



The Florida Gator Tale

Newsletter of the Florida Chapter of
the Motorcycle Sport Touring Association

Volume 8 Issue 12

Events in December

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Feature Article

High Rockies Adventure Ride

By Don Moe

[Note: Maps and photos by Don Moe unless otherwise noted. Click on any photo or map for a larger version. Click on hyperlinks for further information on the item.]

This article covers the two-day “[High Rockies Adventure](#)” (HRA) tour on July 13 & 14, 2015. These two days of additional adventure riding followed completion of the [Intro to Adventure](#) course that I and several others attended at the RawHyde Adventure Camp near [Hartsel](#), Colorado. There is a separate article with the title “[Adventure Motorcycle Training at RawHyde’s Colorado Camp](#)” that I published in the August 2015 issue of this newsletter and is available in PDF format at that link or from my [website](#).

Since some of the HRA routes took us over several high passes that were former railway routes that no longer have any tracks, the grades were generally quite shallow. However, some routes were more challenging. All riders were on GS-type bikes.

Day #1

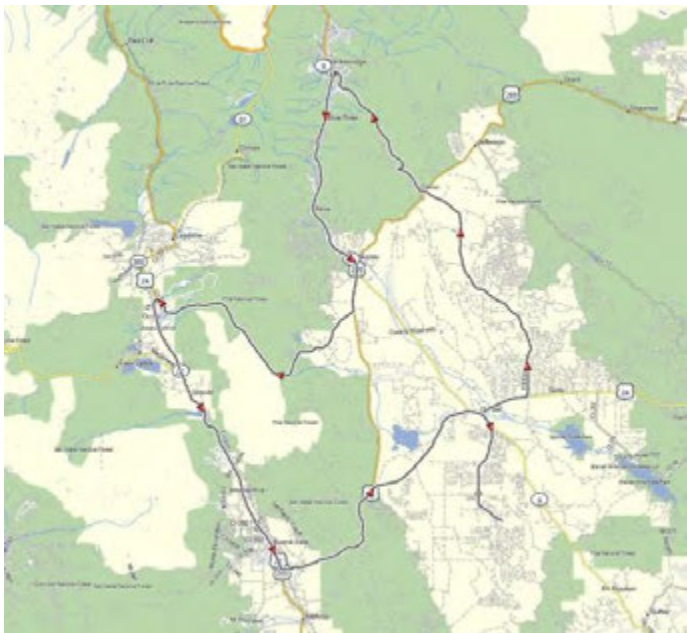
On the first day, Monday, July 13th, our ride leader, Michael, guided us over unpaved [Boreas Pass](#), paved [Hoosier Pass](#), and unpaved [Weston Pass](#). These passes are located north of Hartsel. Although the weather was overcast or mostly cloudy, we all enjoyed our rides over these passes in remarkably dry road conditions and even under partly blue skies with some sunshine.

The adjacent map shows our route for the first day.

Prior to departing from the RawHyde camp for the first group ride, Michael explained the rules and other important details about our excursion to our entire group of nearly 15 riders.

As I managed to occupy the #2 position directly behind Michael, my photos taken during the ride show only him

in the lead. Additionally I took several photos of the other riders over my shoulder and at stops.



This first photo shows the view along CR-53 as we headed north towards Hartsel at 9 AM MDT.

The next photo, taken over my shoulder about 30 minutes later, shows the view behind me. Thanks to the dry road conditions, our tires kicked up quite a bit of dust, causing us to spread out.



Upon leaving Hartsel, we rode eastward a short distance along [US-24](#) to CR-15. At 10:18 we all stopped alongside the road for nearly 20 minutes to allow the photographers in the group to take some photos of the scenic view to the north.



Just six minutes later we came to a fork in the road and paused to allow stragglers in our group to catch up and not miss the turn.



Our first stop was for fuel at the sole convenience store/gas station in Hartsel at 9:40 AM MDT.



