



The Florida Gator Tale

Newsletter of the Florida Chapter of
the Motorcycle Sport Touring Association

Volume 9 Issue 2

Events in February

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Feature Article

Journey To The Manx Grand Prix

By Orson from Dhahran, Saudi Arabia

[Ed: This lengthy article was originally posted October 17, 2015 on the Ride Reports forum of Sport-Touring.org at:

<http://www.sport-touring.org/index.php?topic=3253.msg93333>

It has been slightly abbreviated and edited for publication. All photos by the author unless stated otherwise. Click on any photo for larger version. For info on the [Isle of Man](#) event, click on these two links: [Manx Grand Prix](#) or [ManxGrandPrix.org](#)]

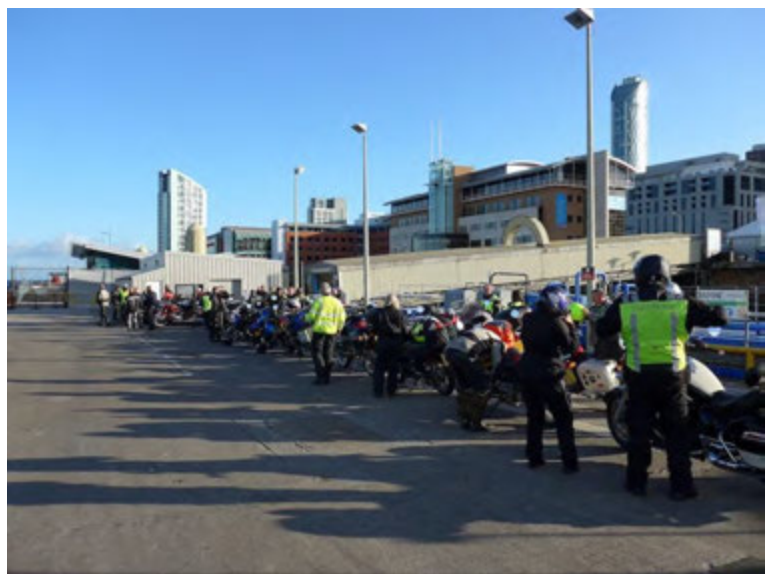
Well, I guess I can't really call it a journey since, from my friend's farm house in north [Shropshire](#) to [Liverpool](#) was all of 40 miles. However, a 0900 Thursday morning check in-time and never having been to Liverpool meant that I had to get underway at the crack of dawn. Worried that I would miss the ferry, I hardly slept a wink that night. Before the sun had risen, I was underway to Liverpool. Due to my early departure, I beat the rush hour traffic and after a few wrong turns (no GPS) and with the helpful directions from a bus driver, I made it to the ferry docks with plenty of time to spare.

The two-wheeled eye candy began making an appearance as more bikes started to arrive.



Isle of Man

Source: Google



The original sport-touring bike, an R90S.



Laverda Triple.



Honda RC30.



A beautifully restored Norton.



The Steam Packet ferry arrived, a high speed catamaran.



Just about every vehicle on board was a motorcycle.



The ferry had us arriving in [Douglas](#) in little under three hours. It was a bright blue day and since it was too early to check into my hotel, there was nothing left to do but head off for a lap of the TT course. 😊 If you're like me, having grown up reading accounts of past TT races in the magazines, then the names of the course sections are embedded in your memory banks. With a mixture of awe and reverence, you pass sections that you recognize from having watched so many TT documentaries on video.

One of the many hairball sections of the course, [Rhencullen](#). The fast blokes keep the throttle pinned [WFO](#) through here.

By the time I made it to [Ballaugh Bridge](#), I had worked up a bit of a thirst, so nothing in it but to pull over at the Raven Pub for a pint of [Okell's](#). 🍺🍺😊



I sat on the veranda sipping beer and watching all the cool bikes ride by. Across the road, I noticed a plaque embedded in a house.

Closer inspection revealed the plaque was a tribute to German factory BMW rider, Karl Gall who was killed at this spot in 1939.



After finishing off the pint, I continued on the TT course headed towards Douglas. At the end of Sulby Straight, some cheeky bugger had modified a 5 MPH speed limit sign to read 180 MPH. 😊

At Parliament Square in Ramsey, more bikes were parked up to watch and pose.



