSTArenew) or [PlanetReg.com/MSTAjoin](http://PlanetReg.com/MSTAjoin). If you use a pre-printed form from STARreview or an ITR, be sure to mail it to Beth Hemstreet, 5560 Stone Church Court, Loveland, CO 80537, and not to the address of the former membership director in California, although she will eventually receive it. If you only want to update your phone, email, bikes, or other details, you can do so quickly via [PlanetReg.com/MSTAupdate](http://PlanetReg.com/MSTAupdate).

Looks like we need to spread around a new batch of our Invitation-To-Ride quad-folds!! Remember that for each new member you recruit and who provides your name and/or membership number on the application, you will receive a \$10 STAR Bucks coupon that you can use towards event registration fees and membership dues until 12/31/2018. The MSTA Executive Committee decided in March to discontinue issuing STAR Bucks after the end of 2017 and instead issue coupons for raffle tickets in 2018.

## **Random Ramblings!**

We are closer to our “winter” riding weather... Though the raining season seemed to not want to leave...

If you have purchased anything motorcycle related that has blown you away with its features or price or performance, send me and/or Don an email with a short write up and website. We'll try to include a Member's Promo each month...

STAR 2018 is “just around the corner...” Read the promos in the STARReview Magazine! You just might be surprised about the location and the riding options!! *[It will be in La Crosse, Wisconsin in June.]*

Happy Thanksgiving to one and all!!

Ride well! Ride often! Do it safely!!

ATGATT Van

MSTA Florida State Co-Director

## **Central Director's Report**

### **Central Florida November Lunch Ride:**

Saturday, **November 11<sup>th</sup>**, 11:30 PM – 1:30 PM

**[Gator Joe's Beach Bar & Grill](#)**

12431 SE 135<sup>th</sup> Ave

Ocklawaha, FL 32179

### **October Central Report by Tom Blake:**

The forecasts for October 7<sup>th</sup> did not look promising earlier in the week. Thunderstorms, which I refuse to ride in, were expected to be at anywhere from 50% to 90% coverage depending upon when you checked. And hurricane-to-be Nate was developing and moving north rapidly with impact on the peninsula TBD. By Friday morning, however, the prediction was merely overcast to mostly cloudy, temps in the 80's, significant rain chances including the possibility of thunder not developing until after 1 or 2 pm and no Nate effects. I was feeling brave. [Red Wing](#) sounded doable, so I let the local riders know it was a go. Hopefully, we would only get wet on the way back and then only close to home as I expected to be back by 2:30 or so.

Bill & Nicole, Steve and I left West Melbourne at 9:00 and had a pleasant ride to Kissimmee and then, after a break, on to Groveland. Hickory Tree Rd off US 192 at Harmony east of St Cloud is a great little country 2-lane. It has some really nice curves including a few up to 90 degrees around lakes and the edges of farm properties all allowing good speed. Deen Still Rd between US 27 and SR 33 is another curvy little sucker that we always try to include in trips to or through Groveland.



Left to right: Bill & Nicole, Tom, Steve



Something was going on in Kissimmee so we had to detour around downtown. Did I mention it was about 92°F and 99% humidity? The only good thing about heat, humidity and being stopped in traffic... is getting going again. The airflow evaporates sweat and that cools the body. It's refreshing. And then since you're moving again, all is well.

We noticed more roofing issues and downed trees in the mid-state area compared to the east coast. Obviously, Irma was more impactful over there. I don't recall anything on the Orlando TV stations about the west side of the peninsula. One can only imagine the damage and recovery effort over that way. Fortunately, all the roads we attempted were passable.

One thing we didn't see inland was an unusual damage only on the windward side of trees and other vegetation. The east side of everything normally green was brown. This wasn't simply due to high winds. Apparently, our air and rain became saturated enough with salt picked up from coastal waters that the vegetation facing the onslaught was just stung or burned.