Upon reaching US-285, we turned left for 0.4 miles and continued north along CR-33 into the [Pike National Forest](#), also called Boreas Pass Road. This took us through the small community of [Como](#). As we passed by one of the few businesses, I took this next photo of the [Mountain Man Gallery](#), which also houses the Como Post Office.



Thirty minutes later we arrived at the Boreas Pass summit and stopped to take photos, eat our lunches and to chat about the ride thus far.



After our half-hour break, we continued towards [Breckenridge](#), which we reached by 12:30. We did not stop there, but continued south along [CO-9](#) towards [Alma](#) and [Fairplay](#). This photo shows the other riders just before reaching Hoosier Pass,

During our 8-minute stop at Hoosier Pass, I wanted to photograph this sign without a motorcycle not part of our group, but its rider didn't return in time.



Continuing south from Hoosier Pass, another over-the-shoulder photo shows our large group behind me.



At Fairplay we followed US-285 south for five miles to the turn-off onto CR-5 towards the southwest. We stopped alongside the [South Fork South Platte River](#) in the valley leading to Weston Pass. The telescopic photo shows the approach to Weston Pass in the distance.



Upon reaching Weston Pass, some of us posed for a group photo in front of the sign.



Just over three miles from the pass, we stopped along the road for a few minutes so that we could each evaluate the rocky road conditions on a steep downhill segment just ahead. While we were discussing the situation, two other riders approached from the opposite direction and paused to answer our questions.



In turn we each rode down the steep road covered by many loose rocks. After reaching the bottom of the grade, I took this photo of another rider successfully negotiating the road, which really doesn't look as steep in the photo as it really is. Michael was hurrying up the hill to assist another rider who had dropped his bike.

After we had all successfully traversed that somewhat challenging section, we arrived at the junction with US-24 and turned south towards Buena Vista. After a brief stop at a convenience store there, we continued back through Hartsel to RawHyde's camp.

Over several beers and dinner, we discussed the day's adventure. We were all quite pleased with the experience and eagerly looked forward to another excursion the next day.



Day #2

This day's route traversed the unpaved [Marshall Pass](#) and [Old Monarch Pass](#), located to the southwest of Hartsel. Initially the weather was nice, partly cloudy and dry.

The adjacent map shows our route for this excursion.

We started out at 8:38 AM MDT and, just as on the day before, rode along CR-53 to CO-9 and through Hartsel. However, since we had refueled the day before in Buena Vista, there was no need to do so again so soon.

These first photos were taken along US-24 just west of CO-9 and show the view westward. Once again I occupied the #2 position directly behind the group leader, Michael.



The highway passes through the [San Isabel National Forest](#) with very nice scenery under the sunny skies.



When we reached the junction with US-285 on the southern side of [Buena Vista](#), we turned south towards [Poncha Springs](#). At 10 AM and nearly halfway to Poncha Springs, I snapped three photos while riding along to create this next panoramic view of the road ahead.



Coming into Poncha Springs a few minutes later, we stopped at a convenience store/gas station for nearly 20 minutes. After continuing south on US-285 for just over five miles, we turned off onto CR-200, a very twisty, unpaved road leading up to Marshall Pass.

At 11:15 AM MDT, we arrived at the summit of the pass and stopped for photos and a short break.

Following our five-minute stop there, we continued along the same county road, now keeping an eye on the darkening clouds ahead of us.



At a point just five miles before reaching US-50, I took another pair of photos showing the views ahead and behind me. At this time the roads were still nice and dry, but not as dusty.



Just around noon we arrived at [US-50](#) and we stopped for nearly 35 minutes at the [Tomichi Creek Trading Post & Café](#) for our lunch break. Several riders also put on their rain gear.

After resuming our ride, we headed north a very short distance along US-50 before turning off onto the CR-888, which follows [Tomichi Creek](#). When we reached NF-237, we turned eastward to traverse Old Monarch Pass. Due to the increasing threat of rain, I kept my camera inside my jacket until we reached the summit of the pass at 1:13 PM.



