



The Florida Gator Tale

Newsletter of the Florida Chapter of the
Motorcycle Sport Touring Association

February 2022 - Volume 15 Issue 2

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Feature Article

Adventure Motorcycle Training at RawHyde's Colorado Camp

By Don Moe

[Ed. Note: This article was previously published in the August 2015 edition of The Florida MSTa Gator Tale.

Don shared this article near the beginning of his most adventurous years on a motorcycle. He often referred to this training as THE game changer. Having followed him myself for thousands of miles on every kind of road, in several states, I, too, can attest to the training's effectiveness...Van]

In January this year I bought a 2015 BMW R1200GS Adventure and,

in order to feel more confident riding the beast on unpaved roads, I decided to sign up for the 2-day, [Level-1 Intro to Adventure rider training course](#) at [RawHyde-Offroad.com](#) taking place in mid-July near Hartsel, Colorado. The itinerary for our Intro course is listed on that webpage.

Additionally, I signed up for their “[Pre-Training](#)” session and the subsequent 2-day “[High Rockies Adventure](#).” The pre-training session on Friday afternoon allowed the instructors to give us more personalized attention in a smaller group and we could reinforce the techniques during the additional practice in the full-day sessions.

Prior to attending the course, I had purchased the BMW GS Off-Road Riding Skills Instructional DVD and found it quite helpful in preparing me for the training experience at RawHyde's camp. Additionally, I found several useful videos on YouTube, including RawHyde's own playlist. This article reviews my experiences during the Intro training course. *(Maps and photos by Don Moe unless otherwise noted.)*



In 2015, Don took the 2-day Level-1 Intro to Adventure rider training course in Colorado.



A general overview of the camp's location in central Colorado.

The RawHyde training camp is located at around 9,500-ft elevation near CR-53, just 13 miles south of the US-24/CO-9 intersection at Hartsel.

The area around the camp had once been plotted as a development project with numerous unpaved, public roads throughout the area, and scarcely any buildings. Although the project didn't succeed, it left behind a nearly perfect off-road training ground for beginners. Much of the area is also open-range for livestock.

The camp facilities were somewhat minimal, although adequate for short-term stays, consisting of a single large shed along several smaller bunkhouse buildings, campers, and tents. Staff members provided very good meals and looked after our needs. Up to four instructors were present to help us master our riding lessons.



From the hilltop at the camp, we enjoyed this gorgeous view of the mountain range to the west.

Day #1 – Pre-Training



A view of the camp area shortly after I arrived for their Pre-Training session. Several more trainees arrived later that day.

Since I had opted for the upgrade to a “deluxe tent,” I was assigned one of the yellow and white “Eureka” tents that are visible to the left of the building. Each tent is mounted on a wooden platform and contains a mattress on a cot, a chair, a small table, and a battery-powered amp. Each bed has quality sheets and a heavy blanket, called by some there a “Russian Army” blanket. Since the temperature inside the tent typically dropped into the low 40s at night, the heavy blanket was nice.



Other participants at the camp were assigned a “tent” in a specially designed trailer parked behind the building. The tents are attached to elevated platforms along the sides of the trailer and accessed by short ladders. Although I didn’t take a look inside the bunkhouse, other attendees indicated that the accommodations were quite sufficient.



The camp also provided for some degree of “comfort” facilities. Behind the building on an elevated platform are three portable toilets (left) and three showers of similar appearance (right). The sink in the middle supplies running cold water when the diesel generator is running to provide electricity for the camp and the water pump.



Upon my arrival, I signed in with Lea, one of four very friendly female employees, and was given my name tag, etc. Trev, one of the trainers, introduced himself and showed me around the camp, explaining the “ropes” and assisted me in transferring my luggage from my motorcycle to my designated Eureka tent. The four instructors for our “Intro” group for the weekend were Trev, Dusty, Russell, and Matt.



Instructor Trev is describing aspects of off-road bike protection and preparation.

In order to minimize potential damage during a crash, we then proceeded to prepare our motorcycles for the training sessions by removing vulnerable accessories, such as both mirrors, the windscreen, along with the top case and panniers. The turn signal stalks were also zip-tied in a vertical position, facing forward. The handlebar was repositioned upward for best posture when riding while standing on the foot pegs.

