



October 2004

The Shadow Writer

**Official Newsletter of the
Shadow Riders of St. Louis
All-Brand Motorcycle Club**

A Letter from the President

Today we wrapped up the Bikers for Babies activities for 2004. The big winners this year were the babies! Over \$300,000 raised (compared to \$208,000 last year). And over 5000 bikes – I don't have all the numbers yet, but there were a lot more Shadow Riders there than I've seen in one place at one time since the same ride last year. Congratulations to Rich Kramer and Mark Levin – the number one and two individual fund raisers, respectively. Ryugen overheard two bikers from another club asking about the top money raisers before the actual announcement. One turned to the other and said, "It's gonna be the two guys from the Shadow Riders, Rick and Mark, like always". (Ryugen told them "It's Rich, not Rick.") Our club dropped back to second place in both total money raised and per capita, beat out by Kirkwood HOG for total and the Rebel Rat Pack club for per capita. I have to say I'm happy to hand over first place to Kirkwood. We raised almost as much this year as last, and they raised about \$20,000 more. I think we also achieved another important goal. Kirkwood has over 1200 members. We have less than 200. In past years we have challenged them to start living up to their potential. This year they began to meet that challenge. Now we should challenge them on the "Average Donations Per Member" and see how they do! <grin> Thank you to everyone who showed up for the ride and everyone who helped in our fund-raising efforts!

On a more personal note, Saturday before the event I got a real life experience of "bikers helping bikers". As I was leaving Shady Jack's, my bike died (and it wasn't just from inadvertently hitting the kill switch!). For the next two hours, SRC friends and total strangers spontaneously pitched in, one after another, to help figure out and fix the problem. We finally decided the electrical system was irreparably fried, got our trailer, and brought the bike home to await the repair shop. But it felt really good, and a little amazing, to be the center of the biker community in action. Between the "Bike Rescue gang" at Shady Jack's and the B4B performance of all the groups in our area, I am a little prouder of our folks than usual (Special thanks to the Shadow Riders who were part of the rescue gang – you know who you are and so do I. And thanks to Rob, June, and Randy, who each offered to loan me a bike so I could make the B4B ride.)

Ride safe and have fun.

Nita Fisher, President
prez@shadowriders-stl.com



The Shadow Riders of St. Louis
Is a Chartered Club of the
American Motorcycle Association

~Cruisin' 2004~
~Don't Forget~

Saturday Night Out is the 2nd Saturday of each month... Check the HOTLINE & WEBSITE for more details.

Club Meetings

General Membership Meeting

7PM, 4th Tuesday each month

NEXT MEETING: October 26

Manchester Elks Lodge

2242 Mason Lane

Road Captains Meeting

7PM, 2nd Tuesday each month

NEXT MEETING: November 9

The French Quarter (Downstairs)

14766 Manchester Road

Board Meeting

7PM, 2nd Wednesday each month

NEXT MEETING: November 10

Olive Garden

12990 Manchester Road

Sunday Group Rides

Meet at Old Orchard Center

Manchester & Braeshire Ave.

(West of Weidman Road)

Rides leave promptly @ 10:00AM

Arrive early and line up.

Membership Stats

Main members	145
Significant Others	43
Junior members	3
Total	191

Inside this Issue:

- **The Presidents Letter—Front Page**
- **Meetings & Rides—Page 2**
- **Inside Story—Page 3**
- **Inside Story—Page 4**
- **Inside Story—Page 5**
- **Inside Story—Page 6**
- **Runs & Rides—Page 7**
- **Event Calendar—Page 8**
- **Event Calendar—Page 9**
- **Classified Ads—page 10**

Remember.... If anyone has a short story, or announcement for an upcoming event please submit it to me so I can publish it.

My Contact Information:

**E-mail—editor@shadowriders-stl.com
jvoelker@sbcglobal.net**

You can now re-print or re-read your Shadow Riders Newsletters.

1. From your Internet Browser type the following:
www.shadowriders-stl.com
2. Click on the Menu Bar on the right side of the Web page titled ShadowWriter. Please enter the following:
User Name: sunday
Password: oldorchard
3. Here are links to Archived Editions of the Monthly Shadow Riders Newsletter.
4. (Adobe's FREE PDF reader or equivalent is required to use these files).
5. Just click on the issue you want and let it load.
6. When Adobe Acrobat comes up just save the file to your local hard drive.

