



FLORIDA GATOR TALE

Honda Sport Touring Association

September 2007



Iron Butt Dual Cert

Submitted By: Bill Royal

As some of you may know, I own a timeshare at Weirs Beach on Lake Winnepesaukee, NH. I have driven there a number of times, and even ridden my ST there twice before. It's just about 1600 miles each way, and I generally run that in two days, so if they are even, that makes two 800 mile days back to back. As I said, I have done this a couple of times before, but I decided this year that maybe I should get the "credit" for it by getting my ride certified by the Iron Butt Assoc.

With that in mind, I went to the IBA website and downloaded all the appropriate forms and read and re-read all the tips and advice they give. It's all very good stuff. Then, I spent several hours crafting my route. By that I mean balancing in things like how many miles each day I wanted to do, the times I expected to be on the road, the traffic (big cities and what time it would be when I got there). During this planning phase, I decided that it would be within my capabilities to attempt the dual certifications of a Saddle Sore 1000 (1000 miles within 24 hours) and Bun Burner 1500 (1500 miles within 36 hours). So now my planning called for 1000+ miles the first day and then 500 more the next. I planned the 1st day's route and timing such that I would be pretty much immune from any major city traffic for the entire route. I also planned my end stop to be at 1028 miles out just to have a bit of a "cushion" to be certain I had made the 1000 required miles. And lastly, I had alternate overnight stops planned at 750, 850 and 925 miles just in case things weren't going to plan. I felt that would help

reduce any overzealousness on my part to force myself beyond reasonable limits.

The morning of my planned trip, Thurs, Aug 2nd, I didn't need the alarm to wake me at 3:00 AM for my 4:00 AM scheduled departure. The excitement had me wake up just minutes before the alarm would have gone off. A quick shower got me fully awake and I made last minute checks of my bike pack to ensure all was secure. Then, I checked the Florida weather radar for rain, and it did appear that I would encounter some very light rain on I-75 between Brooksville and Ocala but should be fine after that. I ate some grapes and drank a glass of OJ while I pondered whether to start off with my rain gear on or not and then it was off to get my start witness sheet signed by my buddy John who was ever so gracious to be up to sign my sheet at 3:51 AM in the morning! That done, I needed just one more stop before the trip would begin - a gas receipt which would record my official start time and a bag of ice for my "cooling package". A 10 minute stop at the Racetrak gas station and I was ready to roll.

It was warm and dark, but comfortable at 4:10 AM as I rolled onto I-75 and set my cruise control to 70. Aside from wanting to make the best mileage I could so as to minimize fuel stops, IBA rules are quite explicit about discouraging speeding. It was nice starting at this time of day as the traffic was so light I was able to relax and get settled in for the long day ahead. It wasn't long before the darkness was joined by a very heavy fog. That was a little disconcerting as it would further re-

(Continued on page 3)

This 2 time award winning newsletter is produced and edited by:

Bill Royal
HSTA Florida Newsletter
Editor

Web Addresses:

If you're "connected" be sure to check out the National HSTA Site at: www.ridehsta.com

And the Award Winning Florida HSTA Site at: www.flahsta.org

The Florida Chapter of the HSTA has two State Directors.

FL North:
Sam Ulbing
545 Turkey Creek, Alachua, FL
32615 352-262-6221
n4uau@cox.net

FL South:
Bill Royal
1521 New Bedford Dr
Sun City Center, FL 33573
(813) 633-8155
RideFL@flahsta.org

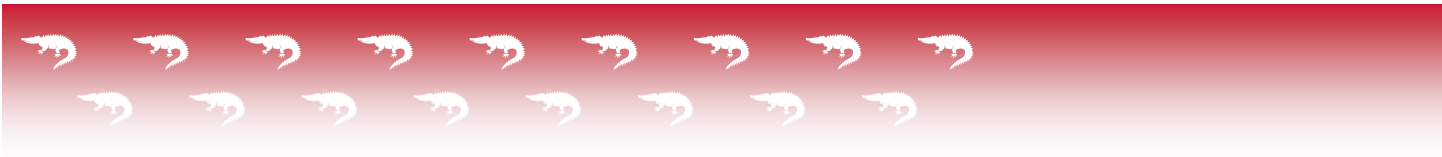
Inside this issue:

Iron Butt Dual Cert	1, 3,4,5
Free Ads	2
Ramblin Around	3
North News	2
South News	4
Rides/Events	6

Welcome to the Club!