Heading up the Mountain Section looking towards Ramsey.



Arriving back in Douglas, there is more eye candy parked along the promenade in front of the numerous hotels. Notice the required oil puddles.



There was no racing on Friday with a late practice scheduled for 1800 hours. So, with the fine weather still in place, I set off to explore the island, heading north from [Peel](#) along the west coast road with the Irish Sea in the background. Note to self: next time, don't book a hotel on the Douglas promenade, but try to find a nice quiet B&B in the countryside. At 0500 hours Friday morning, the ferry arrived from the mainland and disgorged hundreds of roaring bikes onto the Douglas promenade. So much for sleeping in. 😊



A couple riders lean into the [Gooseneck](#), signaling the beginning of the climb up the Mountain Section and the beginning of no speed limits.

Blasting out of the Gooseneck.



Looking back towards [Guthrie's Memorial](#) with [Ramsey](#) in the distance.

[Kate's Cottage](#)



[Creg-ny-Ba](#) marks the end of the Mountain Section. Speed limits are back in force.

I arrived back in Douglas late in the afternoon, so I decided to go by the grandstands to view the race preparations.



Parc fermé



A phalanx of Manx



The array of wonderful machinery at the Manx GP is astounding. It is as if someone waved a magic wand and all the mythical bikes from your youth are recreated before your eyes in pristine condition.

The original Z1.



Or perhaps you prefer Castrol on your corn flakes.



A tidy Honda cafe racer.



Serious Enfield.



Yoshimura power circa 1970s.



Not sure what it is but, too much for my blood. 😊



For the younger readers who may not know, back in the early 1980s, before the Japanese manufacturers got their act together in regards to chassis design, a small group of aftermarket chassis constructors rushed in to fill the void with exotic handcrafted frames. The Rickman brothers were former motocross racers who made dirt bike frames before venturing into the street bike scene.



Even exotica becomes commonplace at the Manx GP.



One of the nice things about the Manx as well as the TT is the laid back atmosphere. Unlike other big races, there are no security officers telling you to keep out. The entrances to the pits are wide open for anyone to have a bit of a walkabout to check out the machinery.

Saturday race dawned with yet more blue skies shining overhead. I decided to watch the races from a paddock at [Lezayre](#) just before Ramsey. It's a great place to spectate, albeit with one drawback meaning that once you're there, you're not moving until the end of the day's racing. Fortunately, there was a food trailer selling hamburgers and drinks.



One awesome aspect of spectating at the IOM is the sounds of racing. As the first race bike approaches, you pick up the sound of an engine being held at "full chat", the rider occasionally backing off momentarily to negotiate a kink or a bump then, back to WFO. As they pass by, you then listen to the engine note as it recedes into the distance, still wailing at full chat. 😊

For roughly the entire 30 or so seconds that the bikes are within earshot, the engines are being held almost to their red lines. 🏍️ Awesome! 🎧



Incredibly, Sunday would be yet another day of glorious sunshine. There was no racing today, so I took advantage of the break to go watch the Manx Two Day Trial.



Late in the afternoon, I headed north to [Jurby](#) for the [Jurby Festival of Speed](#) where classic bikes are put through their paces.

A cast of thousands.



More two smokes.



Old Vincents never die.



Bella macchina 🍷💕



Matchless



MV Agusta triple. The sound of an MV Agusta being fired up is an ear splitting experience yet, dozens gather round to willfully have their hearing impaired.



John Player Norton. I'm not sure if this is an original monocoque-bodied one.

Replica of the 250cc Honda four RC166 with its awesome 20,000 RPM red line. 🤪



The day had a tragic note as two riders (not racers) were killed and a third one injured in a horrible head on accident on the Mountain Section. A German rider and a British rider were the unfortunate victims. So sad to happen on a holiday. The course has numerous signs posted in German reminding riders to "Ride left". Not sure if the German was in the wrong, so I won't speculate. Both bikes caught fire and damaged the road surface, but crews worked through the night to repair the course for the races.

