



# The Shadow Writer

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

September 2004

## A Letter from the President

Fellow Shadow Riders,

As I write this, the sun is shining, the skies are clear, and I just got back from the Sunday ride to Farmington. Recent weather has been cooperative and Sunday turnouts continue to be strong. It's really great to see the Old Orchard parking lot full of motorcycles!

While some of our long-time folks have dropped by the wayside, the club continues to attract new members. Erin says we gained 21 new members in the last 2½ months, three of them this morning. The new folks I've met seem really nice and I'm glad to have them. But I miss the "old familiar" regulars. If you're one of those who haven't been around for awhile, we'd love to see you again!

One of the places we'd love to see you is the October 10<sup>th</sup> Bikers for Babies ride. I've heard they expect as many as 5000-6000 bikes for the ride, and I hope a whole bunch of them are Shadow Riders. Due to the large number of riders, **Bikers for Babies pre-registration options have been expanded**. Of course, the traditional option is Shady Jack's from 12-6 p.m. on October 9<sup>th</sup>. In addition, you can pre-register at Krieger's at the Holiday Inn in Riverport on October 5<sup>th</sup> from 5-9 p.m. or at our September GM meeting. The parking lot at UMB Pavilion is going to be a mad house, but it will be easier for those who have pre-registered.

Take advantage of the good weather while it lasts – ride safe and have fun!

Nita Fisher, President  
[prez@shadowriders-stl.com](mailto: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: September 28

Manchester Elks Lodge

2242 Mason Lane

## Road Captains Meeting

7PM, 2nd Tuesday each month

NEXT MEETING: October 12

The French Quarter (Downstairs)

14766 Manchester Road

## Board Meeting

7PM, 2nd Wednesday each month

NEXT MEETING: October 13

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	136
Significant Others	39
Junior members	3
Total	178

### Inside this Issue:

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**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](mailto:editor@shadowriders-stl.com)  
[jvoelker@sbcglobal.net](mailto: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](http://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  
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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.

Come On and Take A Free Ride  
By Ed Acree;

Every year in September the Kansas City Harley Davidson Plant has an open house. This year's event is Friday and Saturday, September 10-11. It is an especially good time to go because the state H.O.G. meeting is the same weekend in Springfield, which will eliminate many of the usual visitors.

During this event you can line up for free demo rides on different style bikes. This is the same demo fleet you would see at Sturgis, Daytona, etc. After leaving the parking lot, you follow charted rural roads with sweeping curves, some strait-a-ways, and interstates for about a ten-fifteen minute ride. Available are all makes of Harleys and Buells with the V-Rod being the most popular. The V-Rod has been the only "guide-led" tour in recent years, but that ride was fun and about 15-20 minutes long. The demo rides close at 3 pm; but, if you are in line at 3, they will still give you a ride. The demo rides start at 9 am but getting there around 8 is really the best so you have time to fill out forms and have your motorcycle certification verified. You must repeat this process the next day also; but since they keep the paper work, it does go faster.

You line up according to the style of bike—V-Rod, Cruisers, Tourers, Sport Bikes. Within each classification are the different styles with different options. For example, in the tour class will be Electro-Glide, Electro Glide Custom, Ultra Glide, etc. Some may have backrests for the passenger, some are loaded, and some are just basic. If you want a specific bike, you may have to pass up several bikes waiting for your choice to return. If you are willing to ride any style, your wait will be shorter.

Also available are plant tours of the Sportster, Dyna Wide Glide, and VSRC model manufacturing facility; Buell team competition, some vendors; and bike show competition. If you want to see the factory at work, you'll want to take the Friday tour. One area we found very interesting was where they were making the spoke wheels. The plant is also open on Saturday for touring, but there is no manufacturing in process. For those of you who point out that Harleys are not composed of purely American-made parts, you will get the satisfaction of seeing boxes of electrical component stamped with "Made in Japan." Don't forget, however, that the profits made after the consumer purchase is sent to Milwaukee, Wisconsin, U.S.A.