As soon as everyone attending the Preliminary Session and their motorcycles were ready to begin our initial training, we donned our riding gear and at 2 PM headed out to the training area, located a short distance south of the camp. For this exercise, our instructors were Trev and Russell.

From the camp we headed back out the entrance “driveway” and turned left. Our trainers had us perform several exercises around the loop.



Map showing the track log from my GPS

Trev and Russell explained our first series of exercises to perform: standing on only one foot peg and then the other. The goal is to keep our bikes properly balanced while shifting our weight side-to-side. In a later exercise, we alternately swung our legs fully across the seat.



Trev and Russell (l) explaining our first series of exercises to perform: standing on only one foot peg and then the other.



As we rode around the training loop, we had an audience of donkeys and cattle, seemingly giving us either curious or annoyed looks.

Around 4 PM we rode back north, past the camp to a scenic overlook, where we paused for nearly 20 minutes to enjoy the view from that overlook.



Trev and Russell at the overlook.



*Group photo at the overlook
view of the very dark night sky and the Milky Way.*

We returned to camp by 4:30 PM and relaxed until dinner was served around 6 PM. The camp had a well-stocked, open bar and included a nice selection of Colorado-brewed beers. After dinner we gathered around the campfire and talked about our experiences during the day.

By 9 PM, it was getting dark and we gradually retired to our lodgings. By 9:30 PM the generator was shut down, bringing welcome stillness to the camp. During the night, I had occasion to venture to the portable toilets and paused afterwards to admire the glorious, cloudless

Day #2 – Intro to Adventure, Part 1

Just before 5 AM, the generator started up! What an early wake-up that was! After putting in my foam earplugs, I soon fell back asleep.

Breakfast was excellent and plentiful! I didn't hear anyone complain about the food or preparation at the camp. Somewhere hidden out of sight was obviously a good kitchen, probably in the large truck parked adjacent to the building.

For the newcomers in the Intro training course, Trev again demonstrated the proper techniques for safely lifting a fallen motorcycle. Dusty stood behind him to demonstrate properly assisting another rider to raise his bike.



At 9:40 AM we lined up at the staging point along the driveway. Another beautiful day to ride motorcycles in central Colorado!



As we were leaving the first training area, the wind was blowing our dust trails towards the south.

Saturday's training session was more intense than the preliminary session was on Friday. We initially headed south to the same training area as Friday and repeated the balance and other exercises for nearly three hours. At 12:30 we returned to camp for lunch. After lunch we rode north to the second training area consisting of a short section where the instructors set up traffic cones for us to practice tight circles and figure-eight loops.



Map showing our track for this day's training sessions



We gathered around as Dusty, wearing the orange sweater, gave us instructions for this training session.



Trev and Russell demonstrated the maneuvers through the cones.

After each trainee successfully practiced the exercises several times over nearly 90 minutes, we departed this training area and took a long, scenic route back to RawHyde's camp, arriving there just after 4 PM.

Once again we relaxed for a while around camp, enjoying beers and other adult beverages until another delicious dinner was served. The evening proceeded much the same as the day before, along with a beautiful night with a clear view of the stars.



We took a long scenic route back to camp.

Day #3 – Intro to Adventure, Part 2

The final day's training in RawHyde's Intro program began just before 9 AM, starting with another visit to the first training area to the south of the camp for about an hour of warm-up and refresher exercises, including cone weaves.

Following the warm-up session, we returned to camp since our next lesson involved riding a tight serpentine course, which is located directly east of the camp on RawHyde's property and is fenced in to prevent livestock from "messing up" the course. Additionally, several small dirt piles were placed in a line to allow us to practice riding up hills and stopping briefly before continuing down the other side.



In this panoramic photo, a portion of the lengthy serpentine course can be seen behind the other riders.

nearly 90 minutes, we returned to camp for a welcomed lunch break.

Shortly after 1 PM we mounted up again for the afternoon session. This time we headed north to a section where several large hills allowed us to practice our hill climbing and descending techniques at speed on much more challenging terrain covered with more gravel.



Dusty stopped halfway to the top of the upslope to explain how to perform a proper turn-around after stalling or stopping when heading up a steep slope.

