



# The Florida Gator Tale

Newsletter of the Florida Chapter of  
the Motorcycle Sport Touring Association

Volume 8 Issue 11

## Events in November

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## Feature Article

### **My Motorcycle Short List**

By Steve Phillips

After I was asked to submit an article for this month's newsletter, I decided to write about motorcycles that I have owned or have considered buying. Obviously other enthusiasts may have a different list, but hopefully this information will be useful to those considering their next purchase. Letters to the editor are welcomed.

In order to simplify things, I decided to concentrate on two categories of bikes, Sport Touring and Adventure, since that is what the majority of MSTA members seem to ride. I have included three specifications for comparison: curb weight also known as wet weight which means fueled and ready to ride; horse power; and fuel capacity. If you are interested in any of these bikes further information is readily available on the Internet. Due to time and space limitations this is intended to

be just a brief overview of each bike. The list does not include vintage motorcycles but does include bikes you might be shopping for today on [Craig's List](#) or [Cycle Trader](#). Some of the bikes can also still be purchased new if that is your preference. The order, in which the bikes are listed, does not reflect any kind of intended ranking.

## **Sport Touring**

**YAMAHA FJR 1300** – 644 lbs, 145 HP, 6.6 gallon gas tank

The FJR was first sold in North America as a 2003 model. There are three generations of the FJR: Gen I (2003 to 2005), Gen II (2006 to 2012), and the current Gen III model introduced in 2013. The FJR is known for its performance characteristics and its legendary reliability. Just check out how many Iron Butt Rally finishers ride an FJR. The 2005 to 2009 models can also be purchased with an electronically controlled shift mechanism. Designated the AE model, this option allows the rider to shift gears using the foot lever or switches located on the left handle bar. There is no clutch lever. While it's hard to find fault with the FJR, there have been problems for a small percentage of the bikes. Some Gen I bikes have an issue with a



ticking sound in the top end of the motor. This is believed to be caused by defective valve guide seals. A discussion of the problem can be found using this link: [http://www.bestbits.org/ticking\\_overview.html](http://www.bestbits.org/ticking_overview.html).

Fortunately the ticking sound can be heard before purchasing the bike or fixed afterwards should the bike develop the problem after the purchase. Another complaint some riders have had with the Gen I bikes and to a lesser degree the Gen II models is excessive engine heat. The good news is there are modifications that can be made to reduce the amount of engine heat that is felt by the rider. These modifications are discussed in detail on the FJR owner's forum.

There is also a potential electrical ground problem on the 2006 and 2007 bikes. This is referred to on the FJR forums as the spider ground problem. A thread on the FJR forum that discusses this problem can be found using this link: <http://www.fjrforum.com/forum/index.php/topic/137181-fjrf0090-ground-spider-research/>.

Finally some of the 2006 models have had their speedometers/odometers replaced due to the average mileage per gallon readout being stuck on 17. Bikes that have had the replacement done should have an odometer replacement sticker in the glove box and on the last page of the owner's manual. This issue needs to be addressed if you are considering the purchase of a 2006 model. The following link provides additional information on this issue: <http://www.fjrforum.com/forum/index.php?showtopic=14364>.

The Gen III FJR is said to have improved the heat issue on the stock Gen I and Gen II bikes as well as making other improvements.

#### **HONDA ST1300 – 730 lbs, 118 HP, 7.7 gallon gas tank**

The Honda ST1300 was introduced as the successor to the ST1100 in 2003. It is still listed on Honda's web site but as a 2012 model.

Unlike the FJR, with its different generations, the ST1300 has remained essentially the same during its entire model history. This is a bike that I have owned. While it is the heaviest of the Sport Touring bikes, it handles its weight well and is an excellent touring bike. Positives include good wind protection, a strong vibration free V-4 engine, a large gas tank, and traditional Honda reliability. There

have been some complaints of a high speed weave and excessive engine heat. I found no such problems during my ownership. Indeed some have complained it is almost too flawless and refined for a motorcycle.