The weather finally changed on Monday with morning showers. I was headed towards Ramsey when I got caught by a heavy shower, so I pulled into a bus stop to put on my waterproofs. Parked up at the bus stop was another rider brandishing a beautiful Norton rotary sport-tourer. He told me that he refinished and painted the bodywork himself. Typical Manx GP occurrence, pull over and run into some exotica. 😊 I also saw more than a few old timers parked at the roadside with their tools out but, they all seemed to take it in their stride as if it's all part of the experience.



Eventually, the rain was swept away to unveil more spectacular blue skies. Almost unbelievably, England, Scotland and Ireland were all experiencing heavy rains, yet the Isle of Man was surrounded by a pocket of sunshine. It was as if the Norse gods decided that the racing must go on.

If you stay on the outside of the course, you can ride around and view the races from several spots. You can also move around if you decide to stay on the inside of the course but, your options are more limited. I decided to try watching from [Parliament Square](#) in Ramsey where the riders have to brake hard for the ninety degree right hander before blasting out towards the [Waterworks](#). Great place if you want to hear classic bikes being thrashed through the gears. 🍷🍷🍷



The Traveling Marshals are great fun to watch riding around the course. They are all former TT racers with something like 1,500 laps of experience riding around the course.

Later in the afternoon, I moved over to Ballaugh Bridge to watch the jumping.



One nice thing about the Manx GP as opposed to the TT in June is that, not only are hotel rooms and ferry bookings more accessible but, viewing areas like Ballaugh Bridge are a lot less crowded. During the TT, Ballaugh Bridge is packed like sardines whereas during the Manx, you can walk right up to the barriers. I spoke to some locals who told me that TT attendance has skyrocketed in the last three years since the TT film [Closer To The Edge](#) came out.

After the day's racing, I joined the other spectators riding the TT course back to Douglas however, due to the high amount of racing accidents (no injuries) on the Mountain Section, that portion of the circuit was closed, forcing traffic to take the road along the east coast of the island. I decided to explore some of the less traveled goat trails.

The lighthouse at Maughold Head



Tuesday was another off day with no racing and, with the blue skies still holding firm, I set out to explore the south side of the island. Five consecutive days of sunshine in the middle of the Irish Sea must be some sort of miracle.

The Mountain Section of the TT course lies somewhere yonder over them hills.



Heading north towards Peel.

Looking south along the west coast.



Heading back south along the west coast to attend the Tuesday night Beach Motocross at Peel.



Riders lined up for the start at low tide.



I noticed a guy studiously checking out this van. I was wondering what he saw as it looked like a regular van. Then I noticed the license plate: P1 5X TT or, Position 1, 5 times TT winner. 😊 It was Ian Hutchinson out and about to take in the beach races like an ordinary fan. The woman standing at the door has just asked him for an autograph, but for the most part, he was left alone. How cool is that?



A rider blasts down the back straight.

Spotted at the beach races.



Ex-marshall bike.

Wednesday was overcast and cool but, still the rain held off. I ventured off to try to get some pictures of the fearsome [Bray Hill](#). Unfortunately, unless you know someone that lives along the road, accessible viewing areas are limited.



[Cronk-y-Voddy](#)



Thursday was another off day, so with nothing else on the schedule, I headed up to Ramsey for the drag races, but mostly to gaze at all the great bikes on display. This year marked the 40th anniversary of the founding of the [BSA Owners Club](#), so [BSA Gold Stars](#) were out in force. You couldn't swing a cat around by its tail without hitting a Gold Star



Benelli Seis, 900cc on the left and 750cc on the right.

Even Ponch & Jon were in attendance.



Triumph Trident.



Molto bene!



Just shoot me now.



Of all the bikes I saw, perhaps this gorgeous Triumph Triple stood out above the rest. It was an immaculate build and mouthwateringly gorgeous. After some thought, I believe that I saw this bike before in [Classic Bike Magazine](#).



Friday would be the final day of racing and, after discussing viewing spots with one of the Marshals, he told me about a nice jump just after Rhencullen. It was another one of those places that you would be trapped for the whole day, but it sounded too good to pass up. It turned out to be a pretty great spot and I had it to myself and a local who was taking pictures to sell to web sites.