Autumn Winds
By Bill Andrews

October 5, 2004 – A chill in the air, pumpkins on porches and ghoulish creations hanging around homes: All good indicators that fall is here—perhaps the best riding season for motorcyclists.

For the visual, there's nothing like riding through a tunnel of trees with their leaves changing. Reds, yellows and oranges contrast against a clear blue autumn sky. Pure primary colors strike the retina with the satisfying warmth of a pastoral painting.

Cooler temperatures mean more comfortable rides. Your safety gear takes on the secondary role of comfort clothes, and you no longer feel like a sweat rag when you stop for a break—a delightful change coming off the summer heat.

The cooler temperatures, though, remind us that the air can go from nice to frigid in moments. Need some tips on staying warm? Check out advice from the experts here. <http://www.amadirectlink.com/features/Cold/index.asp>

Also keep in mind that deer and other wildlife are out and about stocking up before the ground freezes. Remember the rule of thumb: If you see one deer, its cousin isn't far away.

Due to the many variables that affect fall foliage, folks even 50 miles away could be experiencing peak color while your area is still quite green. To help find the best color in your neck of the woods, check these websites.

- * USDA Forest Service
- * Links to Regional Fall Color Information by State
- * CNN.com/In-Depth Autumn Odyssey
- * Photo Travel - Travel Guides for Photographers/Fall Foliage Links

Twin City Honda



Introducing the all-new Shadow Aero. Inspired by both the Shadow A.C.E. 750 Deluxe and Shadow Spirit 750, this classic machine features incomparable retro styling, shaft drive, a low, 26" seat height, and best of all, full-sized looks and performance—without the full-sized price.

Twin City Honda
1539 Commercial Blvd.
Festus, Missouri 63028
(636) 937-8164



The Grand Canyon Trip – Part 2
By Marklyn Cobb

In reviewing the last article, I left you in Ely, Nevada. The next morning, just as the weatherman predicted, we woke up to a brisk, sunny and 45° temperature. Fortunately, it warmed up quickly as we rode and promptly shed our layers at the gas stops. We came within 2 miles from Hoover Dam but didn't stop in because of the construction zones. Some things like signs still indicate remnants of the "old wild west" and perhaps still are. It makes you wonder about the names such as "Horse Thief Canyon" and Dead Man's Gulch". What is a gulch anyway? – Something short of a canyon?

Around 245 miles later – Vegas! And it's hot! Could I shed any more layers? We drove the strip a couple times and the traffic was crazy. I was ready to pass out from the heat by the time we parked the bikes at our motel – the Stratosphere. What a cool motel with plenty of shops to feast a woman's eyes on the lower level and fun rides on the outside roof of the needle-shaped building to thrill those that are a kid at heart – we rode the roller coaster (the tame one). For lunch, we ate in the revolving restaurant at the top and afterwards headed for Fremont Street. Fremont Street was covered by a canopy of LEDs which displayed a spectacular light and sound show at night. Looking forward to seeing some shows like The Blue Man Group and Penn & Teller – well, Tuesday was a dark day, which meant no shows were playing – today was Tuesday. We gambled some and had some luck as we toured our way through New York, New York and the Luxor. Our feet couldn't take much more abuse in our boots and it was late – so goodnight to Vegas.

It was nice leaving the next morning without having to put on all our gear and jackets this time. It was another short ride, 260 miles to the Grand Canyon in Arizona. We dropped off our stuff at the motel and headed out again. There was a line and a fee to get into the park. In another line across from us was a motorcycle group from Springfield, Missouri. We chatted briefly and I talked to a woman driving a Softail and compared notes on being the only female driver in the group type thing.

The Grand Canyon! As you make your first approach to the "Great Crack" – it reveals its majestic view as you park your vehicle. You can't help it but to drop your jaw with a gasp and be mesmerized by its grand beauty and infinite size. There is no camera that can grasp this feeling of grandeur and awe. We made our way through the park starting from one end to the other until we felt that the views were looking the same – one marvel couldn't outdo another. This "Crack" definitely deserved a little more respect – it was truly grand.

Leaving the motel was quite a disturbing moment. As I was loading my bag onto my bike, I noticed my backrest was missing – STOLEN! We were shocked. Who would've thought someone would have a set of metric allen wrenches on them to unbolt it and leave the support brackets. You can't trust anything to be safe. And that was my Mother's Day gift too. I made a police report but knew it wouldn't be recovered. After securing my bag with a few extra bungees, we hit the road again.