#### **BMW R1200RT – 570 lbs, 110 HP, 6.6 gallon gas tank (2012 model specs)**

The BMW R1200RT was introduced in 2005 to replace the R1150RT. BMW made a number of changes to the bike in 2010 including replacing the motor with the double overhead camshaft motor first used in the BMW HP2 Sport. The most significant change occurred in 2014 when BMW redesigned the bike around its water-cooled boxer motor. The water-cooled motor boosts horsepower to 125 HP but also raises the weight of the bike to a still very respectable 604 lbs. In addition to the light weight, other positives



are a very comfortable riding position and a high load capacity for two-up touring. While the boxer engine is legendary, some riders don't like the inherent vibration associated with the twin-cylinder motor. I owned one of its predecessors, the R100RT and I did not find the vibration excessive or detrimental in any way to the enjoyment of the bike. One significant potential problem which has been known to occur is final drive failure. In fairness, it should be said however, that although the percentage of bikes experiencing final drive failure has never been determined, it is believed to be very low.

**BMW K1200GT/K1300 – 635 lbs, 160 HP, 6.3 gallon gas tank (K1300GT)**

The K1200GT comes in two versions. The original version, which I owned, used BMW's longitudinally mounted in-line four-cylinder "brick" motor. It was sold from 2003 to 2005 and was essentially a K1200RS with very minor ergonomic changes provided to make the bike slightly more comfortable for touring. I can tell you from experience that the brick motor was even smoother the ST1300 motor. In 2006 the K1200GT was redesigned from the ground up using a transverse mounted in-line four-cylinder motor. That bike remained in production until the K1300GT replaced it in 2009. K bikes have a ton of horsepower and even the early models come loaded with features such as traction control and ABS.



**KAWASAKI CONCOURS 14 – 690 lbs, 155 HP, 5.8 gallon gas tank**

The Concours 14 was launched as a 2008 model to replace the popular 1000cc Concours. After a successful launch, significant revisions were made to the model in 2010, including revising the bodywork to reduce the amount of engine heat felt by the rider. The Concours has won several motorcycle magazine awards since its initial launch and has an excellent reputation for reliability. There have however been some problems reported including the front brake rotors warping, and the KIPASS (Kawasaki Intelligent Proximity Activation Start System) not working correctly. Although Kawasaki does not publish horsepower numbers for the Concours, Rider Magazine tested a 2013 model in May of 2013 and found that it put 144.2 HP to the rear wheel. That was 4.4 more rear wheel HP than the BMW K1600GT even though the BMW has a 297cc displacement advantage. Of course, with its larger displacement engine, the BMW produces more torque.



**DUCATI ST2, ST4, ST4s, ST3 and ST3s – 533 lbs, 120 HP, 5.5 gallon gas tank (ST4s)**

The Ducati ST bikes were manufactured and sold in North America from 1998 to 2007. The ST2 used a two valve per cylinder motor derived from the Ducati 907 Paso. The ST4 used a four-valve per cylinder motor derived from the Ducati 916 super bike. ST4s model used a four-valve per cylinder motor derived from the Ducati 996 super bike. The last ST model was the ST3 which used a three-valve per cylinder Desmotre motor. The ST2 and ST4 were replaced by the ST3 in 2004. However, the ST4s remained in production with the ST3

until the introduction of the ST3s in 2006. The pre 2004 ST models can be identified by the horizontal oval headlight. In 2004 Ducati began using the Japanese-style angular headlights on the ST4s and ST3 models. Later models also changed to a wet clutch from the noisy dry clutch used in earlier models. Overall the ST models have good reputation for being dependable motorcycles. I owned an ST2 for a couple of years and it never failed to start or get me home. The only maintenance required was the occasional oil change and chain adjustment which I did myself. The riding position is a little more forward leaning than some of the other full-size sport-touring bikes, with more of an emphasis on sport than touring. As far as things to look out for, some early models had a problem with the rear motor mount bolt stretching which caused vibration and crankcase cracks. This was primarily caused by not doing proper maintenance and periodically making sure the bolts were checked and tightened. There are aftermarket bolts available now which are supposedly much stronger and solve this maintenance issue. This is something that should be checked before any purchase.



