



The Florida Gator Tale

Newsletter of the Florida Chapter of
the Motorcycle Sport Touring Association

Volume 8 Issue 9

Events in September

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Feature Article

Anchorage/Valdez Loop Tour

By [GaryAK](#)

[Ed: Under the handle, "GaryAK", Gary posted [this ride report](#) under the title "Anchorage/Valdez Loop - Gary & Deb 2015" to the "Day Trippin'" section of the AdvRider.com Forum on 7/23/2015. It has been abbreviated and edited for publication. All photos by the author unless stated otherwise.]

Anchorage/Valdez Loop - This was a really neat ride, only taking two days - [Anchorage](#) to [Valdez](#) to Anchorage in a loop - and something to keep in mind for locals or those long distance riders looking for something a little different.

A loop you say? Why yes, by doing one direction over the water on the [Alaska Marine](#) ferry [Aurora](#) to Valdez, and the other direction back to Anchorage overland on the highway system - makes a loop out of the ride, as shown in the graphic.

Route Specs: About 50 highway miles from Anchorage to [Whittier](#), board the ferry [Aurora](#), and then 80 miles



over the ocean (but in protected waters) from Whittier to Valdez.

Overnight in Valdez, and then about 310 miles to Anchorage via Hwy-4 ([Richardson Hwy](#)) to [Glennallen](#), and Hwy-1 ([Glenn Hwy](#)) to Anchorage.

Ferry info and cost: \$89 per person, \$79 per bike, bring your own tie downs, but they also have tie down

straps they will lend you. The voyage takes about 5½ hours, there is a café, a movie theater, and lots of reclining chairs to relax/snooze. The Valdez/Whittier route also requires a ride through the [Anton Anderson Memorial Tunnel](#), the longest car/train tunnel in the US, at 2½ miles. The cost for outbound traffic (Anchorage side to Whittier) is \$13, no charge for inbound traffic.

July 20, Day 1 - Anchorage to Valdez via Whittier and the ferry *Aurora*

We meant to leave Anchorage by 10 am for the 50 mile ride down the [Seward Hwy](#) to Whittier, but last minute this and that, we leave a half hour late. My original plan was to gas up at the Girdwood strip mall, but our late departure made this unlikely, as we had to make the 11:30 pm tunnel time. (Outbound tunnel times are on the half hour for 15 minutes, and inbound tunnel times are on the hour for 15 minutes - and the trains get the other two tunnel times per hour). Still, I was optimistic if we hit light traffic, and no construction, and scored an empty pump at the Girdwood gas station, we might have five minutes to fill our tanks. As it turns out, 2 out of the 3 things occurred for a gas stop - light traffic, no construction, but when we pulled into the gas station, every pump was either being used or blocked by a vehicle - crap!

We pulled out just as quickly and continued south toward [Portage Valley](#) and the Whittier Tunnel - and not sweat the small stuff. We'll just gas up in Valdez.

The weather was ideal, and we were quickly getting into the groove of being on a ride.



Deb always waves at trains...



...and it was quickly becoming one of those awesome riding days.

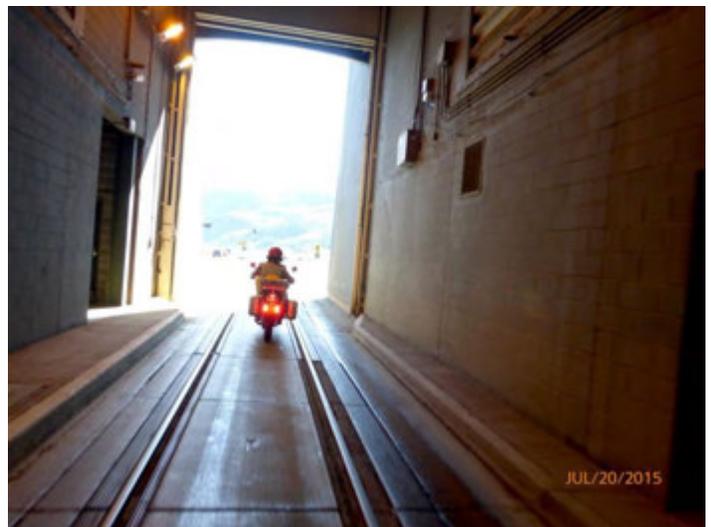
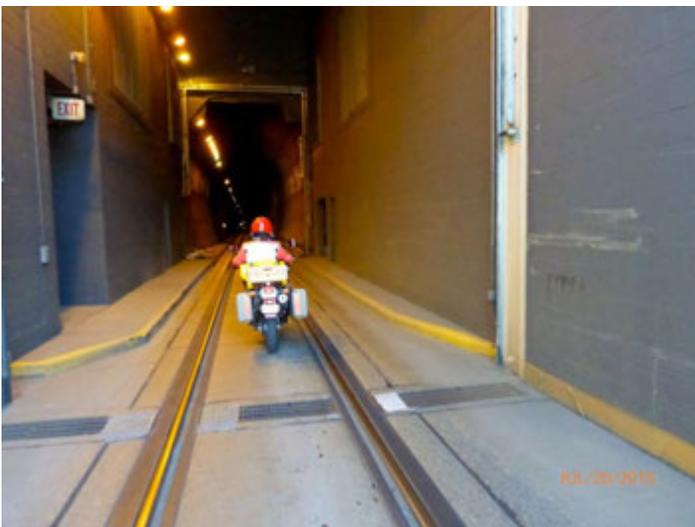
Soon, we were heading down Portage Valley, heading toward two tunnels that would take us to Whittier, where we would board the ferry. First, we ride through a small (free) tunnel at [Portage Lake](#) and pull up to huts to get our tunnel tickets.