We would like to extend a hearty and sincere welcome to the following recent new members. Thank you for choosing to join our group. Many long lasting friendships have begun here and we hope your experience will be a satisfying one!

Name	Location	Ride	Introduced By
Pete Harker	Palm Bay, FL	ST1100 & ST1300	Martin Siegel
Phil Kaminski	Mount Dora, FL	ST1300, K100RT +	Bill Royal
Cathy Kaminski	Mount Dora, FL	MOH	Bill Royal
Craig Smith	Odessa, FL	ST1300	Mag Article



Free Ads

Motorcycle related items - wanted or for sale, riding buddies or room mates for events can be placed right here - for free! Just send them to arrive by the 15th for the next month's publication. Send to Bill Royal, (address on front page of newsletter) or email to ridefl@flahsta.org.

For Sale

Bikes

2003 Honda ST 1300ABS, @37K miles of faultless performance, all scheduled maintenance performed - synthetic oil only, 90% of fuel run through the bike has been Chevron Techron 93, new Bridgestone O20s in April; extras include: MC Cruise, running lights, heated grips, back-off brake light, custom Ventura pack bracket - Ventura pack, small grip bar and small Nelson pack part of package. 30 months remaining on Honda Factory Extended Warranty Metallic grey, with a few scratches. \$9,000.
Contact: Tom at 352.336.7294 (preferred) or t.kerkoff@att.net

2003 Honda VFR800VTEC Interceptor, 7500 mi., factory hard bags, Power Commander, Scorpion cans, sport touring windscreen, Heli Bars, Throttlemeister cruise, new Dunlop D220's, Silver. Sport Touring Ready! \$7500.00
Contact: Richard at 954.675.4728 or rpk2fla1@yahoo.com

1977 BMW R100RS with 32000 miles in good condition. BMW tank bag, saddle bags, small luggage rack, stock & tall windshields. \$4000.00
Contact: Art Bremer 352-464-2000 (st.ops@earthlink.net)

Gear

Corbin "Gunfighter & Lady" seat and backrest for ST1100. \$300.00
Contact: Art Bremer 352-464-2000 (st.ops@earthlink.net)

Garmin 478, includes power cord, software, pre-loaded maps and cover (does not include antenna). \$700

VTX 1300 Corbin seat (used one day only!) \$400
Contact John French 561-350-6177 (no email)

Other

Wells Cargo Cycle Wagon enclosed motorcycle trailer - Lightly used, probably less than 5,000 miles. 12.5' X 7' box, probably 16 to 17 feet overall. Tandem axle, electric brakes, aero nose cone, diamond plate aluminum fenders, black with chrome bottom trim, rear ramp door with spring assist, paneled inside with interior lights, wheel chocks and multiple floor and side tie down points, side door on front right side. This trailer cost over \$6,000 new, current models are about \$7,000. Buy mine for \$4,500. Will deliver up to 250 miles for cost of gas. I can E-mail photos upon request. Contact Jan Berryman, Tallahassee, Florida (850) 893-2253 or E-mail berryman15@comcast.net.

Wanted

Small off road bike 80cc-125cc 4stroke, 3-5 yrs old, Honda, Yamaha or Suzuki.
Contact Phil Ridgdill Email rfoxrdr@bellsouth.net, 904 287 9654

North News

Submitted By: Sam Ulbing

North News Sept 2007

August saw not one but two North Brunch Rides and both were in places I'd never heard of. The first, organized by Bob Shields was in Floral City and the second by Buck DeShazo was in Interlachen.


You may recall that this is the 25th anniversary of HSTA and it was duly celebrated at STAR this year. Not to be outdone Buck DeShazo and his wife Sandy decided to commemorate this special year at Buck's brunch ride by making a 25th anniversary HSTA cake. Thanks Sandy and Buck for the thought!



25th Anniversary Cake
courtesy: Sandy & Buck DeShazo

I think it is terrific that people are volunteering to organize rides. It gives us a chance to try new places and have more rides each month. I hope that others who know of a good place will let me know and maybe offer to organize a ride there. It would sure be nice to have a lunch a week to choose from!