Again we took a break for nearly 15 minutes to enjoy the scenery. The photo shows trainer Dusty lying down to rest, while colleague Trev joshed with him.



Another rider took this photo of me in front of the sign for the pass.

According to this nearby Forest Service warning sign, we were allowed to travel here, but only on the road:



Following our break, we continued down the eastern grade of the pass until we rejoined US-50. Since it was starting to drizzle lightly, I again secured the camera inside my jacket for a while.

After we headed north along US-285 from Poncha Springs, the weather cleared enough for this final photo.



As we reached Hartsel at 3 PM MDT, the clouds did more than just threaten rain. We stopped at the convenience store for a half hour in the hope that the rain would let up, which it eventually did. As we later discovered back at RawHyde's camp, a rain cell had been nearly stationary over the area and had rained intensively for quite a while. We found very muddy road conditions along CR-53 and especially slick conditions on the side road leading into the camp's location. Obviously we were about to get our first really serious test at riding in slick, muddy conditions!

When the rider in front of me suddenly slowed down, I was unable to maintain and then regain my momentum and became the only rider to fall over into the mud on that final stretch. If my bike had had proper 50/50 knobby tires instead of the 90/10 Anakee-3s, I probably would not have had this tip-over.

Thankfully I had plenty of help from the trainers in picking up my motorcycle again. Even so, I felt exhausted, which was aggravated by the high elevation at 9,500 ft. The bike was undamaged and the mud was easily cleaned off at a car wash in Buena Vista the next day. My thanks to fellow rider Jason Alderson for capturing this moment with his cellphone camera.



We had a nice evening and another good dinner back at camp. Several of us gathered around the big-screen TV to watch a slideshow of my photos taken over the entire weekend of RawHyde training and excursions.

Conclusion

That was the final day of our High Rockies Adventure rides. The next day we all departed to our various destinations. I look forward to returning to the West and riding other challenging routes as part of the [Backcountry Discovery Routes](#), after I take RawHyde's advanced rider course, called the [Next Step](#).

My summer tour continued and included riding from Washington through British Columbia and Yukon Territory into Alaska. Although I had decided not to venture all the way to [Prudhoe Bay](#), I did ride up the [Dalton Highway](#), along with three guys from Calgary, as far as the Arctic Circle where this photo was taken. Cloudy, dry weather made the trip quite pleasant.



My training in the RawHyde course proved very useful in coping with the various unpaved roads on the way there, around Alaska, and coming back. Before leaving the US, I remembered my muddy lesson and mounted better tires. In this case it was a new set of [Heidenau K60 Scout](#) 50/50 tires that had just come on the market in the correct sizes for my 2015 BMW R1200GSA. By the time I returned to Washington nearly 6,000 miles later, I had nearly worn out the rear tire. Thankfully, not another tip-over during that entire trip despite the various muddy, rocky, and sandy road conditions that I encountered.

Adventure-riding can be both fun and challenging. Due to the potential hazards or possible mechanical issues, I prefer to be prudent on such backcountry adventures and to ride only in a group.

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.

Southern California Riders

Becky and I just returned from two weeks of riding in Southern California (SoCal), both personal and as part of our Honda work. Here are some of the observations I'd like to share with you about SoCal riders...

Almost all SoCal riders wear safety gear of some kind. Helmets are mandatory in CA, and riders generally are in armored jackets and gloves, as a minimum. A large percentage are head-to-toe ATGATT.

SoCal riders (at least a majority of them) know How To Ride! We run factory demonstration rides all over the country, and the SoCal riders, as a group, are undoubtedly the best (most skilled) riders in the country. I attribute this to a number of factors. First off, they ride year-round.