This leap across the states was a little longer to El Paso, Texas. According to Mapquest, it was estimated about 542 miles but it ended up around 650 miles. We're starting to see more dust devils (mini tornados) strutting around where the wind takes it – some looked to be about 100 feet high. I hope we don't encounter one of these things. We crossed the California border into Needles on the famous Route 66 and stopped in for gas at \$2.99 per gallon for premium – yipes, that was the highest yet. Across the street was an old Route 66 café, we dropped in for a late breakfast. The waitress was getting her second wind from a rush of firefighters that were fighting a nearby wildfire they have been battling with for a few days. There were still some firefighters in the café that came from San Bernardino – I guess they come from all over to help.

During this stretch of miles, the heat really kicked in, especially in Tucson and Phoenix, Arizona. Desert riding is like being in a constant furnace blast – 100°-110°. Even under the highway overpasses offered no relief. Ken had a Camel-Back and had filled it with water and ice which worked well for him along with a long-sleeved white button-down shirt for sun protection. The 45 spf sunscreen helped some – it only lasts so long. We were all sunburned in some way. I've never been sunburned on my fingers! We stopped every 100 miles whether we needed gas or not – it was hot. We dropped in at a Denny's restaurant for lunch. The hostess asked "how many in your party?" and I answered "four" in an almost inaudible whisper – I lost my voice! I was so dehydrated and weak that I couldn't produce a voice and I felt fine. My knees buckled as we were seated into the booth and my hands shook as I drank my water. We were all dry and ended up drinking 5 pitchers of water for lunch even though we were all drinking water on the road. Even soda tasted bad.

That wasn't the only dehydration problem we had in the desert. My bike was still getting great gas mileage, about 60-65 miles per gallon – not bad for a 1500 cc. But, my oil mileage was nothing to brag about – it took about 1 quart of oil every 350 miles. That added up to about 2 gallons of oil in the desert! There was no smoke, no smell, no drips, no leaks of any kind, the bike was clean. What a fiasco that was. During one of our fill-ups, we got assaulted by a dust devil. I was crunching grit in my teeth for the next 100 miles. The cactus varieties changed as we traveled throughout the desert – tall, short, spiny, and multi-armed. In the distance, we could see one of the wildfires in the mountains near Willcox, Arizona that was on the news. We later crossed over into New Mexico where the land was more flat with fewer mountains. El Paso felt like a long haul, we pulled in around 9 or 9:30 pm at the motel and we were starving. We had a taste for some authentic Mexican food, but the restaurants were all closed so we settled for a Taco Cabana with a live Mexican band playing and an ice cold Bud Light – Ahhh!

The ride from El Paso to Dallas wasn't very exciting – long and flat. For the first several miles, we traveled along the Rio Grande which wasn't so grand with signs of "no hitchhiking" and "watch for people crossing the road" or along that effect. We passed an ostrich ranch? – Hmmm. As we got closer to Dallas, the temperatures slowly dropped into the 90's – imagine 95 feeling really good now. Getting into Dallas was another long day of 635 miles of heat and we were ready for dinner. The motel recommended the restaurant across the parking lot which was Italian and French (what a combination) so the walk was a nice switch. We determined that after all this riding – there is no comfortable position left to adjust to on the bike. We walked into the restaurant and quickly noted that we were grossly under-dressed – the *matre d'* had tails. But, he welcomed us and seated us in a back room to ourselves and had the best gourmet dinner we ever had. It seemed that a treat like this was well deserved for the ride we had been through.

The next stop was Memphis, Tennessee with a mere 452 miles to go. The terrain soon turned green and hilly with a familiar humid atmosphere. Also, my oil problem seemed to be cured – I didn't have to put any more oil in it for the rest of the way home from Dallas. Strange – what was that all about?! It was still daylight when we pulled into Memphis and our seats were becoming unbearably numb. Bob and Paul set up some chairs with and upside down trash can for something to set the ashtray on and had a cigar moment until twilight set in and then were raided by thousands of mosquitoes. Bob and I must have swatted 30+ of these nasty insects in our room before turning in. I could still hear a whine in my ear that woke me up several times during the night – I didn't get much sleep.