After getting our tickets, we had to wait near the booths – motorcycles go through the tunnel last for safety reasons. Since there was a huge line of cars & RVs, we were sweating out if we would get to go through on this time slot.

Finally, they gave us the go-ahead...



And into the tunnel we go... for two and a half miles, until we roll back into the bright sunlight...



The tunnel folks recommend that motorcycles stay between the tracks, which is probably a good idea, but being the curious type, I swerved over the rails a few times and no problem. The rails are the same level as the pavement, and a small gap that a motorcycle tire will roll over with no problem. I think it is more of a psychological concern than anything - probably better to stay between the rails, but I just had to check it out.

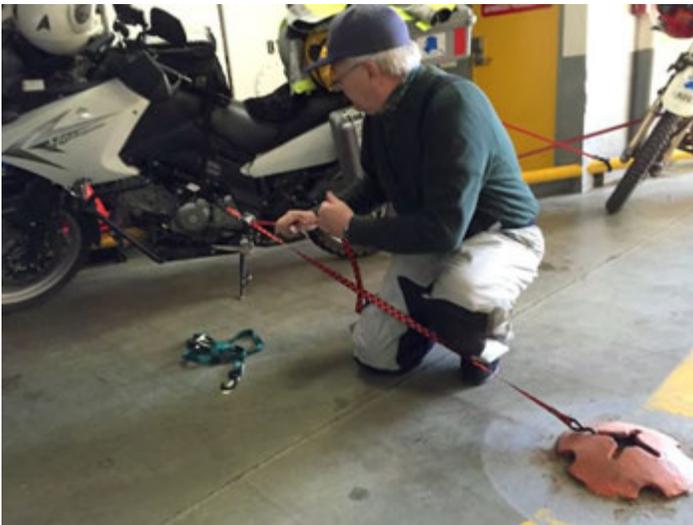
Upon exiting we have to ride over the rails, I point this out because it is exactly the same situation inside the tunnel.



Just a couple-minute ride into Whittier. Cruise ships are in town. As we pull into the Alaska Marine ferry terminal, the *Aurora* is already docking.



With a light booking – only 12 cars and us two motorcycles, we loaded fast and were soon tying down our bikes for the voyage. Promptly at 1:45 pm, our ferry departs...



We relax and watch as Whittier recedes in the distance.



We quickly adjusted to sea life. We were making about 14 knots and it was the most fun I can remember going this slow. Snowcapped mountains, protected waters, and motorcycles stowed below - what is not to like?



Only about two dozen passengers on this ride – most were sunning on the solarium deck or in the front observation lounge. So most of the time, it was like a ghost ship and we had the place to ourselves. After splitting a cheeseburger in the cafeteria, we found some quiet places to take a nap.

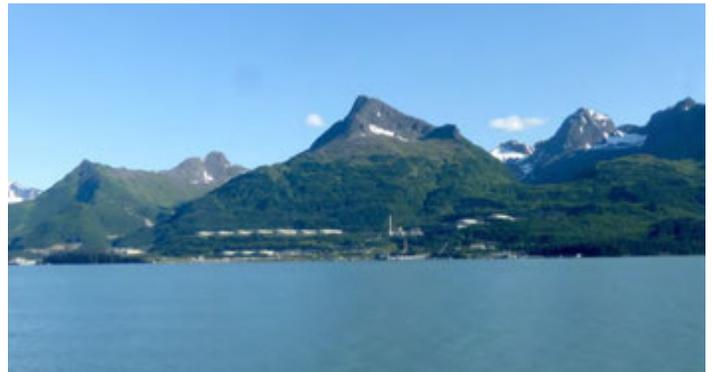
We could not get enough of the vistas.