In that vein Rob Medwed has offered to organize one to a really different sort of place in September and I'll do one the end of the month as well. Hope to see you there.



Ramblin' Around!

Submitted By: Phil Ridgill

Favorite Roads, Good Friends, Motorcycles, City's, States, Countries, Hotels, Pubs, Cafes, Places to go and things to do. Does that ring a bell with you? My bell rings overtime with these thoughts. Favorite Motorcycles, I could really rattle on about all the motorcycles I like but that would take forever. I'm like most Motorcyclists, like them all but definitely have my favorites. Better not start on that; let's go back to favorite roads. Where I live we have a nice little road, State Road 13. It really isn't much but when it clears off from SR 16, it's quite nice. It runs along the St. Johns River south towards SR 207, a few little places where you can kind of "air it out". You have to be careful about animals though. Had an otter run out in front of me one day, he changed his mind and reversed course in the middle of the road, made for a very interesting ride that day. When I'm short on time I can leave my home and ride this road with a little loop on the Farm roads and be home in about hour, clears the mind out. We do have some nice roads in North Florida but you have to go west of Starke to ride the good ones. Up along the FL GA border you can find some neat roads, keep in mind nothing like NE GA roads.

If you're going to the HSTA SE STAR 07, I'll take FL group (Friday) on one my favorite rides. It'll be a long day's ride with some very interesting roads. If you want to go on this ride Friday morning,

please let me know. It will be an all day ride but it's a neat ride. I certainly hope temp is a bit cooler in Dilliard. Here in N.FL it's been extremely hot recently. I was on the Motorway doing .9, minding my own business, checking the instruments my air temp indicated 104, that's hot. We could do with some nice 75 degree weather and I don't care if it's cloudy or not, a little rain would be nice also.

In last months Newsletter, I commented about a 3 day non event in N.FL. I've had some interest expressed so it's on. It will be the weekend of Oct 12-14, in Alachua, FL. Accommodations will be at the Alachua Inn, located at the intersection of I-75 – US41. Be sure to mention you are with the HSTA, Tel 386 462 2414. The rates are \$67.99+ tax per night; booking has to be made no later than September 15, 2007; credit cards are accepted for booking. This location is within walking distance to Restaurants, Petrol Station and very close to some nice roads. It's best that you arrive on Friday as we will leave early Sat morning on an all day ride. We will be back in Alachua by 5:00pm. Sat evening we will go over to High Springs for dinner in a nice small Cabaret. They will accept credit cards also, makes it a bit easier if we have a large group and of course cash is accepted. Hopefully we will have good turn out for this.

Ride Safe & Smart

Phil Ridgill

Iron Butt Dual Cert

Continued...

(Continued from page 1)

duce my visibility for any creatures that might try to cross the road in front of me, but at least it wasn't the rain I had been expecting. As I rode further north it stayed heavily foggy, but I was patting myself on the back for the decision to forgo the rain gear since it appeared I wasn't going to need it as the rain I thought I saw on the radar looked to really be just fog.

I was making good time as I rolled into Ocala looking for my exit to get over onto US301, but then the rain drops started. It was light and spotty at first, but by the time I was onto 301 it was getting steady. I immediately thought of my premature self congratulations on my rain gear decision and now needed to decide whether or not to stop to put it on here. Again relying on my internet read of the radar, I felt that if I just hung in there as soon as I got northeast of Ocala I would be in the clear so I pressed on. And the further I pressed on, so did the rain and my re-playing of the IBA advice regarding putting on your rain gear BEFORE you need to. In any event, I was now wet enough that putting on the gear was only going to happen if I felt wet creeping towards my feet/boots and so far, it wasn't hard and steady enough to do so. The visibility was poor though so I was having to focus all my concentration on maintaining stability and staying on the road. Thankfully, the rain began to lighten up a bit as I rolled through the speed trap city of Waldo and by the time I made Starke it had actually lightened to a mist and I began to dry out. I continued north on 301, crossing I-10, preferring to stay away from the potential commute traffic of Jacksonville. It was 7:00 AM now and despite it being well past sunrise it was still quite dark due to the weather. I continued up through