The Ducati ST bikes have fantastic Italian styling and the high-performance twin-cylinder engine sounds great. The bikes are reasonably priced but harder to find than their Japanese and German counterparts. If I weren't an old guy looking for something more comfortable to ride, there would be one in my garage right now.

#### **Honorable Mentions:**

**BMW K1600GT** – 732 lbs, 160 HP, 7 gallon gas tank

Great six-cylinder motorcycle but relatively expensive even used.

**TRIUMPH TROPHY SE** – (GEN 2), 662 lbs, 132 HP, 6.9 gallon gas tank

Great triple-cylinder motor but some members have reported reliability issues.

**MOTO-GUZZI NORGE** – 617 lbs, 102 HP, 6 gallon gas tank

Light-weight Sport-Touring bike but the closest dealership for service may not be that close.

#### **Adventure**

As everyone has heard, the market for the adventure-style bikes is growing. In addition to their ability to travel off-road, they have a very comfortable standard seating position and also serve as excellent road bikes. With a good windshield they can offer a quiet pocket of air for the rider without blocking too much air in the Florida heat. Another plus is that they are generally lighter than sport-touring bikes and handle just as well or better than the heavier sport-touring machines. One potential negative for some riders is that they are a little taller, which may make it tougher to throw a leg over or flat foot the bike if riding two up.

**BMW R1200GS** – 504 lbs, 110 HP, 5.3 gallon gas tank (2012 model specs)

It has been said that BMW invented the adventure bike segment with their original R80GS introduced in 1980. The R1200GS was first introduced as a 2005 model. In addition to the base GS model, an Adventure version is also available. The GS Adventure model comes with several additional features such as standard wire wheels and an 8.7 gallon fuel tank. However fully fueled and road ready it weighs 564 lbs. Like its RT brother the GS received several improvements in 2010 including the double overhead camshaft motor first used in the BMW HP2 Sport. A major overhaul was done in 2013 when the motor became water cooled. While the GS is an exceptional motorcycle, the final drive concerns discussed in connection with the RT also apply to older models.



**SUZUKI V-STROM 650 AND 1000** – 64 HP, 485 lbs, 5.8 gallon gas tank (Gen I 650)

I recently owned a 2011 V-Strom 650 before trading it in this year. It ran like a light-weight sport-bike while providing all the comfort of a larger Adventure bike. Indeed its V-twin motor is derived from Suzuki's SV650 sport-bike. It also has an excellent fuel range with its 5.8 gallon tank. First introduced in 2004, the Gen I bike remained in production until being replaced by the Gen II model in 2012. It has a loyal worldwide following and aftermarket parts for it are readily available. My only complaint is the higher rev range required for highway cruising speeds. While the motor is smooth and certainly capable of turning 6,000 RPM for hours, I prefer a lower revving, larger displacement engine for highway riding. Of course Suzuki has an answer for that with its V-Strom 1000. In Gen I trim, it produces 98 hp and weighs 518 pounds wet. Although it has been reported that the Gen I 650 model outsold the Gen I 1000 model 2 to 1, many riders prefer the extra power of the 1000 for highway use. Like the 650, the Gen I 1000 has been replaced with a second generation model. The 2014 Gen 2 V-Strom 1000 weighs less than its Gen I predecessor and has also received excellent reviews. At the end of the day, the V-Strom may be the best bang for the buck of any Adventure bike. With its reasonable selling price, excellent motor, versatility, comfort and reliability, it is hard to beat. It is not shaft-driven however, which is a concern for some riders.



**YAMAHA SUPER TÉNÉRÉ** – 584 lbs, 92 HP, 6.1 gallon tank, (second generation ES model)

The latest version of the Super Ténéré began production in 2010. It received major updates in 2014. Selling points for the Ténéré are its shaft drive and proven Yamaha reliability. Although I do not have a lot experience with this bike, it is highly recommended by two of my friends who own them.