Well, Red Wing was ready for us at 11:30 and had a couple tables set up in the room to the right as you enter. I was surprised that the place was not crowded. Each time I'd been there before they were slammed. But those were brunches. Even still, there was no crowd there when we left about 12:30. This was either Irma-related or something about the place had changed.

It was my day of surprises as, additionally, no other riders showed up! (Well, a couple Harley guys pulled in while we were outside, one with a full-sized skeleton strapped onto his back seat. I commented to him that at least she wouldn't be wanting much to eat. He thought that was hilarious. Apparently, he was having trouble picking up live women.)

Our server was very pleasant and attentive. The dining area and restroom were clean. The lunch menu was limited mainly to hotdogs and hamburgers fixed in various clever-sounding ways, other sandwiches, salads and such. No breakfasts were served after 11:30. I ordered a Cajun burger medium-well done. Very tasty. It had a nice thick patty but was cooked more medium than medium-well and therefore was greasier than I preferred. The fries and salad that came with it and the iced tea were good. The breakfasts I've had there in the past were very good. (Note to future ride scheduler.)

There was some discussion about how to get home. The thought of going back through Kissimmee traffic and detours was not setting too well with some. We didn't want to take the time to go up through Tavares although there are some good roads up that way. Orlando was absolutely out of the question. That left going down to Lake Wales and across Rte 60 the only viable option.

So, we rode down SR 33 to Polk City and ended up going through Winter Haven and past the old Cypress Gardens (now Leggoland). That was five times worse than Kissimmee! But we were by then committed and soldiered on. We finally got over to US 17, skirted around the north side of Lake Wales and then just flew across SR 60 which had the least amount of traffic I've seen on it in a long time. Had to be Irma-related.

We saw partly cloudy skies and lots of sun all day and were blessed by the Gods for just 10 or 15 seconds a little east of Yeehaw Junction. Just a sprinkle, no other precipitation, and it was almost 4 PM when we got back. So much for forecasts. It certainly was hot and humid though. Still, it was a worthwhile adventure with a group of very competent riders and good company off the bikes. Hopefully we will see a few more familiar faces next time.

Tom Blake  
MSTA Florida State Co-Director

## **Florida Rides This Month**

### **Important Note**

Always remember to check the Florida MSTA [Event Calendar](#) and/or your email for updates on scheduled rides. Changes in times, dates, and especially locations are often out of our control and with short notice.

### **MSTA Florida Central Lunch Ride**

When: Sat., **November 11<sup>th</sup>**, 12:00 PM – 2:00 PM  
Where: [Gator Joe's Beach Bar & Grill](#), 12431 SE 135th Ave, Ocklawaha, FL 32179 ☎352-288-3100 ([map](#))  
Description: Gator Joe's is one of our treasured favorites. It's been way too long since we were there last. Sitting on the northern edge of Lake Weir, it features a laid-back atmosphere, shaded on-dock dining and island cuisine. Some of the best motorcycling roads in Florida get you there.  
Contact: Teresa Vipond, [termayn@gmail.com](mailto:termayn@gmail.com), or ☎713-504-5763

### **MSTA Florida South Lunch Ride**

When: Sat., **November 18<sup>th</sup>**, 12:00 PM – 2:00 PM  
Where: [Squid Lips Overwater Grill](#), 1660 Indian River Drive, Sebastian, FL 32958 ☎863-494-6077 ([map](#))  
Description: Join us at a new-to-us location. We'll dine over the water of the Indian River!! Ah, Florida living...  
Contact: Van, [busavan@flmsta.org](mailto:busavan@flmsta.org), or ☎561-386-2594

## **Future Florida Rides**

Note that the future ride events are included to facilitate longer term planning. The destinations and/or dates may be changed just before the ride dates. Please check the Florida MSTA [Event Calendar](#) for possible updates.