Callahan FL where 301 turns into SR 200 and it started raining again! Turns out the weather and I would be playing this game until sometime around 10:00 this morning. Not long after I got up onto I-95 at Exit 2 in Florida and by 8:00 AM I was getting off in Kingsland GA for my first gas stop. Got my gas in and recorded the details for my log and then pulled away from the pumps to park for a bio break. When I got back to the bike, I ate some more grapes and some peanut butter crackers and began donning my gear in preparation to leave. It was only then that I noticed that my "cooling package" (a soft-sided roll about cooler filled with a 100 oz drinking water bladder, some beer for the end of the day and 10 lbs of ice to keep it all cold) was leaking. I had forgotten from my trip earlier in the season that the cooler liner had developed a pin hole leak. So now it was dripping melt water from the cooler right onto my sheepskin seat pad. I hadn't noticed prior to this as I was wet from the rain anyway, but there wasn't anything I could do at this point any way so I mounted up and left. At 17 minutes it was a little longer stop than I would have liked, but overall, not too bad.

It was 10:00 AM when I first saw some blue sky and I was just north of Savannah. Hallelujah! I had managed to get clear of the rains finally and I had not gotten wet feet, nor donned my rain gear. With the sun now out I was pretty much dry by the time I got to I-26 which I turned onto to get west over to Columbia, SC where I would head up the "westerly route" of I-77 and eventually I-81. It was noon as I pulled off the beltway around Columbia for my 2nd gas stop. I was now totally dry save for a dampness around my butt, compliments of my leaking cooling package, but it actually seemed

(Continued on page 4)



Iron Butt Dual Cert

Continued...

(Continued from page 3)

to be helping keep me comfortable. The only problem was, with the cold water leaking out, my ice melt rate was much higher than normal so I had to replenish the package with a 2nd bag of ice, something I've never had to do before. Some more grapes and crackers and I was off again, this time with a 20 minute stop due to having to mess with the ice.

Heading up I-77 out of Columbia, you ascend up into the mountains, providing some great views when you can afford them. It also takes a lot of concentration to be dodging the truck traffic as it jockeys around each other as they lumber up the steep inclines. All in all though the traffic was still fairly light and the ride quite comfortable and enjoyable all the way through Charlotte NC. Then, just a bit north of Statesville, NC there was a dreaded construction zone that brought the traffic down to a screeching halt. It was stop and go for about 10 minutes. Thank goodness it was only 2:25 PM and not during the heaviest rush hour traffic.

From here on through to Christianburg, VA which was my third gas stop of the day it was clear sailing. I was running right at the speed limit the whole way and felt great. It was just 4:00 PM when I rolled in the gas station here and by now had my routine down pretty well. Gas, food, drink and go and I was back on the road in just 14 minutes. From here on out I would be dealing with the GPS calling out the distances to and exits for the various early outs I had planned into the route. I was feeling so good I had no problems ignoring them and continuing on. One by one they went by but the GPS was showing me a final ETA of 8:00 PM and that suited me just fine as it would just be getting dark by then. And so it was - 7:55 PM when I pulled off I-81 at Exit 20 onto Black Gap Rd (SR997) in Scotland (part of Chambersburg) PA. 1028 miles by GPS log from Start Gas stop. I had done it - My first Saddle Sore 1000. Now to rest up so I could continue the trip and earn the 2nd prized certification another 500 miles and the Bun Burner 1500 would be mine.

After gassing up, I drove over to the Super 8 hotel and got a room and the clerk to sign my witness form. Then I lugged my stuff to the room, got my gear off and took a nice long cool shower. Man, did that feel good! I ate more grapes and crackers, and ate a sub sandwich I had brought along but not eaten during the day. Then a quick

review of the weather channel and a call to set my morning wake-up call for 4:30 AM and it was off to "la la" land.

I slept well, waking to the phone as my requested wake up call came due. I got dressed, ate some more fruit and crackers, made a few trips back and forth to get my gear from room to bike and then a few more to fill my cooling package with ice and I was ready to go right as planned at 5:00 AM. Today would have a different complexion than day 1 since with less miles to make I had planned a route that was far from all interstate. But that was for later. For now, I headed out amidst a surprisingly heavy flow of truck traffic on I-81 bound for Harrisburg PA where I hoped I would make it through before the heaviest of rush hour.