## **DUCATI MULTISTRADA** – 485 lbs, 150 HP, 5.3 gallon tank (2012 Sport Model)

Introduced in 2010, the Multistrada offers a potent combination of light weight, power and comfort. The Multistrada is the bike I traded my V-Strom 650 for, more specifically a 2012 Multistrada-S – Sport. It weighs about the same as the V-Strom 650 but has more than twice the horsepower. The Multistrada comes in 4 different models: Base, Sport, Touring, and Pikes Peak. The Sport model can be easily transformed into a useful touring bike with the addition of factory luggage. In 2013 the Multistrada received the Sky-Hook suspension and revised twin-plug cylinder heads. More substantial revisions were made in 2015 including variable valve timing and revised styling. Space does not



permit a review of the various features this bike has. Suffice it to say that while it can go off road, it is primarily designed for road work. The bike is still relatively new to me. I am looking forward to spending more time in the saddle and getting to know the bike better. I have a feeling that I am only going to use a small number of the seemingly infinite adjustments that can be made to the engine and suspension settings. My initial thoughts are: the stock seat is surprisingly comfortable, the small windshield does a good job, and the bike is very, very quick.

## **KTM 1190 ADVENTURE** – 503 lbs, 150 HP, 6.1 gallon tank

I have taken a short test ride the KTM 1190 but have not spent a substantial amount of time on it. On paper it would seem to combine the off-road capability of the GS with the power, high-tech suspension and engine management systems of the Multistrada.



### **Honorable mentions:**

**APRILIA CAPONARD 1200** – 550 lbs, 125 HP, 6.3 gallon gas tank

**TRIUMPH EXPLORER 1200** – 570 lbs, 135 HP, 5.3 gallon gas tank

**KAWASAKI VERSYS 1000LT** – 549 lbs, 127 HP, 5.5 gallon gas tank

**YAMAHA FJ 09** – 462 lbs, 114 HP, 4.8 gallon gas tank

## **Conclusion**

Well that's my, as it turns out, not so short list. I know a few members who own some of the bikes I have mentioned. Feel free to contact the [editor](#) if you would like to submit a more detailed article about your bike. I'm sure the club members would enjoy reading it. I hope everyone has a good holiday season with many miles of enjoyable riding.

## ***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.***

### ***Riding Season is Here!***

Ok, folks, Florida riding season is officially here! The weather is cooling off, and we can wear our safety gear (remember ATGATT?) without losing 10 lbs. in sweat on a 30-minute ride. With the riding season coming into full swing, let's review a couple of considerations for those of us subjected to daily riding in Flatistan...



Photo: [Lowman Law Firm](#)

First off, always remember that we ride in a state with its own unique challenges. We have older drivers who sometimes have difficulty managing traffic (and even their own diminishing state of mind). We have foreign drivers who have brought their home country driving habits with them when they decided to make Florida their new home. We have tourists who just plain-old don't know where they are going, but are in a real hurry to get there anyway. Finally, yes, it is Snowbird season. The annual migration has started (just ride up I-75 and watch all the motorhomes coming south). That means even more out-of-state drivers on our roads. Watch out for the cagers!

As the weather gets cooler, road surface conditions change. Particularly in the morning before the sun has time to warm the roads, even if the conditions are dry, the traction environment isn't ideal. Give the road surface extra time to warm up before getting silly.

Speaking of cooler temperatures, think body temp! Just yesterday morning, Becky and I went out on a quick breakfast run, and even at temperatures in the low 60s, I was a little chilly at speed and in my armored mesh gear. It is time to start thinking about layering, hypothermia considerations, etc.

Another thought on traction: Watch your tire pressures. Tires cool off quicker and don't warm as fast. The difference may be only a couple of minutes, but if you're pushing the envelope (no one ever does that, do they?), it could be an important few minutes.