After passing [Bligh Reef](#) (site of the 1989 [Exxon Valdez](#) tanker disaster) and up the Valdez Narrows, we spot the [Alaska Pipeline](#) terminus tank farm in the Port of Valdez.

Rolling into Valdez! And 300 glorious, twisty, scenic miles back to Anchorage.

Valdez is a small coastal town, lots of tourists, but



generally a good vibe. After departing the *Aurora*, we drove to the gas station and topped our tanks, and then checked into the [Best Western](#) and went off in search of dinner. Funny story - during our voyage, I asked each of the crewmen for their restaurant recommendation in Valdez. In each case, they recommended [The Fat Mermaid](#) as their choice to eat, so we soon found ourselves at a great dining experience at *The Fat Mermaid*! 🍻🍻🍻



Here is another reason to take these adventure motorcycle rides...notice how relaxed I look? Just cannot seem to get that relaxed in 'regular' life.

There was an excellent assortment of tap beers, premium pizza, delectable salads, and even imported wines. Yeah, we're going back...soon!

After *The Fat Mermaid* awesome time, we strolled around at the port - a surreal evening.



July 21, Day 2 – Valdez to Anchorage via the Highway system

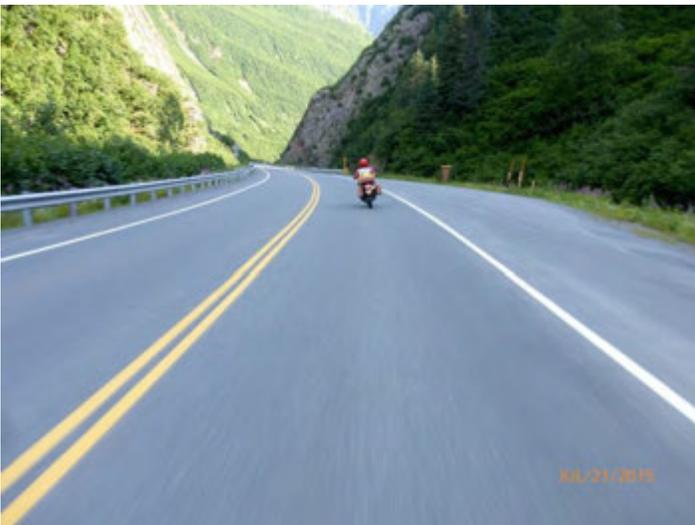
We woke up at 6 am, saw it was a bright sunny day, and rolled over and grabbed another hour and a half of sleep. Had the so-so Best Western breakfast, showered, and got the bikes ready. We were rolling at the crack of 9:13 am.

Our first road sign of the morning...

Glennallen	117
Anchorage	306
Fairbanks	355



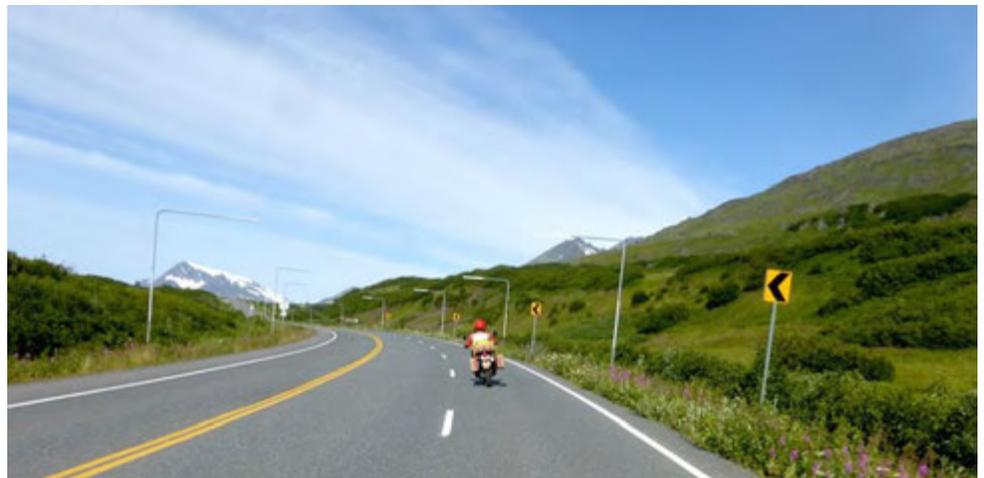
Coming out of Valdez the road passes sea level tidal flats. But soon the elevation started up and into the most awesome, twisty, [Keystone Canyon](#) and waterfalls.