Not only that, but they have road conditions (winding mountain roads) that they ride all the time. Even more interesting is that SoCal riders must, by the very nature of traffic in their area, survive on the VERY crowded interstates and freeways. This includes for most of them a lot of time lane-splitting. I am a big proponent of lane-splitting in SoCal, done carefully and under the right traffic conditions. All of this means that SoCal riders routinely (year-round) tackle various challenging road and traffic conditions, which force them to focus on their riding. Many of them choose to commute by bike, every day to work, just because of the traffic and the convenience of lane-splitting and maneuverability. All of this contributes to their riding skills.



A motorcyclist lane-splits during commute.

Photo: [Sfaate](#)

SoCal riders also tend to be very knowledgeable of the sport of motorcycling in general. They keep up with trends, issues and events in our sport with impact their riding.

So what does all this mean for safety and us here in Florida? We like to think that we have it good, being able to ride year-round, and we do. However, the kind of riding we do here doesn't equate to the challenges riders face in other parts of the country, particularly in SoCal. From a professional point of observation, I think I can safely argue that the riding environment definitely contributes (or impacts) our skill level and safety. Our roads and riding conditions here, from a safety and skill level perspective, are about as benign as you can find (other than the occasional tourist or retiree...).

So how do we improve our riding skills? Certainly experiencing different riding environments and conditions can add to our experience level. That's tough to do in Florida. However, if you go north just a little ways, you can find great roads in north Georgia and the Carolinas to ride.

I challenge everyone to work on their riding skills. Take a long bike trip. Go find some advanced training. Want to get ambitious? Fly to SoCal and rent or borrow a bike there, and ride their roads for a week. Do any of these and you'll come away with a new perspective on riding and your own skill level.

Happy Holidays!

RIDE SAFE!

[Doug Westly](#) – Safety Editor

After Doug shared his article with others via email, Roger Spice responded, initiating a discussion with Doug about group riding. Please read their comments under [Member Comments](#).

Florida News

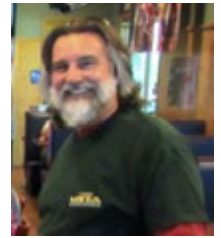
South Director's Report

AHH!! WE FINALLY HAVE OUR TASTE OF FALL... WE JUST HAD TO WAIT UNTIL THANKSGIVING TO ENJOY THAT OCTOBER BREAK IN THE TEMPERATURE!!

I know, waahh, waahh, waahh... We had to “weather” such “horrible” conditions as hot, sunny, muggy weather while most of our national membership had to think about parking their bikes... Look up “spoiled” in the Webster’s, and see the answer looking back at you from the mirror pasted onto the page!!

If you joined us for the rides this month, you had a mixed bag of sun and clouds. But, you had terrific destinations and lots of friends to dine and gab with! Teresa’s report is a little further down, and she’s picked another winner for lunch for December! The South lunch ride to [Capt’n Con’s Fish House](#) was a banging success!! We had seven Eastsiders make the trip across the state, joining 12 others from around the state for a wonderful time at a new destination! My odometer read 370 miles for the day!! And I wasn’t alone – only two riders were under 100 miles one way! The restaurant did a great job accommodating our ever growing crowd, and served up great grub in decent time! Lots of smiles and full bellies!

[Photos by Don Moe]



Van VanSteelant



Our 50/50 raffle did extraordinarily well, as our winner, Don Williams (yeah, him again!!) donated his share back to the club!! So, we add \$59.00 to our total – now at \$597.50!! Thanks to all who participate!! Special thanks to Dorothy Anderson for taking over the ticket sales so yours truly could enjoy his lunch while it was still hot!! I’ve only received one suggestion for what to do with the raffle proceeds, and timing will make that one too difficult to achieve this year.

I’m thinking we could use a substantial portion of the funds to underwrite the costs of registration to STAR ‘16 for one or more members next year, through a random drawing in Vermont. Let me know what you think about that...

What's Next??

We've bunched up the lunch rides again this month to maximize our potential turn outs! Teresa has picked the [Jolly Gator Fish Camp](#) in Geneva for the December 12th event!! Great choice and lots to do afterward if you're so inclined!!