I was traveling with my Garmin 2620 GPS playing only my favorite MP3 tunes through my J&M CD audio system, with the CB tuned to the truckers channel. But with the heavy truck traffic, I was annoyed with the constant interference of trucker banter, so I tuned down a few channels to quell the interruptions. I was making good time despite the truckers constantly pulling out into the 2nd of only two lanes trying to pass only to not be able to and then hanging out there for what seemed like forever. Patience was the primary virtue, followed up by the occasional use of the ST's passing capability to get around the most recalcitrant of drivers. I had entered the city of Harrisburg and passed over the Susquehanna river without even realizing that when suddenly I could see nothing but brake lights ahead. I slowed in response and immediately tuned back to channel 19. It was only seconds when I heard what the problem was - a semi trailer had flipped over in the median and was on top of a car. It had apparently happened just moments ago as it was still unfolding on the radio as I approached. I calculated I had been less than one mile behind the lead cars encountering the mess as it took just 5 minutes of stop and go traffic to work up to where the accident was. The first emergency vehicles had just gotten there, and were not yet even in control of the scene. Somehow, a semi headed in the opposite direction from me had flipped over onto its side in the median and the cab was resting squarely on top of a small to medium sized passenger car. Emergency personnel were trying to make contact with the trapped driver as I rolled by. I hope whoever was in there was OK, but it sure didn't look promising. Fortunately for me, none of the north bound lanes were blocked so

(Continued on page 5)

South News

Submitted By: Bill Royal

I am cutting this report short in order to have room for the entire Iron Butt Dual Cert article. I will try to remember to report on the South lunch ride from August in the Oct newsletter, In the meantime Doug Pippin asked me to post the following so please give it your attention and consideration:

Florida HSTA Group possibly coordinating the September Rally in Dillard. Anyway it looks like Trey and Eric have been talking about combining the two Georgia HSTA events, Helen and SE Star next year.

Since a lot of Floridians attend the September Dillard event - SE Star, I thought it would be a good opportunity for Florida to have a sanctioned event by coordinating this event in Georgia.

SE Star is an AMA sanctioned event and we still have the September dates and if Eric and Trey combine Helen and SE Star the September date will be open.

It doesn't have to be in Dillard although it would be easy to take over an event that is already established.

Iron Butt Dual Cert

Continued...

(Continued from page 4)

as soon as I cleared the scene, the road opened up and since it had primarily been truck traffic I was soon out and away with no other traffic to speak of heading in my direction.

I stayed on I-81, eschewing I-78 so I wouldn't have to go through New Jersey and its traffic. I-81 swung me north, up through Wilkes-Barry and Scranton where I then caught I-84 bound for the Newburgh bridge across the Hudson river in NY. Although this adds some 100 miles or so to the route it more than makes up for that in less traffic delays and more scenic vistas. Had I been right on top of the ball, I would have stopped for gas early in PA in order to avoid the high prices of NY, but I wasn't thinking about that at the time. I ended up looking for gas just before I got to the bridge, in Montgomery, NY at 8:50 AM. Gas here was \$3.06 a gallon compared to yesterday's low of \$2.59 in VA. OUCH. I dallied here a bit as I knew I was soon going to switch out of interstate mode and I wanted to get myself a bit more relaxed for that. Still, only 17 minutes here and I was off again soon over the Newburgh and then turning off the interstate onto the Taconic State Parkway.

Wow, what a difference a road can make. The Taconic is a two lane parkway, restricted to passenger cars only - no trucks, campers or other annoyances and not even any tolls either! How sweet this was. This little diversion would allow me to bypass ALL of Connecticut, and most importantly, the convoluted twists and turns through Hartford. Although the speed limit was a bit lower it was still a pleasant switch from the mornings ride until then. It was 9:30 AM by now as I swept along the Taconic at it's posted speed of 60.