The last ½ day – home! It was only 285 miles, so we were back before noon. It was a bitter sweet return. I enjoyed a great adventure, a few challenges to overcome and experienced much – beauty, grandeur, ate rattlesnake, drank rattlesnake beer, lot of salt, glitter, icy rain to extreme heat, trains greeting us with their belting horns and reminiscing pieces of the old wild west. Most of all, sharing this with good friends and I did not ride my bike for a week.

One more thing – Kawasaki doesn't know what happened to my oil either. It's a mystery – ♪ do do do do ♪, ♪ do do do do ♪

Biker's Paradise
Red Horse
 custom American motorcycles
 St. Louis, Missouri
 www.bikersparadise-stl.com Phone: 636-449-5000 / Fax: 636-449-5003

The area's "largest" selection of motorcycle leather, t-shirts, apparel, custom parts & novelty items. As well as a full service shop.

Directions:: From Highway 40 exit Boones Crossing to west on Chesterfield Airport Rd 1 Block

Biker's Paradise
 17409 "G" Chesterfield Airport Road
 Chesterfield, Missouri 63005
 P: 636-449-5000 // F: 636-449-5003

A Boost For Victory;

To satisfy the power and performance desires of its customers, Victory Motorcycles has teamed up with the leading aftermarket source for American V-twin performance equipment, S&S Cycle, Inc. in an alliance that will result in development of high-performance engine components for Victory motorcycles.

Victory, the motorcycle division of Polaris Industries Inc., will provide the S&S Cycle product development team with technical information about Victory Freedom™ V-Twin engines as well as advanced information about new Victory products. This will allow them to design, test and produce performance equipment for Victory motorcycles in the most timely fashion.

The alliance was announced during the Polaris 50th anniversary celebration held at the Minnesota State fairgrounds this past July and will be formally unveiled to hardcore motorcycle enthusiast this August during the Sturgis motorcycle rally. The alliance represents an ongoing commitment by Victory to only partner with the best in the industry and will allow Victory owners to outfit their motorcycles with the most coveted performance products in the business.

"We responded to our customers' and dealers' requests for more performance equipment by working with the best aftermarket performance company in the business, S&S Cycle," said Victory General Manager Mark Blackwell. "Our customers will have access to outstanding performance products from the true industry leader. This is in keeping with the Victory approach of partnering only with the best in the business." S&S Cycle is a family owned and operated aftermarket company that has produced V-twin performance equipment for 46 years. The company is based in Viola, Wisconsin, and distributes its products through a worldwide network of S&S dealers.

"It's important to us that the Victory brand is recognized for its ingenuity and its edginess, and I think the new Hammer™ exemplifies Victory's commitment to performance," said S&S Cycle President Brett Smith. "The relationship between S&S Cycle and Victory has been fantastic. I think our two companies work very well together and share a lot of the same values and approaches to this business. It's a very exciting relationship."

Smith said the first S&S Cycle products for Victory motorcycles will be performance kits that convert Victory's Freedom™ 100/6 and 92/5 V-twin engines into high-performance 106-cubic-inch (ci) engines. These kits are scheduled to be available in the spring of 2005.

S&S Cycle will sell its Victory-related performance equipment directly to authorized Victory dealers and will not sell the products directly to consumers.

"Not only does this relationship support the Victory customer base, it also supports the dealer network and its critical involvement in projects like this," Smith said.

Victory has eight models in its 2005 lineup, including the all-new Hammer™ with the new Freedom™ 100/6 V-Twin, a 100-ci engine with the cruiser segment's first production 6-speed overdrive transmission. The other seven models in the 2005 Victory lineup – the Kingpin™, Kingpin™ Deluxe, Victory Vegas™, Touring Cruiser, two limited-edition Ness Signature Series models and the new Vegas 8-Ball™ – are powered by the Freedom™ 92/5 V-Twin, a 92-ci engine with a 5-speed transmission. The Ness Signature Series Kingpin™ and Vegas™ feature custom touches by Victory styling partners Arlen and Cory Ness.

"We have a very close relationship with the Ness family and I was very impressed that Victory decided to work with them to get some styling input," said Smith. "I thought it would be a natural fit for S&S Cycle to do the same thing with Victory on a performance level, and it is working out very well."

Two More Successful Helmet Days
- Erin O'Donnell

We have completed our final two Helmet Days, and they were successful! Our fourth Helmet Day was held on September 4th at the South County location only, and raised \$850. We had 11 volunteers who worked a total of 26 hours. Each volunteer that day will receive a credit of \$34 for each hour worked, to go towards their Bikers for Babies collection total.