Here is one you may not think about...hunting season. If you ride the back roads, around the national forests, etc., be aware of vehicles pulling out of forested areas, off dirt roads and the like. There will be hunters on the sides of the roads, hunting dogs running loose, and probably bullets and arrows flying (you can't do much about the last one, unfortunately, but you're more likely to get hit by lightning, at least statistically...). As long as you're on pavement, just keep an eye open. On the other hand, if you are an off-road or ADV rider and tend to venture off the hard surface, pay particular attention to the woods. They are full of orange-garbed, hunting-license carrying enthusiasts, at least some of whom we can assume are mixing alcohol and their Right to Bear Arms. Enough said...

This is the best part of the riding season for us here in Florida. While others are putting their bikes away for the season, here we are just revving up for Fall and Winter riding. Make sure you think about what that means for your safety!

***RIDE SAFE!***

***Doug Westly – Safety Editor***

## Florida News

### South Director's Report

**WELL, FALL IS COMING... AND SO ARE THE HOLIDAYS!!**

I don't know about you all, but I've had enough of 60-90% humidity for the year... I've spent nearly all summer working outside this year, and the "dry" season can't start soon enough!! Fortunately, we hit a good day for riding and lunching this past weekend when the "Southies" (and lots of Others!!!) made their way to [Pahokee Mo's Tiki Bar](#) for good grub and lots of gab!! We overwhelmed the place with 24 riders and friends, making for plenty of time for conversations while waiting for our meals. The extra time turned out to be a great opportunity for us to catch up with Kevin and Debbie Healey, who are truly on the mend from their horrific accident a few years back. Debbie has the spark back in her eyes, and Kevin is talking about riding two wheels again!! Everybody appreciated hearing about their progress, and that they shared their 34<sup>th</sup> anniversary with us!!



Van VanSteelant

*(Photos by Don Moe)*



We also held another successful 50/50 raffle! New friend to the group, Jack Hurt, took home \$37 and we pushed our total to \$538.50 after we spent \$58 on our old website renewal. We will let our old site go away next year. I did get one good response to what we might do with the growing total... anybody else???

The Mo staff did OK for us, and with a little more restaurant management training, this place could become a "must do" for anybody looking for a fun place to eat on the east side of Lake O!! And some of you took advantage of the shift to lunch time and met up early to ride the whole way round the lake before

lunch! Special mention goes out to Eve Blazsur, who was our long-distance winner again this month! It's no wonder that she's looking to replace that Honda...

I know this because the week before, Eve was in line to test ride a bunch of bikes at the [AIMExpo](#) in Orlando!! What a show!! The weather was terrific if you wanted to demo a bike from one of 8+ manufactures (street) and many more off-road makers as well!! Inside, over 550 vendors were waiting to show off the latest and greatest for 2015-16!! I'm glad I gave myself two days!! I ran into several members and friends while there, and the consensus was that the show was outstanding. Plan on the show being back in Orlando next year, but rumor is it might end up in Las Vegas in 2017...

## What's Next??

With the holiday season fast approaching, we have moved the lunch dates up to make sure you get to enjoy your gatherings with friends and family. First up, join Teresa at [JB Boondocks](#) in Howey-in-the-Hills on Nov. 7<sup>th</sup>. Plan to go and you'll see why the name fits the location!! The next week, Nov. 14<sup>th</sup>, we head west to [Capt'n Con's Fish House](#) in Bokeelia! Look for the old school decor and water front view to mix well with their comfy food menu!! As always, check out website for more details and upcoming events at [www.flmsta.org](http://www.flmsta.org). We'll be adding places for December very soon, and plotting out the rest of the lunch dates for 2016 before Thanksgiving!!

While at AIMExpo, we were able to meet up with the [ACE Café](#) crew!! They had finally resolved their issues with Orlando, and had made more progress in four weeks than the past four months!! They are looking for a Grand Opening in February, and a soft opening in mid-January. We talked about tying our Just-For-Fun event into their January time frame – smaller crowds without the NASCAR fans, and perhaps better hotel rates too! Stay tuned!!