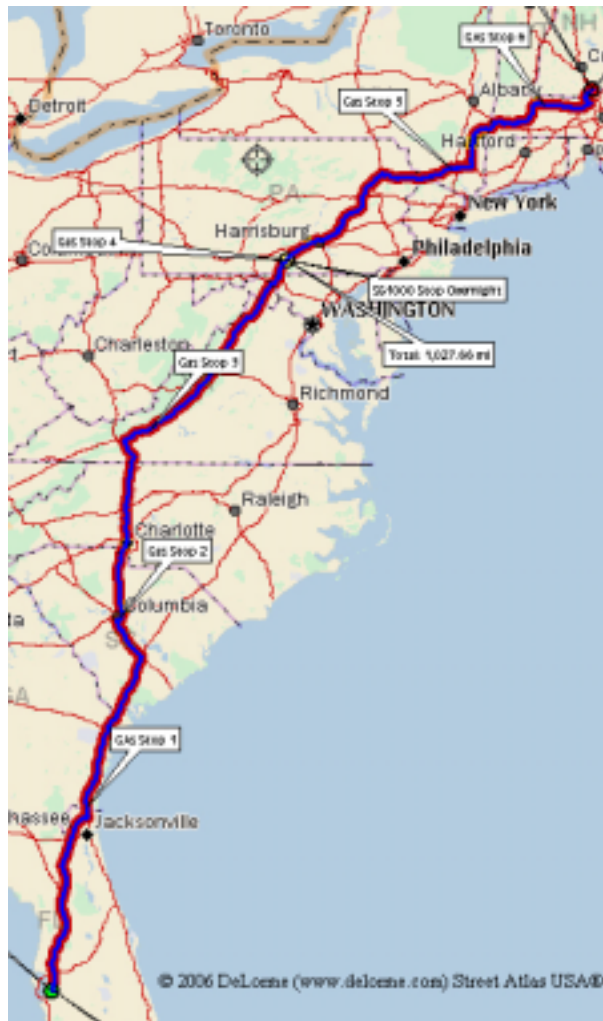
It was just 10:17 AM when the GPS squawked at me to turn off onto what appeared to be little more than a driveway. It was NY CR 11 which cut off a little corner and brought me onto Hwy 23 which would bring me into Western Massachusetts at Great Barrington, MA. There, I would head further north on US 7 up to Stockbridge where I would catch SR102 and then east into Lee, MA where I would catch US 20 which would parallel the Mass Pike. Now all this looked like a good idea when I studied it on the maps in my office chair, but as I headed through Barrington and along 7, I was beginning to have my doubts. Traffic was heavier than I had anticipated and it was SLOW. Much of the road was posted at 35 and nobody would venture even one MPH over that. There were practically no

opportunities to pass so by the time I had worked my way over to Lee MA it was 11:06 AM and I saw the entrance ramp signs for the Mass Pike I admit I was sorely tempted... I even ran a re-calc on the GPS to see what would happen if I took the toll road but because it went so far south any time I would save would be used up getting back north where I needed to go so I stayed the course with my original plan. Eventually I was rewarded as I got onto US 20 where the traffic was light and the twists and turns superb. I was grinning ear to ear by the time I turned onto SR66 in Huntington MA where I had yet some more nice back road running until I got into the traffic of Northampton and Hadley. There it was warm and slow, and I even encountered a very short detour off my planned route for some construction, but it didn't hold me up much. Before long I was rolling along north on SR 63 headed up to Turners Falls where I would pick up SR 2 (AKA the Mohawk Trail).

It was 1:03 PM when I pulled off SR 2 for gas. I was within striking distance of my goal, but the back roads had put me closer than I wanted to be time wise. I had until 4:00 PM to make a good BB1500 and my GPS was showing an ETA of 2:30 PM, but I also knew that this is a Friday afternoon and there was no telling what kind of traffic might lay ahead. I made it a quick stop, just 7 minutes and swung back out onto SR 2 for the final leg of the trip.