I apologize for not having [Ken Denton](#)'s photographic jiu-jitsu.

My last two days on the island were enjoyable as I got to stay and watch the old timers go at it in the [Manx International Classic Trial](#). One old codger on a massive [Jawa 500](#) stood out. He was at least 70 years old and was clearing sections with that massive chunk of iron. After asking around, I found out that his name was Arthur Browning, an all-around rider in the mold of Dick Mann who rode everything from speedway to trials. He apparently competed for the UK in the ISDT back in the 1960s. Unfortunately, my camera battery died and I didn't get any pictures. 😞

After returning to the mainland, I enjoyed one last day of glorious sunshine spent riding across the magnificent [Yorkshire Dales](#) before returning to Shropshire the following day.

All in all, I couldn't ask for better weather or a better time. The bikes and races were a lot of fun. For anyone considering attending the TT, I would suggest that you consider bypassing the crowds in June and attend the Manx GP in August.

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.

Cooperation

MSTA is all about our common interest in motorcycling, particularly our love of sport-touring. This means we ride a lot and we ride together. Here are just a few thoughts about group rides, as the Spring riding season is just around the corner.

Riders need to understand that the group rides safely when everyone conforms to a set of either verbalized or understood guidelines. This is one of the most challenging parts of participating in a group ride. Very few riders handle a motorcycle exactly the same way. The exception may be two riders who have ridden together for years. However, generally groups are informal and rarely composed of the same riders from ride to ride. Different riders with varying skills, attitudes, equipment and riding goals tend to have differing techniques. How a group integrates those differences is key to safety and having a fun ride.



Florida riders during Barber Vintage Weekend 10/2013

Photo: Don Moe

Along those lines, here is the first step to always follow, which establishes the rules for a group ride: The pre-ride meeting. Before the group ride, the group leader, whether appointed informally or formally, needs to take control of the ride and establish the ride guidelines. He or she needs to specifically verbalize how the group is going to ride, discuss the route, destination(s), planned stops, emergency procedures, riding formations, etc.

It is up to the group to participate in the meeting and all to agree on these guidelines. If an individual doesn't want to adhere to the rules, or is concerned about them, then he or she needs to speak up.

Once the ride is underway, now it is time to pay attention, not only to your bike and riding conditions, but to the group's performance as well. If the group adheres to the rules, then all should flow smoothly. If someone isn't playing by the rules, it is time to notify the group leader, or in extreme cases when the group can't solve the problem (or is the problem), then maybe the rider needs to make the courageous decision to simply bow out of the ride. If this becomes necessary, then riding etiquette dictates that you inform the leader of your concern and decision not to further participate in the ride.

If you observe a rider who is not adhering to the established group riding rules, then make sure you speak up! Nothing will endanger a group ride faster than someone who doesn't follow the agreed-upon ride guidelines.

Finally, for group leaders: It is YOUR responsibility to ensure a safe ride. You agreed to this when you stepped up and assumed the mantle of group ride leader. If a ride isn't going as planned, then YOU need to fix it. If a rider isn't following the group's riding style, then you need to address it immediately, to ensure the group enjoys the ride and most importantly, for safety.

If this all sounds a little direct, that is by design. Group riding is about enjoying riding and fellow motorcyclists. We do that by riding safely and by the rules!

Ride Safe in 2016!

Doug Westly – Safety Editor

Florida News

South Director's Report

WELL, IF YOU DON'T LIKE THE WEATHER DOWN HERE, WAIT 10 MINUTES AND IT'LL CHANGE....

January has proven to be quite the change artist this year!! 85 degrees to nearly 40... Two days of sunshine followed by what seems to be weeks of rain... And when it is sunny, beware of the 40-60 mile per hour wind gusts!! "Oh, it could be worse... it could be snowing for 30 hours..." So, how bad do we really have it down here!?!?

We started the year off on two good feet with a Just-For-Fun "almost New Year's" breakfast ride to Crossroads Restaurant!! I lost count of how many were there – no sign up sheets for JFF events! – but over 20 for sure!! A great time was had by all, the service was efficient as always, and Kevin Healey donated a few moto focused books to be raffled off to the crowd. Seven or eight riders took home some fine reading material for those rainy days... And I was shown a neat by-pass around Indiantown on the way home. I've used it a couple of times already!!