The fifth and final Helmet Day was held on September 25th and raised \$1,342. We had 12 volunteers who worked a total of 30 1/2 hours. Each volunteer that day will receive a collection credit of \$44 for each hour worked.

The five Helmet Days raised a total of \$9,024! That is awesome!!! But we couldn't have done it without all of the volunteers who generously donated their time!

THANK YOU VOLUNTEERS!

September 4th: Nita Fisher, Kerry Fleming, Kelly Hill, Dennis Meade, Sandy Meade, Don Owen, Robert Soucy, Ira Steuer, Randy Tallant, David Rodier, and Teri Rodier.

September 25th: Cathy Eidson, Nita Fisher, Greg Harris, Jackie Morgan, Erin O'Donnell, Peggy Phillips, Allie Sheenhan, Robert Soucy, Jayme Stockton, Kirstin Stockton, Jerry Voelker, and Dave Zanzie.

Widman
Suzuki
Victory



WIDMAN MOTORCYCLE SALES
3628 S. Broadway
St. Louis, MO. 63118-4096

Tuesday thru Friday: 9:00am—6:00pm
Saturday: 9:00am—4:00pm

TEL (800) 404-6880 or (314) 771-4100
 FAX (314) 771-5674

E-MAIL sales@widman-stl.com
 WWW www.widman-stl.com



Something To Be VERY Proud Of
Kevin Polito

Although the Shadow Riders came in second place this year at Bikers for Babies, we can be very proud not only of our efforts this year but also of the effect we have had on the St. Louis biker community.

By being the top fundraiser year after year, we have lit a fire under the other clubs. As the Shadow Riders' annual amount increased, the amounts raised by other clubs increased as they strove to knock us out of the top spot.

Some clubs have traditionally spread their fundraising among several charities. In an effort to dethrone the Shadow Riders in the Bikers for Babies fundraiser, those clubs are obviously shifting their focus to the March of Dimes.

As a result, the total amount raised for Bikers for Babies in the St. Louis area has been increasing by leaps and bounds.

We in the Shadow Riders can be proud not only for the money we have raised but also for our part in making Bikers for Babies the priority charitable fundraiser in the St. Louis area.

The Motorcycle Safety Foundation has motorcycle safety classes at two locations within our local area. For your reference and convenience, here are their telephone numbers:

Forest Park College: 314-644-9175
Jefferson College: 636-797-3000

Ride Safe.
Ira Steuer



**Prestige
Motor Sports LLC**



**2121 Adam Executive Drive
St. Louis, Missouri 63146
314-911-8777
800-999-1269**

BMW of St. Louis.

Owners, Fred and Diane Puschel would like to welcome you to Prestige Motor Sports.

(formally BMW Motorrad/Kawasaki/Aprilia of St. Louis).

October 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3 10:00am - 3:00pm: Hannibal, Mo.	4	5	6	7	8	9
10 10:00am - 3:00pm: Bikers For Ba- bies Parade	11	12 7:00pm-8:00pm: Safety/Road Captains Meet- ing	13 7:00pm-8:30pm: SRC Board Meeting	14	15	16
17 10:00am - 3:00pm: Chester, Il.	18	19	20	21	22	23
24 10:00am - 3:00pm: Kimmswick	25	26 7:00pm-8:00pm: General Mem- bership Meeting	27	28	29	30
31 10:00am - 3:00pm: Four Ferries						

November 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7 10:00am - 3:00pm: Mo. Route 66 South	8	9	10 7:00pm-8:30pm: SRC Board Meeting	11	12	13 4:30pm-10:00pm: Satur- day Night Out Tour Classic M/C's
14 10:00am - 3:00pm: Washington, Mo.	15	16	17	18	19	20
21 10:00am - 3:00pm: Augusta, Mo. Barbecue	22	23 7:00pm-8:00pm: General Mem- bership Meeting	24	25	26	27
28 10:00am - 3:00pm: Last Ride of the Season	29	30				

For Sale:

Powder Coating System
all you need is a small air tank, includes all tips
and hookups
\$100.00

Call Randy Tallant at (636)-677-1005

For Sale:

Large Black/Silver JOE ROCKET Motorcycle Jacket.
Never Been Worn. \$80.