The next week, join me for ride to [Capt. Hiram's Restaurant and SandBar](#) in Sebastian!! We'll be joined by our MSTA President, Dennis Villarose, as he'll be "in town" for that weekend!! Be there Dec. 19th!! Full details are always available at our award winning website: www.flmsta.org. Check out the coming attractions, and mark your calendar now!!!

January will be action packed, as we have our usual lunch rides, as well as the return of the [Progressive International Motorcycle Show](#) in Miami!! The Show runs Friday-Sunday, Jan. 8-10, 2016!! Check out www.motorcycleshow.com for all details!! You can make the Central Lunch Ride on Saturday, Jan. 9th, and still spend Sunday at the Show!! Join us on Jan. 23rd for the South Lunch Ride. Locations to be firmed up by Dec. 5th!!

Meanwhile, we await further confirmation on the potential Just-For-Fun Event in Orlando tied to the new ACE Café opening...

Membership News

Unfortunately, the challenges continue with our membership computer... Stay tuned!

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!

A lot of "end of year" summations happen this time of year...

Not here!! We are looking forward to another great holiday season, followed by lots of great riding weather where we will enjoy ourselves immensely at the expense of our northern membership...!!

Now's the time to get your stuff together, write down some riding plans so you don't miss an opportunity; look forward on our website and the National calendar and commit to at least one out-of-state/regional event; and figure on registration to STAR to open early in January... You are going to STAR, right?!?

And you've done your research on my rambling topics from last month... Who's signed up for more training or a track day in 2016??

ALL THE BEST TO ONE AND ALL THIS HOLIDAY SEASON!!

Ride well! Ride often! Do it safely!!

ATGATT Van
MSTA Florida State Co-Director

Central Director's Report

On Saturday Nov. 7th, thirteen of the Central Florida group met for lunch at [JB Boondocks](#) restaurant overlooking Little Lake Harris and the 'hills' of Howey-in-the-Hills. We welcomed new member, Pete Beightol & his son-in-law, Kostas Sfakiotakis from Jacksonville. Pete is a Michigan MSTA member who spends part of the winter in FL. We asked everyone to tell how long they had been a member of MSTA or the previous HSTA. Tim Vipond had the record for 29 years, but disqualified himself since he was giving out the door prize. So the winner was Larry Fitch with Steve Marcum running a close second.

Central FL Lunch Ride

The December ride is on the schedule for Saturday, the 12th, at the [Jolly Gator Fish Camp](#). We have a table for 15 reserved at 11:30.

[Jolly Gator Fish Camp](#)

4650 E. State Rd. 46

Geneva, FL 32732

☎407-349-5554

For the adventurous palates, they have Florida cabbage and gator bites along with the usual seafood fare. For the outdoor adventurers, they offer airboat rides! Going west on Hwy. 46, take an immediate right after crossing the St. John's River bridge.

Teresa Vipond, DeLand

MSTA Florida State Co-Director

Member Comments

This month's safety article sparked a discussion between Roger Spice and Doug Westly about group riding practices. With permission, their emails are reprinted here.

Initial message from Roger Spice:

Hi Doug and Becky. I agree with your assessment of California riders for all the reasons you suggested. I lived in California for a while and returned every few years to visit with friends. Riding the freeways in the L A basin is intense. With five lanes plus left and right exit lanes, knowing when your exit is coming up takes on new importance. With heavy traffic moving between 70 and 80 mph, and not enough space between you and the vehicle in front, you are forced into a heightened focus looking for the slightest indication that the traffic is about to stop because when it does it will not be easy braking. It will be hard on the brakes. I could tell stories about lane splitting. It is no wonder that these local riders have developed a high level of skill! They must carry this focus with them when they ride back roads.