The South Lunch Ride to [Stan's Idle Hour](#) was a different matter!! Three "Real Men" from PB County made their way on a sunny, but cool and gusty, day to this legacy destination. The two days of rain prior to our ride cleaned the farm roads of the usual debris, but the changing winds made the few usually entertaining corners a bit more challenging!! We were joined by Fred Christ, who rode 120 miles over from N. Miami. We found out that Fred has joined the octogenarian crowd, so Jim Park, James Siler and yours truly weren't so "tough" after all!! We had a great server, good food, and warmed up enough to make a straight shot home. We finally had some stints where the wind was behind us in contrast to the morning ride. Regardless, I'm sure we all slept well after our 320+ mile day!



Photo: Jim Park

What's Next??

The calendar has gone through a major update, all the way through to December, 2016!! You now have plenty of warning to make your plans and set some dates aside to make the most of your riding next year!! The South Lunch destinations have been chosen. The South Brunch areas have been chosen. The Central dates have been chosen. And lots of additional events are posted throughout the year!! I will be adding even more in the next few weeks... Send in your suggestions... Check out our website www.flmsta.org for all the info!!

We have three events on the calendar for February!! First up, on Feb. 6th, the Central Lunch Ride returns to [3 Bananas](#) in Crescent City!! Teresa has your table waiting for an 11:30 AM seating!!

The next weekend, Feb. 13th, we have a Just-For-Fun Event planned for the Clewiston area. One of our regular riders gave me a heads up about a local farming family who have amassed a sizable collection of vintage farming equipment, and offer visits on an appointment only schedule. So, we made an appointment for 1:30 PM,

after lunch in Clewiston, for as many of you who would like to tour their Big Red Barn and see how Florida farmers “use to do it”! Lunch and visit details are on our [website](#). The following weekend, Feb. 20th, join us for the South Lunch Ride to the [OK Corral Gun Club](#) in Okeechobee! We’re trying something different this time. We’ll enjoy a great lunch in their theme cafe, and have a chance to try out our shooting skills afterward. They offer rentals to try your hand at sporting clays or static-range shotgun shooting!! Find their website info in our ride announcement!!

And look out for March!! We have the usual lunch rides; we have Daytona Bike “Week”; and we have the MSTA Daytona Lunch Ride for THURS., March 10th!! Check out all the info now so you can make your plans to not miss any of the fun!!

Membership News

Nothing to report for this month. Look back at last month’s issue and make sure you’re not up for renewal or already expired!! I just renewed my membership online, and the website info is current and working just fine. I’ll let you know how long it takes to receive my new renewal package through the mail.

As a heads up to all, be sure to forward any new email addresses or changes to Michael Tissandier membership@ridemsta.com He then forwards the info to the various State Directors, VP’s, and EC, as well as our newsletter editor.

Random Ramblings!

Happy New Year to everybody who I haven’t run into already!!

You’ve registered for STAR 2016, right...??? This is going to be a terrific event!! First time in New England, and a perfect spot for our first visit! Plan to ride around the surrounding areas! I’ve heard from some that they’re going to use STAR as the kick off for their trip up through the Canadian Maritimes! Go online NOW and sign up!! And get your room reserved NOW too!! Then start planning your route(s)...

If you have a destination or event or hidden gem that the rest of us should see or know about, PLEASE send the info to me to include in future planning!! I keep looking for new ideas to add to the legacy of events that we have enjoyed for years. And don’t think your idea has to appeal to everybody... if you like it, that’s enough. We’ll put it out there and see what happens!! You’ll never know if you never try!!

Ride well! Ride often! Do it safely!!

ATGATT Van
MSTA Florida State Co-Director

Central Director's Report

Believe it or not, we actually rode our motorcycle to this event! The weatherman delivered lingering fog all morning (Jan. 9th), but the sun was on our backs for the ride home. With 20 riders in attendance, our meeting spot was [Mary's Kountry Kitchen](#) near Tavares on CR448. Thumbs up for the good food & attentive service in their separate dining room. The door prize went to the newest member, Gary Wasserman from Viera, FL.