We were digging the twisties so much that we blew right by [Bridal Veil Falls](#), which is quite amazing.

Not only were the twisties amazing, there was no other traffic!

Next, altitude – lots of it, and the scenery kept getting better. This is that section I've seen on a reality show, where the snow gets crazy deep. Those bent poles are markers for the snow plows.



This was the top of [Thompson Pass](#) near [Worthington Glacier](#) ... and then we started down.



Best of all, no traffic, felt like we owned the place.

The Alaska pipeline basically parallels the highway. We passed Pump Station 12.

We were making good time and really enjoying the ride and scenery. First stop of the day – about 100 miles to [Copper Center](#). Then we went over to the [Wrangell-St Elias National Park](#) visitor center – seriously a good stop, possibly the best national park visitor center on the planet – worth the stop. Even had paved walking trails through the woods with picnic tables scattered about, with amazing views.



One Small Victory

We pulled in for gas about seven miles away in Glennallen. Usually, the corner gas station in Glennallen is a full-blown RV zoo! Long lines of R/Vs, trailers, trucks – easily a half hour wait for gas. But today, karma and the cosmic universe smiled on us. As we approached the dozens of R/Vs in line, I suggested to Deb through the Sena to hold a spot behind a trailer, who was currently fueling, it looked like the shortest line, and then I spotted the vehicle in front of the car/trailer pull out, and there was no way or enough room for any of the big iron to grab it, so with lightning reflexes and prior misspent youth motocross experience, and pure ‘wanting it’, I made some serious motorcycle moves and swooped into the open spot in front of the car/trailer, while looking cool and in-charge...and I Sena’ed Deb to pull around the trailer to join me. With slick, precise moves, Deb retrieved the credit card from her Rally II sleeve, I slid it in the pump slot, and did a NASCAR-worthy fuel-up, and we were rolling out like bandits. Deb said some of the other R/V folks were glaring at us, but she thought it was slightly humorous because they were too big and out of position to have gotten ‘our’ pump anyway. Always cool when karma throws a motorcycle bone! Every dog has his day - arf! 🐶🍌

Of course, after winning at the gas pumps, we were thinking of treating ourselves to a Thai food treat, but we decided neither of us was really hungry, so we motored down the road, after less than a 5-minute pit stop for gas.

Out of Glennallen, the next 70 miles are pretty flat and straight through the Eureka area, which is usually windy, but today, was calm – so a relaxing ride to our favorite rest stop at Gunsight Mountain rest area, where we had a picnic! 😊 Motorcycles, food, and amazing scenery – that’s what I’m talking about!

Westward from Gunsight Mountain, near [Chickaloon](#), the road descends and crosses Caribou Creek – a very tasty, technical section of road with lots of descending/ascending sweepers, with roads into the sky. Deb was hammering this section perfectly. 🤘



After descending out of scenic beauty around Chickaloon, then Sutton, and then... just outside of Palmer, the Glenn Hwy turns into a dirt, pilot-car, construction zone...



Props to this nice young lady, who waived us to the front of the line. We yakked and thanked her for her consideration so we would not get stuck behind motorhomes and dust – cool lady – if you happen to be stopped in her line – be sure to thank her for taking care of us motorcycle riders. 😊❤️



Nothing special for dual-sport riders...

After this we breezed through the town of Palmer and were home within an hour.

That's all folks – thanks for coming along!

The Anchorage to Valdez loop – highly recommended, especially for a short two-day trip. We're thinking of doing this one again – this time in reverse – ride the highways to Valdez and then ferry to Whittier, the tunnel, and then back to Anchorage. Of course, it will mean an early morning in this direction – the ferry *Aurora* departs Valdez for Whittier at 7 am., which means loading starts at 6 am. Thus a very early rise, but plenty of nap time if you want it during the 5½-hour cruise. There is another Valdez to Whittier ferry, the *Fairweather*, which is a fast ferry and knocks out the route in less than 3 hours, but it does not have a daily schedule like the *Aurora*, so some planning would be required.



Gary



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.*

Unique Road Situations

Most of the time we ride under conditions where we are focused on one particular type of road situation. Maybe it's raining and we're concerned about reduced traction. It could be the decreasing radius of an impending corner. It could be something as simple as the potential for wildlife in the roadway.