In your article you asked the question, "So how do we improve our riding skills?" One way might be to revisit the ride characteristics which separate the MSTA from other riding groups, the emphasis on the sport touring style of riding. It is this style of riding that provides us with the opportunity to achieve smoothness by improving skills in cornering and braking. When I joined the HSTA some years ago, I was handed a copy of [The Pace](#) by [Nick Ienatsch](#)... I haven't heard any such discussion in a long time. Last year a

motorcycle magazine published an addendum to [The Pace](#) written by Nick in which he amended cornering technique to include trail braking throughout a corner.

For those of us who lead rides, setting the pace has much to do with the sport touring rides. While reading your safety article a while back on the subject of leading rides, I got the feeling that you were describing a cruiser ride or perhaps a ride for a mix of different type motorcycles. My ride leadership doesn't fit your definition well which made me wonder how safety compares between different riding styles. I can offer my approach for criticism.

I broadly define sport touring motorcycles to include standard, naked, soft sport, dedicated sport touring, dual sport and adventure touring. Of course sport bikes can be included because they exceed the capability of sport touring bikes. When a rider joins my ride he or she receives the following briefing.

1. Everyone is in charge of their own throttle. You may ride as fast or as slow as you like.
2. Passing is okay. If you know where I am going you are welcome to pass me.
3. There is no formation. Leave enough space.
4. Each rider is responsible for the rider behind him. If we make a turn and you can not see the rider behind you, mark the turn by waiting there until he arrives.
5. Have fun. Enjoy the ride.

Reply from Doug Westly:

Hi Roger,

My comment on leading rides is born out of doing it professionally over many years now. When you think about it, as OEM demonstration team managers, we orchestrate and lead rides under just about the worst possible group ride conditions. We take riders whose skill set we don't know, put them on bikes they don't know, put them with other riders they have never ridden with, and take them on roads with which they are unfamiliar. Doing this over the years has taught us A LOT about group riding. However, there is not necessarily any one right way to lead a ride. It really depends on the riding environment, skills of the riders as well as the ride leader, and the ability of everyone to cooperate in such a way as to make for a safe and enjoyable ride. I certainly would never criticize anyone who makes the effort to lead rides. Done right (safely) it is a challenging exercise, but very rewarding for the ride leader. I would offer a couple of thoughts on your process. These are offered up for consideration only.

- How the ride leader positions the riders is important. While it is fine to say everyone is in control of their own throttle (and certainly correct), the reality is that placing the slowest rider at the end of the group ends up frustrating them, as they may struggle to keep up, and may potentially push them past their riding comfort zone, while placing them up front (behind the ride leader) may frustrate the rest of the group. There is no one right answer to this dilemma, other than to say the ride leader needs to control the ride at a pace comfortable, enjoyable (and safe) for the entire group.
- I would be cautious about saying it is alright to pass. This is giving license for group members to pass, potentially in inappropriate situations (in corners, at excessive speed, on narrow roads, etc.) Give the group license and someone will take it. If a group member executes a pass on someone not expecting it, the passed rider could be startled and excessively or inappropriately react. I would suggest that if a rider wants to pass another group member, then that should be communicated at a stop beforehand, or at least executed where there is a clear passing lane, such as a second, open travel lane. If this is to be allowed, then passing procedures need to be clear, specific instructions as part of the ride briefing. The last thing

you want is a group member being passed and react by jerking the handlebars, forcing themselves off the road.

- If the group rides together often, then they learn each other's style and ride positions and formation naturally occurs. However, if you are leading riders who don't ride together often, then we have found that it is conducive to provide more structure to the ride formation. Particularly with riders who are not familiar with the group, providing some structure can reassure them that this is not just a gaggle of riders. It also promotes safe group ride interaction.
- Absolutely I agree that every rider is responsible to keep the rider behind in sight.