Call Branson Block at: (636)-227-4905

For Sale:

2004 HONDA SHADOW SPIRIT VT1100C
luggage rack, Kuryakyn ISO grips w/throttle boss
Black, 1,956 mi, \$6450

Call Don Owen at (636)-225-3426

For Sale:

- 1. large BMW patch \$10.00
- 1. large jacket with BMW imbossed on the back
of this demium jacket.
- 1. set of new pipes for a vulcan1500E calassic
model \$75.00.
- 1. Vulcan 1500 seat \$125.00 new.

Call Frank Muriel at: (314)-838-7886

For Sale:

I have a 2003 Honda Shadow 750 Spirit. I paid \$6000
for it brand new. I currently have about 4000 miles on
the bike. I put new pipes, jet kit, permanent air cleaner
and use synthetic fluids--for a cost af about \$2000.
With all that being said, it now rides more like a 1000
cc's with all I have done to it. I recently purchased a
Harley Heritage Softail and am not interested in keep-
ing the Honda. I would like approx. \$6000-6500 for it. .

Call Steven Rouse at: (314)-378-3021
E-mail: srouse@alservices.com



TED'S MOTORCYCLE WORLD, INC.

Greater St. Louis' Largest Motorcycle Dealer



4103 Humbert Road
Alton, Ill. 62002
888-695-4740



www.tedsmotorcycleworld.com

Shadow Riders Club Members Receive Special Discounts

Authorized Harley Davidson, Honda, and Buell Dealer

Factory Trained Full Service Department

Factory & Aftermarket Parts and Accessories

Great Selection — Great Atmosphere — Great People

WE ARE CLOSER THAN YOU THINK



Family Heirloom:
Best in Show

Story by Lance Oliver

October 9, 2004 – All the motorcycles in the annual Motorcycle Hall of Fame Museum Concours d'Elegance are links to the past. But Kenneth Minnick's impeccably restored 1936 Indian Four represents a tie to his own family history that he could never put a price tag on.

"My father always had two or three motorcycles around, and Indians were his favorite," says Minnick. Among the bikes his father, Paul Minnick, left behind were two partially disassembled Indian Fours.

With the help of the father-son team of John and Tony Morozowsky, the parts were catalogued and a concours-quality restoration was begun. The work stretched over two and a half years.

Almost as many hours went into research as were spent on the hands-on work of the restoration. Tony found some paint inside the bodywork that was not badly faded, and used a spectrometer to create an exact match to the 1936 Indian "Mohawk green" hue. He found a wiring diagram to make sure that the wires were the original colors.

Meanwhile, John rebuilt the engine, including fabrication of missing parts that were needed, including the unique dual exhaust which appeared on the Indian Four only in 1936. That model was also the first Indian with a brake light.

The result is a stunning and unique motorcycle that recently was awarded a rating of 99.5 on a scale of 100 by Antique Motorcycle Club of America judges.

But more than a collector's item, for Minnick it's an irreplaceable family heirloom and a priceless tie to his late father.

"I've been offered six figures for it, by a young Philadelphia lawyer who saw it at a show," says Minnick. "I said I'd talk to him all he wanted about the bike, but if he brought up money, I wouldn't talk to him any more. It's just something personal to me."

Minnick will now take custody for one year of the Jim Davis Best In Show Award traveling trophy, which bears the names of the winners in each of the Concours d'Elegance held as part of the Museum's annual Hall of Fame Induction Ceremony weekend.



OCTOBER 2004

HOTLINE

636-336-1772

www.shadowriders-stl.com

Board of Directors

Nita Fisher	President	636-257-2238
Randy Tallant	Vice President	636-677-1005
Cathy Eidson	Secretary	314-426-7460
Stewart Marolf	Treasurer	314-412-1051
Dennis Meade	Safety Officer	314-845-9646

Coordination Team

Erin O'Donnell	Membership	314-293-0404
Jerry Voelker	Newsletter	636-349-6681
Ryugen Fisher	Web Master/E-Mail	636-257-2238
Ira Steuer	Saturday Night Out	314-838-7400
Ryugen Fisher	Club Ambassador	636-257-2238
Marklyn Cobb	Merchandise	636-926-2261

Shadow Riders Club of St. Louis, Inc.
3149 Crystal Lake Dr.
St. Louis, Missouri 63129

**Please send address changes
to the above address**