After satisfactorily completing that exercise, we returned to the particularly steep and rocky hill to learn how to perform a proper turn-around after stalling or stopping when heading up a steep slope, although we were not asked to perform this exercise.



Other trainees coming down the same steep hills, although they don't appear to be that steep in my photos.



The next item on the day's training plan was to ride through a modest section of sand followed by a small gully alongside the road. Instructors Trev and Russell demonstrated riding through it for us and we each took one or more turns to traverse the gully too. It doesn't look like much in this photo of Trev doing the run, but it was a challenge for some of the trainees. Instructor Matt recorded videos along with humorous commentaries of each of our attempts and showed them to us later on the wide-screen TV at camp.



Our track log for today's exercises and our lengthy ride out to CO-9 after our training session.

After our 45-minute gully exercise, we returned to camp for a 20-minute break. The instructors asked us whether we might be up for another lengthy ride, to which we all said, “Of course, we are!” We mounted up and headed south and east through a section of the Pike National Forest to reach CO-9. We continued north about 7.5 miles and turned off onto Buffalo Drive, which appeared to be part of another failed development project.

Along this ride, I rode back in the pack and took several photos as we rode along. At one point we passed by another group of cows looking at us warily. We always slowed down when approaching livestock as we didn’t want to spook them and cause a collision.



Trev and a trainee showed off by riding hands-free while standing for a short distance.



As a final photo from this excursion, this next one shows the view north along CO-9. The structures visible near the highway are close to the entrance to Buffalo Drive. We couldn’t have asked for better weather all weekend!

We arrived back at camp by 5:30 PM in time for another delicious dinner and conversation. After dinner, I hooked up my laptop computer to the wide-screen TV and showed photos from our three days of training. This article contains only a small selection of my nearly 200 photos.

High Rockies Adventure Ride

As mentioned, I had also signed up for the 2-day “High Rockies Adventure” tour. On the first day, Michael guided us over unpaved Boreas Pass, paved Hoosier Pass, and unpaved Weston Pass. These passes are located north of Hartsel. On the second day, the ride traversed unpaved passes Marshall and Old Monarch, located to the southwest of Hartsel. Some of these passes are former railway routes that no longer have any tracks.

Although the weather was cloudy both days, we all enjoyed our rides over these passes in remarkably dry road conditions. However, on the second day, the clouds did more than just threaten rain back at RawHyde’s camp. A rain cell had been stationary over the area south of Hartsel and had rained intensively for quite a while, only letting up as we returned to camp. We found muddy road conditions along CR-53 and especially slick conditions on one side road leading to the camp’s location.



When the rider in front of me suddenly slowed down, I was unable to maintain momentum and became the only rider to fall over into the mud on that final stretch. Thankfully I had plenty of help from both trainers and other trainees in picking up my motorcycle again. It was undamaged and the mud was easily cleaned off when I reached a car wash facility in Buena Vista the next day. Thanks to fellow trainee Jason Alderson for capturing the moment.

Summary

My personal experience at the RawHyde Adventure Camp was quite good and I am looking forward to attending their Level-2 class, called “The Next Step” in the future, either again in Colorado, or at their facility in California, or elsewhere. The courses are not inexpensive, but the intense training and counseling along with the supporting staff and facilities make the investment in both time and money worthwhile. Everyone who participated in the training likewise seemed quite satisfied with their experience. After spending over \$20K for the new motorcycle, another 10% to learn to ride it confidently in off-road conditions was just part of the package for me.

Several riders, who haven’t yet taken the RawHyde course in Colorado or California, have asked me why I didn’t take the similar course at the BMW Performance Center in Spartanburg, South Carolina, especially since it’s much closer to my home in Florida. My answer to them is that I like the coolness and the scenery of the high Rockies in the summer, particularly compared to the heat and humidity of the southeastern US then. Additionally, the High Rockies Adventure ride over passes nearly 12,000 ft. in elevation cannot be easily duplicated elsewhere. Otherwise I would agree that taking the training in Spartanburg would be a good option. Jim Hyde, the founder of RawHyde Adventures, has collaborated with BMW on developing the off-road training courses and both include essentially the same curriculum.