A couple of other thoughts: A ride leader doesn't ride for themselves. He or she rides for the group. Every road, movement, traffic maneuver must be considered for impact on the group, not just the ride leader. Ride leader starts and stops are slow and gradual. He or she rides with one eye constantly on the rear view mirror (having comms with a trusted chase rider helps, but now we're starting to talk formal group ride management). If at all possible, a rider leader should pre-run the route. Nothing is more frustrating for a group (as well as the ride leader) than following someone who is unfamiliar with the route. I can't tell you how many days we've spent planning and pre-running routes (primary routes, alternate routes, break-off routes). I once was part of (not leading, thank goodness) of a formal charity ride involving literally thousands of riders and a police escort, where the lead rider missed a turn. They had to U-turn all the riders along the route. Not fun...

There is a ton of things going on as a lead rider. It is not just about being in front. It is about being responsible for the group. There are some firm rules in group ride leading, but a lot of it is just common sense, a cool head and preparation. I'm sure you recognize this as well. I wish you well in your ride lead activities!

Response by Roger Spice:

Hi Doug. Thanks for your comments. I do appreciate your perspective and I am especially appreciative of all your contributions to our organization. One way I like to think of my ride points is to consider them as sets. Each one can be elaborated upon. There is, in my opinion, an intersection of these sets that does address your first point, "How the ride leader positions the riders is important" and the dilemma which it creates. I too have noticed that faster riders who are stuck behind a slower rider are annoyed and frustrated. They are not having fun. They are not working on their skills. The slower rider is aware of their feelings and is no doubt feeling anxiety about being the cause. In talking with slower riders, they always prefer to be back in the line in order to avoid this anxiety. Another source of concern to all riders is the fear that they will lose the group if they do not keep up. The concept of marking the turns by waiting for the bike behind you is there to alleviate those concerns. All riders can relax knowing that they will not get lost. By reminding all riders that they are in charge of their throttle and encouraging all riders to ride their own ride and that it is okay to pass, rider position in line sorts itself out. If ego were to become a problem, I would have to intercede, but it never has, all the riders being older retired people. If you were to take a bird's eye view of my ride, you see a long strung out line of single file motorcycles looking more like a lot of solo motorcycles than a group. I believe this approach to leading a ride will work with a group up to ten motorcycles. I usually have six or so this time of year. My group, being sport tourers, is reasonably homogenous in skill level. I believe that many of the MSTAs have this same commonality. I realize that there is great diversity in the groups that you lead as well greater size. I am in no way disagreeing with any of your positions. Due to the uniqueness of the MSTA, I offer these thoughts up for discussion, table talk, tire kicking, etc.

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., Dec. 12th, 11:30-1:30 pm

Where: [Jolly Gator Fish Camp](#), 4650 E. State Rd. 46, Geneva, FL 32732 ☎407-349-5554 ([map](#))

Description: For the adventurous palates, they have Florida cabbage and gator bites along with the usual seafood fare. For the outdoor adventurers, they offer airboat rides! Going west on Hwy. 46, take an immediate right after crossing the St. John's River bridge.

Contact: Teresa Vipond - termayn@gmail.com or ☎713-504-5763

MSTA Florida South Lunch Ride

When: Sat., Dec. 19th, 12:00-2:00 pm

Where: [Capt. Hiram's Restaurant & SandBar](#), 1606 Indian River Dr, Sebastian, FL 32958 ([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 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.

Progressive International Motorcycle Show

When: Friday, Jan. 8 through Sunday, Jan. 10th

Where: [Miami Motorcycle Show](#), Miami Beach Convention Center, Halls C – D, 1901 Convention Center Drive, Miami Beach, FL ☎786-276-4350 ([map](#))

Description: [Directions and Parking Information](#). [Facebook Page](#).

Contact: ☎800-331-5706

MSTA Florida Central Lunch Ride

When: Sat., Jan. 9th, 12:00-2:00 pm

Where: TBD

Description: Place holder for the January lunch ride!! Stay tuned!!

Contact: Teresa Vipond - termayn@gmail.com or ☎713-504-5763

MSTA Florida South Lunch Ride

When: Sat., Jan. 23rd, 12:00-2:00 pm

Where: TBD

Description: Place holder for the January lunch ride!! Stay tuned!!

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 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

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