The center of attention in the parking lot was Becky DeShazo-Westly's automatic transmission Honda (see adjacent photo). Doug Westly is the STARreview safety editor. Be sure to check out his newsletter articles.

One of the good things about being a part of MSTA is the camaraderie with other motorcycle enthusiasts but also getting to know people who have a real sense of adventure. I enjoyed hearing about Steve Evans' (Lake City) solo trip to Alaska & the Arctic Circle. He has also completed six Iron Butt rides!



Photo: Teresa Vipond

Donn Groenewoud, (Howey-in-the-Hills), whom we met for the 1st time on this ride, has a website with photos, routes, maps, events, & rental info for the entire country. www.bikertravels.us.

Central FL Lunch Ride

Back to an old favorite for the Feb. 6th lunch ride...

3 Bananas

11 S. Lake St.
Crescent City, 32112

We have an inside table reserved for 11:30 AM. They also have patio seating (picnic tables) overlooking the lake.

Teresa Vipond, DeLand
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., **Feb. 6th**, 11:30 AM – 1:30 PM
Where: [3 Bananas](#), 11 S. Lake St., Crescent City, 32112 ☎386-698-2861 ([map](#))
Description: Back to an old favorite for the Feb. 6th lunch ride.. We have an inside table reserved for 11:30. They also have patio seating (picnic tables) overlooking the lake.
Contact: Teresa Vipond termayn@gmail.com or ☎713-504-5763

Just-For-Fun Event

When: Sat., **Feb. 13th**, 11:30 AM – 2:30 PM
Where: [Beef 'O' Brady's](#) - 892 W. Sugarland Hwy, Clewiston, FL 33440 ☎863-983-5002 ([map](#))
[Swindle Farms](#) - 7500 W. US Highway 27, Clewiston, FL 33440 ☎863-983-5522 ([map](#))
Description: This is another Just-For-Fun Event for everybody!! No sign in, no raffle, just a little lunch and a trip to Swindle Farms. They have been farming in the Clewiston area for nearly ever, and have amassed a choice collection of farming equipment that, with proper notice, they are more than happy to share with interested parties, like us!! We'll lunch at Beef 'O' Brady's, sitting down at 11:30 AM so we can eat and make our way to the Farm by 1:30 PM. We are welcome to stay as long as we wish to take in their collection of farming equipment, housed in a big Red Barn, of course!! Come on out and learn a little something...
Contact: Van busavan@flahsta.org or ☎561-386-2594

MSTA Florida South Lunch Ride

When: Sat., **Feb. 20th**, 12:00 PM – 2:00 PM
Where: [OK Corral Gun Club](#), 9449 NE 48th Street, Okeechobee FL 34972 ☎863-357-2226 ([map](#))
Description: We are trying something a little different this month!! This place is multifunctional great lunch fair, event center, gun club and range, training facility and more!! Join us for lunch, and stay around to try your hand at sporting clays or static range shooting!!! Check out their website for ALL the info/rental pricing: www.okcorralgunclub.com. Direct any specific questions about the club options to the General Manager, Channing Boyd at cboyd@okcorralgunclub.com.
Contact: Van busavan@flahsta.org or ☎561-386-2594

Future Florida Events

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., **March 5th**, 12:00 PM – 2:00 PM
Where: TBD
Description: Place holder for the February lunch ride!! Stay tuned!!
Contact: Teresa Vipond termayn@gmail.com or ☎713-504-5763

Daytona Bike Week

When: Sat.–Sun., **March 5th–13th**
Where: [Daytona International Speedway](#), 1801 W International Speedway Blvd, Daytona Beach, FL 32114 ([map](#))
Description: Nine days of fun and sun in Daytona, FL!! [Click here](#) for the race event schedule. Be sure to join us on the 10th for lunch!!