–Don Moe

Safety Talk

IMPORTANT NOTICES: *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. [Ed. Note: This article was previously published in the April 2015 edition of The Florida MSTA Gator Tale.]*

Personal Choices By Doug Westly



I actually didn't come up with this topic. It was suggested to me at a recent lunch gathering. BTW, it was a beautiful day to ride and we had over 30 MSTA'ers from all over central and south Florida in attendance. If you haven't gone to a lunch ride lately, better hurry up before we hit the summer months! Now, back to our regularly scheduled program...

Personal Choices. It's what motorcycling is all about. The freedom of riding is unlike any other experience. Just by riding we are taking the (hopefully calculated) risk of the sport. It's how we approach our riding, and the choices that we make in the sport, that determines our level of safety.

Everyone now has to go through a basic rider training course to receive their motorcycle endorsement. Unfortunately for a lot of riders, that is where their formal training ends. Realistically (with the exception or Oregon, Idaho and now California), the standards for basic motorcycle training are minimal, at best. Really all the MSF basic rider course does is teach a new operator basic controls and riding concepts. It does not give the rider any exposure to real world riding conditions. Doesn't it make sense to follow up your basic rider training with some advanced rider courses? But hey, it's your choice!

Safety Gear. I'm not going to beat a dead horse, other than to just say I let out a sigh every time I see someone in regular jeans on a motorcycle. Why haven't most riders at least figured this one out yet?

Alcohol. Really? It still happens, even among MSTA'ers. As a group we pride ourselves on our capabilities and dedication to the sport, yet some (fortunately in our group mercifully few) still can't avoid the lure of a draft at the afternoon lunch stop. Yes, everyone notices.

How we ride and who we ride with are more choices. I will be the first one to admit that I love a spirited ride, but I am careful to choose where and how I have fun on my bike. If you ride with folks who disregard neighborhood speed limits, bicyclists, other highway users, etc., it says a lot about the choices you make in your riding.

One more thought, and this is perhaps the most important of all. Very few of us live in a relationship and/or family vacuum. We have people who care about us (Well, at least Becky tolerates me...but she is kind to other strays, too.). Riding is a choice, and an exercise in risk assessment. When we make the wrong choices, we significantly increase the chances that something bad is going to happen. That not only affects us, but our loved ones as well. Make the choices that won't put your loved ones through unnecessary heartache and anguish.

Motorcycling is about the freedom of the ride. It's about enjoying the experiences of the road. But it's also about riding smart and making the right choices. Just something to think about...

Ride safe! – Doug Westly



South Director's Report

A tale of two weekends....

The Central Lunch Ride to Westgate Smokehouse happened on a "chamber of commerce" day! Blue skies, Florida "winter" temps and clear roads. Most of us were out until dark!

The South Lunch Ride to Cowpoke's happened just 7 days later on a dreary, damp to wet day, overcast and never out of the 50's. Wet roads were the norm, and repetitive checks of the weather radar allowed us to avoid the worst of the conditions. On the other hand, we are in Florida after all... Some towns are measuring snow in feet, not inches!!

Carl's report on the Central ride follows below. And 6 Southies made the ride as well! JR, a new face, started out with 3 usual suspects from the 7-11. Picked up Rick waiting for us at the Port Mayaca Locks, and added Larry at CrossRoads. Upon arrival, we spread out among the Central crowd and kept Carl hopping with the raffle ticket sales!



Dreary day but good ridin' and eatin' at Cowpoke's

The South ride started with 5, Ellen, Buck, Steve, Mike and Van. I had laid out a route that would have been more fun on dry pavement, but the curves still counted toward our minimum daily requirement! We added one more with a U-turn to make our way back to Cowpoke's, having "missed" it northbound... We were later joined by 3 from Melbourne. Considering the gloomy weather, 8 was a good turnout.

As with any new-to-us location, we always give it a thorough once over. And we'll be back!! Lots of parking, seating for 500 (give or take 50!), terrific menu, and our server could not have been better! Ya shoulda been there...

We made the most of the afternoon, heading south around the back side of the weather front. Our usual bypass routes always amuse us and kept us under the clouds, not the rain. For the few of us who enjoyed both Lunch Rides, we added nearly 650 miles of Florida wintertime fun to our memory bank!!