Then there are more unique circumstances, although not rare, where a combination of road conditions offers an even more challenging ride environment. Take for instance the following scene shown in the photo:

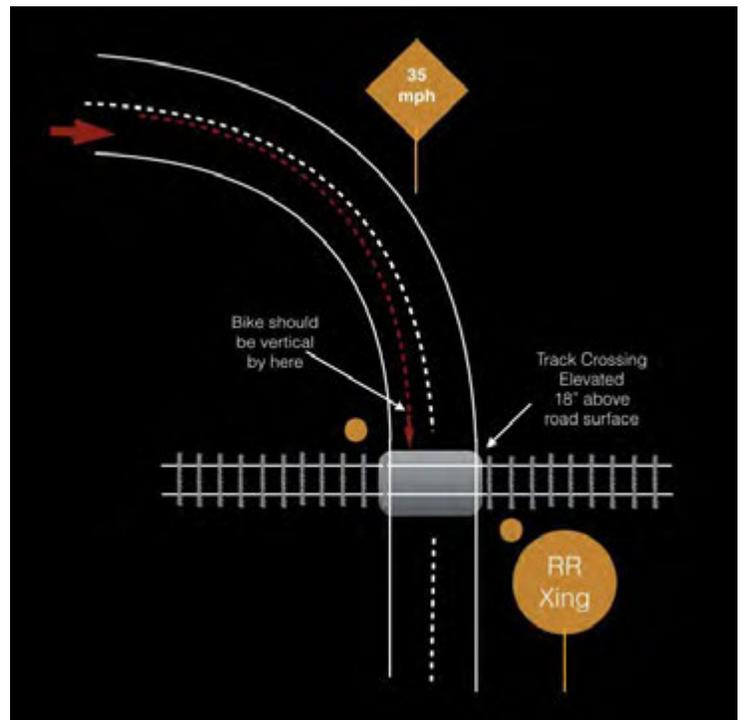
When approaching this railroad crossing from the far side of the photo, as you round the corner, you are faced with a set of motorcycle dynamics that need to be carefully considered. Without the railroad crossing, even though the speed advisory sign says 35 mph, you could safely navigate this corner (given your individual riding abilities, type of bike, current environmental conditions, traction conditions, etc.) at easily twice that speed. HOWEVER, in this case the railroad crossing is elevated approximately 18 inches above the road surface, and the crossing rises quickly due to the pavement buildup on either side of the tracks.



What you (hopefully) quickly realize is that if you cross this track with any real speed (above approximately 20 mph) the crossing will act like a ramp and literally launch the bike into the air. You also realize that if you are still leaned over when you cross the tracks, as you would if you were at a higher speed, the bike would be sideways in the air as well.

This means you need to negotiate the curve with a speed and path of travel that will allow you to right the bike before the crossing, and be able to negotiate the crossing without becoming airborne (unless of course, that is your intent).

This is a real-life situation on one of my favorite backroads. I will add another thought here, one also



in the area of motor-cycle dynamics. What you ride when you cross tracks and rises will also dictate your speed. On my BMW R1200GS, I can cross this particular set of tracks, after rounding the curve, at about 25 mph. At that speed, the suspension capabilities of the GS absorb most of the incline impact, and although I “get a little air,” it is a very controllable, minimal amount, just a couple of inches.

However, last weekend I rounded this corner for the first time on my Ducati Hypermotard SP, with its very stiff, track-set suspension. Having a moment of less than perfect motorcycle dynamics mental processing, I hit the tracks at the same speed I always set over this obstacle on my GS, the aforementioned 25 mph. The SP suspension encountered the incline and immediately took on the characteristics of a pogo stick. My wife was on her S1000RR some distance behind me, and said on the far side of the tracks, the SP was at least 2 feet in the air! My own recollection was one of airline flight attendant briefings...something about keeping seat belts fastened, etc. Fortunately I was able to control the jump and keep both wheels down and inline for the landing.

This is a case of a lesson learned the hard way. I knew the corner, knew the crossing and understood the path of travel and speed requirements, or at least speed as far as my GS is concerned. What I forgot to do was factor the difference in weight (almost 200 lbs), handling and suspension setup between the GS and my Hyper SP. It only goes to show that even seasoned riders can have moments of sub-optimal riding analysis; moments that have the potential to end badly.

We encounter unique riding situations every day. Sometimes we don't even recognize it when different road conditions all of a sudden combine to offer us a serious riding challenge. Here is one more reason that when we ride, we need to stay focused on the task, keep scanning ahead, and continuously analyze our path of travel.

RIDE SAFE!

Doug Westly – Safety Editor

Florida News

South Director's Report

“I'VE ALWAYS COUNTED ON THE KINDNESS OF STRANGERS...”