I took the rest of SR 2 down to I-495, the outer beltway around Boston. It is a 6 lane interstate, 3 in each direction - but as I feared it was very heavily clogged with no accidents, just heavy weekend traffic. Heck, it was only 2:00 PM how does everyone get out so early? We were rolling between 25 and 50 on an interstate that is normally running at 65+. Fortunately, I only had about 10 miles to make before I would turn northward again on US 3. I finally worked my way there and once on 3

was pleasantly surprised that the lane additions that were just beginning construction 6 years ago when I moved from here were completed and working fine. US 3 was moving along great and I pulled across the state border into Nashua NH at 2:15 PM. From there it was a short hop over the Merrimack river into Hudson NH where I found a gas station to get my finish receipt at 2:31 PM with 507 miles by my ST odometer and 497.8 by my GPS. This wouldn't be a problem because I had a 10 to 20 mile or more cushion from my day 1 ride. So my final (unofficial) stats:
SS1000 - 1029 miles in 16:06
BB1500 - 1533 miles in 34:45





Upcoming Rides/Events

Ride/Events are compiled for your convenience from a variety of sources. HSTA sponsored rides are indicated with the "♦" symbol. If you are considering making any of the rides we suggest you call the contact ahead of time to confirm the ride is still on as listed.

♦ **HSTA Florida South Brunch Ride - Sep 8th - Jack's Diner, Frostproof FL - Brunch at 10:00 AM** - Located at 18 W Wall St. (Just off US27A/ SR17 right in the center of town) GPS: N27° 44' 45.38 W81° 31' 50.73" in hddd° mm'ss.s° format. - Phone: 863-6351912
 Contact: Bill Royal RideFL@flahsta.org or 813-633-8155

Future South Rides/Dates: Oct 6th - TBD Nov 10th - TBD Dec 15th - TBD

♦ **HSTA Florida North Brunch Ride - Sep 15th - Yalaha Country Bakery, Yalaha, FL, Brunch at 9:00 AM** We can "sit on the patio to admire the peaceful countryside with coffee and an exquisite pastry." 8210 County Road 48, Yalaha, FL. This is on Rt. 48 about 4 miles east of Rt. 27 a bit south of Leesburg. The web site has more directions. <http://www.yalahabakery.com> Approximate GPS: N28 44.371 W81 49.019. Let Rob Medwed (medwed@cfl.rr.com) know if you are planning to attend.

♦ **HSTA Florida North Brunch Ride - Sep 29th - Akins BBQ, Bell FL. Brunch at 9:00 AM** Main St (US 129) Bell, FL. Everyone liked this place for lunch, let's see how the breakfasts are. Let me know if you plan to attend. (n4uau@cox.net). Approximate GPS: N29 45.288 W82 51.738

Future North Rides/Dates: Oct 20 - Gator Joes, Oklawaha Nov 3 - Billy Jacks Smokehouse Grill, Williston
 Dec 8 - Petrello's (formerly Old Boarding House) Trenton

♦ And all the rest of the HSTA National schedule...

NOTES: Event schedule is subject to change without notice. Please be sure to check with the listed contact before making your plans!

For non-HSTA members reading this on the internet, be advised that attendance at these National Events requires HSTA membership. You can join at the event and your event fee gets waived (one time only)!

Date	Event	Location	Contact	Web Address/E-mail
September 7-8-9	Ozarks BS Rally	Theodosia Marina & Resort Highway 160 Theodosia, MO	Ed & Linda Young 417-926-3075 (hm) magna@fidnet.com	http://come.to/The_Ozarks_BS_Rally
September 14-15-16	River City Ride	Baymont Inn Corydon, IN	Don Moose Parish 317-936-5818 (hm)	mparish@hrtc.net
September 21-22-23	SE Star	Holiday Inn Express 64 White Oak Lane Dillard, Georgia 706-746-3585	Trey Hall 615-367-6495 (hm)	http://tinyurl.com/8de29 Strey1100@aol.com
October 5-6-7	Friends of Freddie's	Rosener's Resort Park Hills, MO 1-800-888-4241	Bob LaMear 636-938-3788 (hm)	racerboy@fms4u.com
October 19-20-21	AR By Way Boogie	Paris Inn 2010 E. Walnut Paris, AR 72855 479-963-2400	Mario Caruso 501-318-5233 - office 501-622-0987 (cell) Hot Springs AR 71901	guinzomoto@arkansasrider.com
November 2-3-4	Texas Hill Country Ride	YO Ranch Resort 2033 Sidney Baker Kerrville, TX 78028 877-967-3767	Ken Bowen & Dave and Connie Schluter	http://www.geocities.com/jfpoulos/THC2007.html TXHillCountryRally@gmail.com