The **Statewide New Year's Lunch Ride at Peck's in Crystal River** in January was great with 15 riders from all over the state. Tom says:

In general, the weather was sweet – mid-60 in the a.m. with some patchy ground fog. And then into the mid-80's coming home. For myself, I clocked 355 miles (round trip) which took about 4 hours each direction (although I took completely different routes).



Great food and great weather for the New Year's lunch ride to Peck's

The food at Peck's was back to De-licious this time around. (It usually is, but the last time I ordered something that wasn't quite up to their high standards.) I had New England clam chowder (yum) for starters and then super tasty butterflied and seared Cajun shrimp with fries and coleslaw. Our server did a fine job. And I got lucky with Ozello Trail – no putzing autos to slow me down either way– really enjoyed the rushes carving into and through the many corners which were gravel-free.

I'd like to suggest a separate Peck's ride sometime else during the year (in addition to the New Year Day's ride). There are no doubt many members who have other priorities on New Year's day, and the place is, in my mind, so outstanding that everyone deserves a chance to experience it!

What's Next??

Ok, I intend to support and encourage everybody's decision on whether to ride, eat and be merry. I am leaving the LUNCH rides as scheduled WITH CONDITIONS!!

All restrictions have been lifted for all enterprises across Florida. No new warnings or mandates will be forthcoming. We will continue to contact the restaurants to listen to how they are operating. The latest variant news will likely cause some concern in the near future. I will send out the usual email announcements after our research.

On **February 5th**, head to **Tillie's Tavern & Grill** for the **Central Lunch Ride**. Good places deserve repeat business!! Two weeks later, **February 19th**, join us for the **South Lunch Ride** to the **Rockabillaque Florida Car and Bike Show at the Seminole Casino in Immokalee**. Final details and meeting times will be in the Ride Announcement. The event is open from **11am to 5 pm**. Important links are on our Rides Calendar.

Membership News!!

If you are receiving the *Gator Tale*, but not my announcements, **PLEASE** email me ASAP to correct my files. I believe I'm up to date...

My heartfelt THANKS to Don Moe for his efforts EVERY month to bring our Florida membership up to date with all the news about our new and renewing members!!



Here's what we know today...

The Florida MSTA welcomes 5 new members – Michael Brennan of Hollywood, Larry Gonzalez of Port Saint Lucie, Garth Jenkins of The Villages, and Gary & Carolyn Pastorella of Palmetto Bay. Welcome!

These Florida memberships have recently expired or will expire soon:

Kevin Healey	Brian Johnson	Frederick Blackall	Raymond Harcourt	William Hart
Alan Spears	Frederick Christ	Judy Powers	Prior Powers	Adrian Jones
Jeffrey Withrow	Victor Salisbury	Eckart Schneider	Van VanSteelant	

These Florida memberships have recently renewed their membership in the MSTA:

Tom Batchelor	James Beyerl	Dennis Villarose	Donna Villarose	Ilse Zeigler
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We urge all our members to renew their memberships and continue supporting their MSTA. If you have a question about when your membership expires, please contact the membership committee at membership@ridemsta.com. Renewing or joining can be done quickly and securely online at PlanetReg.com/MSTArenew or PlanetReg.com/MSTAjoin respectively. If you use a pre-printed form from STARreview or an ITR, be sure to mail it to the new member of our new membership team, **Scott Snedden, 11484 Waterwood Dr., Tyler, TX 75703**, and not to the address of any prior membership director.

If you only want to update your phone, email, bikes, or other details, you can do so quickly via PlanetReg.com/MSTAupdate. **Please include enough unchanging information to assure the correct member is updated in the database.**

When you encounter a rider who would seem to be a good fit as a new MSTA member, please pass along one of our brand-new **Invitation-To-Ride Tri-folds!** For each new member you recruit and who provides your name and/or membership number on the application, you will receive a coupon for a **raffle ticket for the motorcycle touring package drawing at our next STAR event**. Any new or current member who joins or renews as a Sustaining Member will likewise receive a coupon for a raffle ticket for each year of the new membership term.

Random Ramblings!!

With the latest surge of the scourge having peaked, I do hope to see more riders roll up their sleeves for a shot to regain any positive momentum!! Most of us qualify for the booster shots, which I gladly took. I did so because I know I'm surrounded by unvaccinated persons on a daily basis, who are aiding and abetting the constant creation of COVID variants.