## Membership News

I did receive a massive update this month!! I'll be sorting it all out and send a report in a separate email to you by Nov. 2<sup>nd</sup>. As a heads up to all, be sure to forward any new email addresses or changes to Michael Tissandier [membership@ridemsta.com](mailto: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!

Group riding tips...

Advanced training options...

Track day...

Get the hint... I've been mentally juggling these topics around for months. All of them intent on improving my skills.

There are LOTS of places to get some great group riding tips – even [bikebandit.com](http://bikebandit.com) has a tip section. I've read four different articles in moto mags over the last 4-6 months. I've looked at the links some of you have sent along as well. A few years ago, a hand full of us thought about establishing a "reference guide" for our own group rides...we rightly decided to leave such an endeavor to the real experts and their liability lawyers. Instead,

we have continued our own self-education. I encourage you to do the same. You'll find info nearly everywhere – from the [MSF](#) and [AMA](#) to nearly all the online sections of any cycle magazine. Even “The Pace” on our National site has useful info, dating back to the early ‘90’s when Nick first wrote the piece for [Motorcyclist!!](#)

I know I opened a can of worms a few years back when I solicited the membership about their desire to have a MSTa-themed Advanced Rider course. Talk about trying to herd a bunch of cats... In the meantime, the industry standard-MSF courses have come under intense scrutinizing. At least two well-researched articles have pointed out several deficiencies with the intent and effectiveness of their training methods and procedures. Don't take this as a bad thing. Any activity that is not evaluated and tested is never going to be useful in the long term. Some of the recent results of these inquiries can be seen in California. The State/CHIP staff chose to [drop the MSF training curriculum](#) in favor of the new program assembled by Lee Parks and his [Total Control Training](#) team. Lee adapted several other successful programs operating in the West and, so far, has trained 1,000's in California this year. I spoke with Lee very briefly at AIMExpo this year and he is understandably excited by the process. And, privately, several MSF rider coaches I know have expressed their support of the ongoing changes as well. Bottom line, training is always good. Some of it is better than others. I encourage you all to look into some advanced training in 2016. You know that training programs qualify for partial reimbursement through our [Dan Clark Safety Program](#)... Stay tuned...

“I feel the need...the need for speed!!” Well, it looks like yours truly might be able to swing another track date at [Palm Beach International Raceway](#). Also at AIMExpo, (see a trend...) I ran into the Florida-based group that operates track days at Homestead, PBIR and Jennings. They operate several events throughout the year. You can check out their site at [www.floridatrackdays.com](#). This is NOT a plug! I've done a few track days in the past, and this is a different group than I used before. But, they run their day the same way – very novice friendly, with free track rider motorcycle school throughout the day's riding. You can run nearly any bike you'd like, with little mandatory prep. I found my previous experiences to be both exhilarating and educational!! You can't beat the combination of a controlled, safe environment to push your personal limits with like-minded students/riders. I only know 3 members who would not fit the “novice” category, and they would be well-tested in the Intermediated and Advanced groups. The rest of us would be well cared for in the Novice group. Come on, find out just how good your motorcycle really is... You might find that you are only half the rider that your bike is capable of – personal experience...

Ride well! Ride often! Do it safely!!

ATGATT Van  
MSTA Florida State Co-Director

## Central Director's Report

For the October lunch ride, nine of us gathered at the DeLand Airport restaurant for dining on their outdoor patio overlooking the runway and skydive area. We welcomed for the 1<sup>st</sup> time Eric Kuritzky and Terry White from Orlando. They have now become new members! (See adjacent photo.)

We had a great time at the AIM expo in Orlando. Several MSTA members stopped by as they were perusing the maze of 566 exhibitors. Business was good for us and, when time allowed, we wandered around to get a look at the latest and greatest. Same time next year in Orlando, but rumor has it that it will be in Las Vegas in 2017.