### **MSTA Florida Central Lunch Ride**

When: Sat., **December 9<sup>th</sup>**, 12:00 PM – 2:00 PM  
Where: [Peck's Old Port Cove](#), 139 N. Ozello Trail, Crystal River, FL 34429 ☎352-795-2806 ([map](#))  
Description: This is another old favorite located near the end of a winding road at the edge of an islet out in the Gulf of Mexico. American and tasty local seafood. You don't want to miss this one.  
Contact: Teresa Vipond, [termayn@gmail.com](mailto:termayn@gmail.com), or ☎713-504-5763

### **MSTA Florida South Lunch Ride**

When: Sun., **December 17<sup>th</sup>**, 10:00 AM – 2:00 PM  
Where: [OK Corral Gun Club](#), 9449 NE 48th St., Okeechobee, FL 34972 ☎863-357-2226 ([map](#))  
Description: OK, it's technically a brunch ride...  
And, it does fall on a Sunday...  
So, join us anyway for lots of fun and frolic just before the holidays!!  
We'll arrange for a group setting, and try to set up the same discounts offered during our last visit for anyone who wants to try their shooting skills. I know I'll be after a few more clays...  
Contact: Van, [busavan@flmsta.org](mailto:busavan@flmsta.org), or ☎561-386-2594

## **Regional Events**

There are no AMA-sanctioned MSTA events scheduled for November in the southeastern region of the US.

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For additional Florida events and information, [click here](#) to see the Florida MSTA website's Events page. The Florida MSTA chapter also has a presence on Facebook with upcoming events and past photos: [click here](#). We welcome articles and comments from our members for publication. Contact the editor at: [editor@flmsta.org](mailto:editor@flmsta.org). The MSTA National [website](#) has extensive event information:

- 🛵 To join the MSTA or renew your membership: [click here](#).
- 🛵 For the sanctioned events: [click here](#).
- 🛵 For Just-For-Fun events in 2017: [click here](#).

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National MSTA [ridemsta.com](http://ridemsta.com)

Florida MSTA [www.flmsta.org](http://www.flmsta.org)

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**ALL GRAPHICS WERE PROVIDED BY THE CREDITED AUTHOR, UNLESS OTHERWISE NOTED.**

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## Mystery Hyperlink of the Month

This month there are three good Mystery Hyperlinks related to the safety article:

[Mystery Hyperlink 1](#)

[Mystery Hyperlink 2](#)

[Mystery Hyperlink 3](#)

## CLASSIFIED ADS

### Riding Leathers

**Brand:** Joe Rocket

**Model:** GPX Type R

**Size:** 42

**MSRP:** \$600+

**Pads:** knee pucks, forearms, shoulders, and back, all removable.

**Other:** Zipper up the front, zippered arm vent, and a zippered inner pocket

**Details:** I bought these Joe Rocket leathers with the intention to hit up a few track days. Sadly, I only got a chance to wear them once on a local back roads ride. They are in NEW condition and have been kept inside, in A/C, NOT kept in the garage heat ever.

**ASKING PRICE:** \$300 obo

**Contact:** Bobby Shields - [rjs@mail.usf.edu](mailto:rjs@mail.usf.edu) or  
☎ 863-513-3627, call, text, or e-mail.  
Please leave a message if you call.



### Items left over from the “Thrilling Days of the Motorcycle Era”

My Price: Cheap.....

**BESTEM Panier and Top Box Inserts** for Honda ST 1300. How does \$35.00 sound? The Panier inserts may have been used once. Maybe one was used once? The Top Box insert was used more often, and as shown in the picture, either a critter or the heat got to the outer part of the handle carrier.

**AIR HAWK 2.** Not used by a one legged school teacher, but not much more. A “Blow Out” price of \$35.00

**Contact:** Herb Lozott -  
[conchchowder@att.net](mailto:conchchowder@att.net) or  
☎ 561 310-1563.

Please leave a message if you call.



To find a buyer for your motorcycle items, please send your ad and pictures by email to [editor@flmsta.org](mailto:editor@flmsta.org)