When you can...

Join one of our monthly rides!!

And invite a friend to ride along!!

Ride well! Ride often!! Do it safely!!!

ATGATT Van

MSTA Florida State Co-Director



Central Director's Report

January Central Ride – Westgate Smokehouse Grill, River Ranch

Saturday, January 16th dawned clear and cool for Florida. When Alan and I departed at 08:30, it was 46° F. Knowing it was going to warm up into the 70's, we layered appropriately, so we could ride back in the warmer temps. We took FL 15, Narcoossee Road, to St Cloud, where we picked up US 192/441. We rode US 441 all the way to the infamous SR 60. US 441 was rural 2-lane riding, relaxing and pleasant. SR 60, 2 lanes, was moving pretty well. We did get bottled up behind a load of hay until we hit a passing zone. We arrived at the River Ranch Westgate Smokehouse at 11:00 to find two riders already there.



18 Central and Southie riders enjoyed excellent food and gab at the Smokehouse Grill.

We were all seated at 11:30 sharp. The Smokehouse staff had set aside 3 tables for us and were most efficient at seating us and taking our orders. We had 18 riders in attendance. It was an even split between the Central riders and the Southie riders. I am pleased with the attendance as we were in the middle of the Covid Omicron breakout. Fellowship and camaraderie were great. It's always fun to meet with fellow riders. Mike Brennan rode the longest distance to attend – 200 miles. Kudos to the staff at the Smokehouse Grill – friendly, courteous and efficient. The food was excellent!

Around 01:30 PM, we all departed in warmer temperatures for the rides home. It was a great ride.

Just For Fun Ride

January Grit Ride – Marsh Landing, Fellsmere

Friday the 28th, I watched the evening weather on TV. They were talking about a hard freeze (4+ hours) from the Orlando area northward and not so hard in Brevard County and parts south. Upper 20's was being predicted for my area, at least for a couple hours pre-dawn, on Sunday. Remembering multiple past occasions where I rode in 30° – 32° temps for hours...I moved to my laptop and pounded out a call-to-arms to all the local riders that I had email addresses for:

Old Motorcycling Friends and New,

Mother Nature is throwing us a challenge Saturday night. I think it's an excellent opportunity to test one's grit on a Sunday morning brunch ride. We can go to Marsh Landing in Fellsmere with a sit-down time of 9:30.

This is a little bit short-notice but, if you can get away for the morning, it's long enough notice to pump up the tires, connect the battery charger, clean the windscreen, dig out the winter gear and get your head around the idea.



(l-r): Win, Larry, Eckert & Tom

And so, Sunday morning, Larry, Eckert, Win and I met at the aforementioned restaurant following an exhilarating ride – not only temperature-wise, the whole sky was baby blue and absolutely cloudless. We met outside the restaurant in great spirits and carried that inside. There was no shortage of stories. The coffee and meals just hit the spot and we continued to regale each other with recollections of our personal motorcycling escapades.

By the time we mounted up to leave, temps were into the low 50's, but the sky was unchanged. It was so nice that Echert, Larry and I rode east across Wabasso Causeway where Larry then headed south to Vero while Eckert and I went north. Win headed straight home.

I hope this example of an impromptu ride will be an inspiration to other avid riders. It wasn't a large gathering but it was FUN!

Safe Journeys,

Tom Blake

Florida Rides This Month

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: Saturday, February 5th, 11:30 am – 1:30 PM

Location: **Tillie's Tavern & Grill**, 12 E Magnolia Ave, Eustis, FL ☎ (352) 602-7929 ([map](#))

Description: Hugh, Carl and several other north Orlando guys tried this place out and thought it was even better than the 1884 Restaurant. They're just down the street from the old 1884 location.

Contact: Carl, carltr6@hotmail.com, or ☎ (386) 793-0030

MSTA Florida South Lunch Ride

When: Saturday, **February 19th**, 11:00 AM – 5:00 PM

Location: **Seminole Casino Hotel Immokalee**, 506 S. 1st St., Immokalee, FL ☎ (239) 658-1313 ([map](#))

Description: Hot Damn!! The second annual **Rockabillaque Florida Car and Bike Show** hits the Casino grounds!! More info to follow. For now, we'll figure on all day attendance. Food is available in the Casino. Likely food trucks/vendors with the Show.