### **Central FL Lunch Ride**

Our lunch rides are usually on the 2<sup>nd</sup> Saturday of the month, but in November it's scheduled for Saturday, the 7<sup>th</sup>, 11:30-1:30 pm.

[JB Boondocks](#),

704 S. Lakeshore Blvd.,

Howey-in-the-Hills, FL 34737

☎ 352-324-3600

This popular spot overlooks Little Lake Harris and is known for southern cuisine.

Teresa Vipond, DeLand

MSTA Florida State Co-Director

## Northeast Director's Report

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

### **Member Comment**

We thank Dianne Park for this brief report.

### **First Just-for-Fun Event in Middlesboro, Kentucky**

What fun! (Just like it is supposed to be – a (just for) FUN event! Big time kudos to Rick Giddish and Pat Magavero to have it come off without a hitch.

Most everyone arrived Friday afternoon. Friday evening, the majority of those in attendance walked to a very good Mexican restaurant, making it there almost before the rain hit and getting back to the hotel pretty much dry as well. Saturday night, Jim Park suggested pizza delivery and everyone seemed to agree. While it was a dry county, everyone was well prepared with their beverage of choice in the dining area lounge (which the hotel had no issue with) to go along with the pizza, a good college football game and lots more socializing.

The Holiday Inn Express hotel was perfect, not only because of the great location, or the superb treatment we all received from the hotel staff, or the nice size and clean rooms (well yeah that should be a given – and it was!), but the way the lobby and breakfast area was set up was just perfect for hanging out and visiting with friends. Not to mention, the 24/7 coffee and drinks, etc. right there too! And the fresh baked cookies in the afternoon. I'm going back again next year!!! (Hopefully it will be at the same place.)

Rick and Pat had a fantastic turnout for a first time event. If I am not mistaken, I think there were at least 30 MSTA members who showed up. The roads were fun and lots of routes from which to choose.

Two thumbs up on this event. Do yourself a favor and put it on your calendar – in case they do it again.

[Ed: Several photos from the event have been uploaded to the [photo gallery](#) for the event. This panoramic photo shows the view from the overlook at nearby Cumberland Gap. Photo by Jim Park]



## **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., Nov. 7<sup>th</sup>, 11:30-1:30 pm

Where: [JB Boondocks](#), 704 S. Lakeshore Blvd., Howey-in-the-Hills, 34737 ☎352-324-3600 ([map](#))

Description: This popular spot overlooks Little Lake Harris & is known for southern cuisine. It's been a while since we had a lunch date in this area. Make the trip and see what we've been missing!!

Contact: Teresa Vipond - [termayn@gmail.com](mailto:termayn@gmail.com) or ☎713-504-5763

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

When: Sat., Nov. 14<sup>th</sup>, 12:00-2:00 pm

Where: [Capt'n Con's Fish House](#), 8421 Main Street, Bokeelia, FL 33476 ☎239-283-4300 ([map](#))

Description: Old-school waterfront place with lots of comfy food!! New place for us, recommended by a few members! Look for more new spots over the next several months!!

Contact: Van - [busavan@flahsta.org](mailto: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., **Dec. 12<sup>th</sup>**, 12:00-2:00 pm  
Where: TBD  
Description: Place holder for the November lunch ride!! Stay tuned!!  
Contact: Teresa Vipond - [termayn@gmail.com](mailto:termayn@gmail.com) or ☎713-504-5763

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

When: Sat., **Dec. 19<sup>th</sup>**, 12:00-2:00 pm  
Where: [Capt Hiram's Restaurant & SandBar](#), 1606 Indian River Dr, Sebastian, FL 32958 ☎772-589-4345 ([map](#))  
Description: Hey! We are going back to the Captain's!! MSTA el jefe, Dennis Villarose, will be in town/state, and asked if we could coordinate a lunch date with him!! Come join the party – lots of room here, with wonderful river views!!  
Contact: Van - [busavan@flahsta.org](mailto: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 14](#).

### 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](#).

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

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

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### More Contact Information

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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.

### CLASSIFIED ADS

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