And who is “stranger” than a group motorcycle riders braving the heat of a Florida summer and riding 30-150 miles one way for a little brunch time together!?! (BTW, the Boynton Beach Boys took the long-distance award) Well, 28 of us loonies made our way to the Runway Café at the Sebring Airport and flat over ran the place with our ATGATT selves!! I had warned them to be ready for



Van VanSteelant



10-15 of us, and they fortunately took me seriously and brought in added staff. We just change the game a little, and they did a fine job accommodating not only our group, but 4 others that did not give them any warning!! The owner thanked us for our patience, and explained that the previous Saturday, he only served 28 customers over the whole day! I told him how much we like to gab, so the slow delivery wasn't a big deal...

Besides, we had lots of distractions to pass the time... Not only did we have our largest ever 50/50 raffle, but we also handed out 4 donated STAR door prizes. A BIG THANK YOU to Eve Blazsur for her kindness!! (tho she's hardly a stranger...) The big winner of the raffle was Don Williams!! He took his half of the \$96 pot!! And I swear he did not look for his own ticket when he picked the winning number... That brings our FL MSTA total to \$559.50!! We still have the modest T-shirt proceeds to add in the very near future...

And we had another big winner in Larry Fitch!! He made the most of his \$20 worth of raffle tickets by scoring two of the gift certificates, worth north of \$200!! The other winners were Jerry Brown and new transplant Dave Sytsema!! A big THANK YOU to all the participants!!

More than one of you asked what we were going to do with Club's take from the 50/50 raffle. Some to the suggestions were to donate the funds to an MSTA friendly charity, like the Pediatric Brain Tumor Foundation, or the Dan Clark Safety Fund. Another idea was a little more hedonistic! Pick a central-state site and have a Holiday Party for the membership! We need more suggestions--legal, ethical, doable!!--from you all! We need to keep about \$50 in the kitty to cover annual website costs, so that would leave ~\$500 available right now, or maybe \$650+ by the holidays...

What's Next??

In our own back yard, we have the last two BRUNCH rides set up for you! Join Teresa at the Red Wing Restaurant in Groveland on Sept. 12th!! This is a member favorite, so get there and enjoy yourselves!! The next Saturday, Sept. 19th, join me for a new destination!! We are headed to the Big V Restaurant in LaBelle!! This looks like our kind of place--good food, a little rough around the edges, and great online reviews! Let's hope we have finally found a new RTE in LaBelle!!

A little further afield, we have the Ozark's BS Rally in Theodosia, MO!! This rally is in the eastern part of the Ozark's, and takes place from Sept. 11-13. Many members tell me this is a "must do" rally – great roads, great location, well run event!!

And at the end of the month, the Fall Colors Ride takes place in Lewisburg, WV!! The leaves will be turning and the riding cool and comfy!! Be there Sept. 25-27.

And it's not too soon to make your plans for the AIMExpo event in Orlando!! The general public is welcome on Saturday, Oct. 17th and Sunday, Oct. 18th. Be sure to check out the event site www.aimexpousa.com for lots of info! Book your hotel NOW, as this event is adding 100,000 square feet of exhibit space over last year's area, and there's something called Fright Nights at many of the Orlando attraction venues that draw huge crowds every year!! Be sure to set aside some time to check out the demo ride area! Our very own Doug and Becky Westly will be running the Honda demo team featuring street bikes, and two and four wheel off-road rides!!

We are always looking for unique lunch/brunch spots for the next few months. As long as they can handle 10-20 riders at once, we want to hear from you!! AND know this, we are looking for members to share anything that interests them with the rest of the gang!! Favorite roads traveled recently; travel photos; why your ride is the best; what your first ride was; recent training you've completed and your "a-ha" moment; best advice you've ever heard about motorcycling; new gear purchases; new parts, farkles, accessories that everybody else should know about; promote your motorcycle biz or product that we all should know about... You get the idea, so, send your idea to me and we'll see what/where/when we can enjoy your presentation!! The more the merrier!! Don't worry about how long you need to entertain us! Two minutes or twenty, it won't matter! If we could do this at every ride....

I'd like to thank the members who have recently sent along some suggestions! We will be venturing to new venues once we return to our lunch ride schedule. Stay tuned!!

Be sure to check out our AWARD WINNING website www.flmsta.org for all the details

Membership News

Well, we are back to normal for our national updates to our membership rolls. We do not have any new members to recognize this month. We are looking forward to new names next month!!

If you know any of the following members, let them know that their membership has, or is about to expire:

Alan Berry	Steve Gollihugh	Bruce Lyon	Barry Simon
Terry Brown	Jose Iglesias	Carl Mobley	Betty and Fred Thayer
Anita and Paul Buxe	Martin Johnson	Lee Muschott	Paul Towkach
Michael Ewanus	Ellen Kocher	Carmel and Phil Ridgill	Ron Wipp

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!