<https://www.seminoleimmokaleecasino.com/dining>

Here's the link for the Show: <https://www.rockabillaqueflorida.com>

Contact: Van, busavanflmsta@gmail.com, or ☎ (561) 386-2594

Future Florida Rides

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

MSTA Florida South Lunch Ride

When: Saturday, **March 15th**, 11:30 am – 1:30 PM

Location: **Blackfins at Capt Hiram's Resort**, 1606 Indian River Dr., Sebastian, FL ☎ (772) 589-4345 ([map](#))

Description: Oh, it's been a while since we enjoyed this river side venue! Early arrivals will find bike parking right by the front door!! Join us and see if we can spot a few dolphins in pursuit of their own lunch!!

Contact: Van, busavanflmsta@gmail.com, or ☎ (561) 386-2594

MSTA Florida Central Lunch Ride

When: Saturday, **March 26th**, 11:00 AM – 5:00 PM

Location: **Woody's River Roo**, 5717 18th St East, Ellenton, FL ☎ (941) 722-2391 ([map](#))

Description: We shouldn't have as much competition for chairs and tables in March verses the winter snowbird season! Join us for some riverside grub and gab!

Contact: Carl, carltr6@hotmail.com, or ☎ (386) 793-0030

MSTA Daytona Bike Week Lunch Ride

When: MSTAs Lunch Ride – Thursday, **March 10th**, 11:45 am – 2:15 pm

Daytona Bike Week - Friday-Sunday, **March 5th – 14th**

Location: **St. John's Marina & Resort**, 2999 FL-44, DeLand, FL ☎ (386) 736-6601 ([map](#))

Description: This year, we're returning to St John's River just west of Deland. It's only about a half hour from the Daytona Speedway. As you approach the bridge on SR 44, turn right at the KOA sign and follow the paved road back and then along the river to the Grill. Great river and marina views. The food's not bad either.

Daytona Bike Week (Friday-Sunday, March 4th-13th) - Possible bike races: Flat Track, Supercross and Daytona 200 Road Race

Contact: www.officialbikeweek.com

MSTA STAR National Rally 2022

When: **Sunday, June 19th – Wednesday, June 22nd**

Location: **Drury Plaza Hotel/Cape Girardeau Conference Center**
3351 Percy Dr, **Cape Girardeau, Missouri** ([map](#))

Description: The MSTA National Rally. STAR= Sport Touring Association Rendezvous Officially opening up on Sunday evening and closing on Wednesday evening with a banquet. However, many people come in early on the Friday or Saturday and stay until Thursday. On- and Off-Road routes will be available. Registration will include the Tuesday Lunch Ride, the Wednesday evening banquet, door prizes, and a goodie bag for all attendees. The hotel serves an evening happy hour every day that includes drinks and some food. This is part of your room rate.

Contact: www.ridemsta.com

For additional Florida events and information, [click here](#) to see the Florida MSTA website's Events page. The Florida MSTA chapter also has a presence on Facebook with upcoming events and past photos: [click here](#).

Florida MSTA Apparel



As a reminder, our Florida State Storefront is open online for your MSTA-branded apparel! Go to mstaflorida.qbstores.com. We have made arrangements with the supplier for our National Gearbox to allow our State membership to buy shirts, hats, etc. with our State logos directly from the source!!! No muss, no fuss!! Order yours today!! They offer both embroidery and digital print options. Click onto the Embroidered Apparel or Shop By Logo for each option. Don't hesitate to contact Queensboro directly with any and all questions. They are very customer friendly. They also offer Polo shirts and T-shirts with pockets!! Shopping finds

online... We found some fun motorcycle t-shirts you can order online. Click the image for this particular t-shirt. There are other fun motorcycle t-shirts online at <https://teespring.com/shop/motorcycle-tshirts>.



The MSTA National [website](#) has extensive event information.

National MSTA RideMSTA.com

Florida MSTA FLMSTA.org

We're also on Facebook: facebook.com/FLMSTA/

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Classified Ads

To find a buyer for your motorcycle items, please send your ad and pictures by email to editor@flmsta.org. Don't trash it, recycle it! One man's trash is another man's treasure!