MSTA Florida Daytona Lunch Ride

When: Sat., **March 10th**, 11:00 AM – 1:00 PM
Where: [South Beach Grill](#) 45 Cubbedge Road, St. Augustine (Crescent Beach), FL ☎904-471-8700 ([map](#))
Description: Phil Ridgdill has once again volunteered to run his Daytona Bike Week lunch event!! You are all invited to rejoin Phil and the gang at the South Beach Grill! This destination has served us well for several years now — sand, water, sun, and fun!! Be sure to get there early so the group can walk in right at 11 AM and snag the best tables!! Restaurant details: www.southbeachgrill.net
Contact: Phil Ridgdill rfoxrdr@bellsouth.net or ☎904-699-2447

MSTA Florida South Lunch Ride

When: Sat., **March 12th**, 12:00 PM – 2:00 PM
Where: [Marsh Landing Restaurant](#), 44 N. Broadway St, Fellsmere, FL 32948 ☎772-571-8622 ([map](#))
Description: We are covering the state this winter with destinations moving around to all the compass points!! Join us as we return to an oldie-but-goodie, in several ways!! Be sure to read up about the restaurant and the surrounding area!!
Contact: Van busavan@flahsta.org or ☎561-386-2594

Member Profile

We would like to publish profiles of our members, on a strictly voluntary basis of course. If you would like to participate, please send an email (or a letter) to the [editor](#) of our Florida newsletter and answer as many of the following questions as you feel appropriate. Please send an attachment with a suitable photo of you with your primary or favorite motorcycle. If you prefer to send by regular mail, please find the mailing address [below](#).

Member Profile Questions:

- | | |
|---|---|
| Hometown/State? | Who or what was your biggest influence in motorcycling? |
| What was your first motorcycle? | What are your favorite places to ride? |
| Current motorcycles? | Describe a memorable motorcycle adventure? |
| What is your alltime favorite motorcycle? | What is the best motorcycle advice or tip learned over the years? |
| How long have you been riding? | What turns you on about motorcycles or riding? |
| When did you join the MSTA? | What do you get out of your MSTA membership? |
| How did you hear about the MSTA? | What are your hobbies and interests outside of motorcycling? |

Thank you for your participation.

For additional Florida events and information, [click here](#) to see the Florida MSTA website's Events page.

MSTA website information on upcoming sanctioned events: [click here](#). For JustForFun events: [click here](#).

National MSTA www.ridemsta.com

Florida MSTA www.flmsta.org

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

Mystery Hyperlink of the Month

This month's [Mystery Hyperlink](#) provides additional information related to the safety article.

[This PDF](#) has further guidance on the same topic.

CLASSIFIED ADS

2013 Triumph Trophy SE. Silver. 75k miles.

Located in Jupiter, FL.

Excellent sporttouring motorcycle. Very good condition. Toured extensively around the USA and Canada in 2013 & 2014.

Michelin PR4GT tires. Experienced, older rider, original owner. Well maintained by Triumph dealerships at proper maintenance intervals. Minor scratches. Parked in storage garage. Perfect running condition. Bike is ready to ride anywhere. Extended, twoyear, unlimitedmileage warranty valid until January, 2017.

Stock options include: top case; heated rider & pillion seats; heated grips; panniers; touring windscreen.

Included options: Triumph Service Manual; Corbin heated saddle with rider's backrest; Triumph Comfort Seat for rider; Triumph tank bag; Triumph pannier liners; GPS mount on dash.

Mounted accessories include: FIAMM horns; R&G Racing's Adventure Bars; Kuryakin highway pegs; R&G radiator cooler guard; R&G rear axle slider; R&G front axle sliders; R&G exhaust header pipe grill; R&G exhaust protector; front and rear fender extenders; red Hyperlites in rear; Garmin Zumo 66x mount attached to left handlebar; Throttlemeister throttle lock; Scotchlite reflective sheets on side cases. EBC brake rotors & pads on front.

Notes: Photo is not current. Clearwater Lights shown in photo are not included. XM radio has not been activated.

Current retail value with stock options is near \$11k. **Price: \$10,500.** Clear title, no loan. Available for local pickup or buyer to arrange shipping. No shipping or pickup without cleared payment. Will assist with any shipping arrangements. No overseas sale. This will be an awesome ride for someone. I now ride a 2015 BMW R1200GS Adventure.

Contact Don at ☎561-746-7714



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