What a wonderful time we had at our brunch ride in Sebring!! If you haven't joined us for our regularly scheduled events, you have been missing out on the best reason for being a member of the MSTA!! I'm a little biased here, but we are good, fun people to be around...

Look forward to a long overdue FL MSTA Just For Fun Event, targeted for November. We will tie in to the Grand Opening of the ACE CAFÉ in Orlando!! We expect to receive a firm date by the end of September. They have been suffering through several remodeling woes throughout this summer!! This will be a big deal locally as well as internationally in the motorcycling community. I think this is the first Ace Café outside of England...

A big thank you to Jim Park for leading the last group to leave Sebring through his favorite curves around Lake Placid...

YOU ARE PLANNING ON ATTENDING STAR 2016...

Ride well! Ride often! Do it safely!!

ATGATT Van
MSTA Florida State Co-Director

Central Director's Report

Thank you to Tom Blake, of Melbourne, who contributed this ride report for the Central FL brunch ride on Aug. 8th...

“Larry, Steve, Scott and Tom rode over to the Broadway Diner in Bartow from West Melbourne via Holopaw and picked up Bill and Nicole at Yeehaw Junction along SR 60. We had a good assortment of bikes – 1 standard GS, a GSA, a K1600GTL, a C14 and a Z1000 – you can't miss those lime green Kawasakis. We encountered about a dozen peacocks in the middle of US 441 near Kenansville and had to slow pretty much to a crawl until they finally decided to get off the road – silly birds.

At the diner, another 5 guys (isn't that a hamburger place?) showed up, I believe all, from the Lakeland area on their Trophy SE's, KTM Adventure, Can-am Spider and I believe one fellow was on a Goldwing trike. The diner, new to us, was clean, bright, had plenty of room and was well staffed with friendly servers. And the food was good, too. First place I've seen that had 4-egg omelets on the menu. This place is a keeper – please add it to the rotation. Scott got the earliest riser award as he rode up to West Melbourne from the south Vero area, arriving about 6:30 for our 7:00 start.

Amazingly, the weather cooperated with us today despite the 60% rain forecast. We hit a light sprinkle west of Melbourne and very little else for the whole trip. Never bothered with the rain gear. Temperatures started in the mid-seventies and didn't get into the eighties until we were almost to Bartow. It was in the low nineties coming home but not bad as long as we keep moving. Great timing because it just poured right after we got home. Good times."

Central FL Brunch Ride

Sat. **September 12th**, 9:30-11:30. Back to an old favorite for the last brunch ride of the year...We have a table reserved.

Red Wing Restaurant

12500 SR33
Groveland, FL 34736
352-429-2997

Teresa Vipond
DeLand, FL
MSTA Florida State Co-Director

Northeast Director's Report

If you would consider taking the position of Northeast Director, please contact Van.

Member Comment

Hello everyone!

As the husband of Teresa, the Central Florida Co-Director, I'd like to introduce myself. I'm Tim Vipond. I've been involved in MSTA for 20+ years & I'm a Merchant Member. If you have a copy of the 2015 "Blue Book" we are listed on page 14 along with other Merchant Members, and Benefits/Discounts listed on pages 16-18. It is a good idea when purchasing motorcycle products & making travel plans to check these pages out to see how you can save some money and help support fellow MSTA Merchant Members. Many give door prizes at rallies & events, help support MSTA financially, and some attend as vendors.



We offer MSTA members the opportunity to purchase AMSOIL, Wix and Donaldson products at wholesale with no AMSOIL membership dues. Same price I pay when I purchase, which is about 35% below the retail prices listed at AMSOIL.com and sometimes 50% the below prices listed at motorcycle shops. Just call me at ☎[713-301-1872](tel:713-301-1872) and I will arrange. You can pick up at my house in DeLand, the Orlando warehouse, an MSTA event, or for a small fee, delivered to your house in 2 business days.

Why buy AMSOIL? I first became interested in AMSOIL because I learned my 2000 BMW K1200LT was a pain in the butt to change the oil & filter at the BMW recommended 6,000 miles. It involved removing the skid

plate, oil pan cover, and removing the oil filter located inside the oil pan. Maybe not too bad if you did this once a year, but we were riding about 35,000 miles a year so I quickly decided to research the longest warranted oil and filter on the market. The ONLY oil and filter warranted longer than the 6,000 miles was AMSOIL at double the OEM recommended interval. I verified the oil, filter and engine were in good shape even after 15,000 miles and 1.5 years with used oil analysis, and the results were “Good for Continued Use” but changed it anyway.

When I was a chemist with Shell Oil Company, I worked in research in the Shell Houston location where they formulated and tested Shell/Pennzoil/QuakerState oils with bench tests, engine testing, and vehicle testing on dynamometers and over the road in company fleets. So I asked them “Do you test competitor products?” They test all products to see how they compare. I asked “How did AMSOIL compare?” They said AMSOIL outperformed everything they ever tested. So I asked “Why can’t the mega oil companies make an oil as good as AMSOIL. They said they could, but really didn’t want to. They have to be price competitive with the major motor oil companies and it would be too expensive with their huge overhead. Also, they own the mega “Jiffy Lubes” and sell to other “Quick Lubes” and the last oil these businesses would want to buy would be an expensive oil warranted for up to 25,000 miles. They want an inexpensive oil and filter changed every 3,000 miles/3 months to get these customers in for additional high profit services. The majors also sell a lot of fuel, and they couldn’t afford the cut in fuel sales that pure chemical synthetic oil would provide, about 3-5% compared to conventional oil.

It was then that we decided to take a voluntary early retirement package at 49 and become AMSOIL Dealers. The idea was that our AMSOIL income would pay the taxes on our pension. But surprisingly, our AMSOIL income far exceeded my pension, and now the pension pays for the taxes on our AMSOIL income. We’ve been doing this for 11 years and enjoy the freedom this business provides. We have no overhead, no buildings, no employees, and no inventory. Our office is our cell phones. Our territory is the US and Canada so we leisurely travel in our motorhome with either our motorcycle or UTV in the back. Lots of home, vehicle and travel tax write-offs, not just on the AMSOIL income, but can be applied to our total retirement income.

I provide MSTA members not only with wholesale prices, but any technical support or questions you may have about lubricants and filtration. I’d also like to be a free consultant if you’d like to consider AMSOIL for your business and provide you with free advertising and customer referrals. I can also mentor if you decide you’d like to be an Independent AMSOIL Dealer like myself. It doesn’t take a rocket scientist to do this (although I was one supporting NASA and the USAF) and is probably the easiest, least risky and least expensive business to run. I didn’t retire to be tied to work.

I hope to meet you at MSTA events and at the American International Motorcycle Exposition (www.aimexpousa.com) October 15-18th in the Orlando Orange County Convention Center at the AMSOIL booth across from the GoPro booth. We will be working with Cinda & Brad Mobley of Texas, formerly MSTA Vice President. We hope this booth doubles as a meeting point for MSTA folks & we’ll have some club info on hand.

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 Brunch Ride

When: Sat., **Sept. 12th**, 9:30 am – 11:30 am
Where: [Red Wing Restaurant](#), 12500 SR33, Groveland, 34736. ☎352-429-2997 ([map](#))
Description: Back to an old favorite for the last brunch ride of the year...We have a table reserved.
Contact: Teresa Vipond - termayn@gmail.com or ☎713-504-5763

MSTA Florida South Brunch Ride

When: Sat., **Sept. 19th**, 9:30 am – 11:30 am
Where: [Big V Restaurant](#), 32 Hall St N, LaBelle, FL 33935 ☎863-675-2917 ([map](#))
Description: We are trying a new place this time around. The reviews are amazing – aged decor, but spectacular food!! Let's hope we have finally found a new RTE in LaBelle!
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., **Oct. 10th**, 12:00-2:00 pm
Where: TBD
Description: Place holder for the October lunch ride!! Stay tuned!!
Contact: Teresa Vipond - termayn@gmail.com or ☎713-504-5763

MSTA Florida South Lunch Ride

When: Sat., **Oct. 24th**, 12:00-2:00 pm
Where: [Pahokee Mo's Tiki Bar and Sunset Grill](#), 190 N. Lake Aveune, Pahokee, FL 33476 ☎561-771-7075 ([map](#))
Description: Hey, we are going back to a real stunning place that has been reborn on the shore of Lake O! We are back to LUNCH rides this month!! Let's help the new owners make a go of it, and enjoy the view!!
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 [on page 19](#).

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 all-time 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 Just-For-Fun 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.



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

CLASSIFIED ADS

2008 BMW F800ST w/ABS

Blue, saddle and tank bags, heated grips.
One owner, regular maintenance. Need more age
appropriate bike. Only **18,600 miles**.

\$6,000.



Contact: Judy Erickson (MSTA 11900 RG) ☎813-468-0288 ✉judyerickson1@verizon.net

To find a buyer for your motorcycle items, please send your ad and pictures by e-mail to
editor@flmsta.org