If you can't make this annual weekend event, one-hour plant tours are available daily from 8 to 1, Monday through Friday. Reservations are recommended but not necessary. The plant is located just northeast of the Kansas City Airport. For more information call 1-877-883-1450 or visit [www.harley-davidson.com](http://www.harley-davidson.com).

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The Grand Canyon Trip – June 26 – July 4  
By Marklyn Cobb

Bob and I just returned from a 4600 Mile loop around the western part of the U.S. This trip took us across and into 11 states and we did it in 8 ½ days. This was my biggest feat I have done on my motorcycle. We called it the Grand Canyon Trip because it became the main focus of our ride, although we did many things for such a “short” trip. Paul and Ann Benson organized this trip and did a wonderful job. The travelers who went were Paul Benson, Ken Seiler, Bob Cobb and of course me. There are so many facets of this trip that I’ll have to tell it by breaking it up in several stories. Besides, Jerry, the editor will have an easier time fitting this in the Shadow Rider’s newsletter.

The first 500+ miles was its usual boring ride through Missouri and Kansas. We got into a little rain, which was expected and stayed in Hays, Kansas for the night. The next day we passed through the rest of the Kansas and Colorado flatlands before we got to Denver. That’s where the majestic mountains came into view. Things were getting interesting now as we continued on Hwy. 70 through the mountains. The mountains displayed its breathtaking beauty along its sweeping and snaky highway. As we climbed into the higher altitudes, the temperatures dropped to 42 degrees during the spotty showers mixed with sleet. Riding through the tunnels was really cool and later we learned that on the other side of each of them was warm, sunny and dry. We stopped in for a visit in Vail, Colorado at a ski resort village. I must return to this place again. The resort was styled in a Bavarian attire with a ski lift for an extended view (which was closed). Many shops occupied this quaint little village and so I found my way to pick up a t-shirt for my son that said “Betty Lou’s Tavern and Lodge” and “the best mugs and jugs on the mountain” – he loved it. It was a long way to go to our next stop so reluctantly we moved on, it was so beautiful here. We swept along curve after curve through the again warm and dry mountains along the Colorado River dodging a few fallen rocks. You can still see the mining activities going on that must have been established so many years ago when the west was still wild. My bike loved the high altitudes – it drove like a champ. All of our gas mileages went up and the fuel injected bikes, Paul’s and mine had great acceleration, where Bob’s and Ken’s bogged down because of being carbureted. With 142 miles on my odometer, I only had to top off my tank with 1.8 gallons of gas when we gassed up. After about 585 miles, we made it to our next stop at Grand Junction, Colorado. We checked in the motel and chowed down on some thick and juicy steaks at the Texas Roadhouse. Afterwards, we wanted to cap off the evening with some drinks and cigars, but had trouble finding a smoking bar. We found out that Colorado is becoming a non-smoking state. We found a place that allowed smoking but wouldn’t accept the cigars – so we decided to finish our drinks and say good night.

It was breakfast at 7am the next morning and we hit the road again. We took Hwy. 70 to north on Rte. 6 up to Salt Lake City. Provo was a beautiful sight, with its bright and almost glowing aqua-blue Lake Utah next to the city. We stopped into Hooters for lunch and refreshed ourselves in the air conditioning. Ken enjoyed a dance with the Hooters girls and got some pictures with them. The sun was really heating things up now so off with the jackets and stuff. We headed up to the Great Saltair museum at the Great Salt Lake. Ken and I attempted to walk out to the lake but it was pretty far and it was getting gross with a bad smell the closer we got, so we didn’t quite make it. It was like walking on a crisp snow because of the salt had dried on the sand and it went crunch when you stepped on it. I purchased a bag of genuine salt water taffy from the Saltair to satisfy a sweet tooth later. We couldn’t stay very long to allow for time for another stop and still had a long way to go. We jumped on our bikes and rode west on Hwy. 80 to our next destination – the Bonneville Salt Flats Speedway! Highway 80 had the worst and nastiest cross winds. We compensated by leaning our bikes into the wind but Ken had a tougher time battling this. Then we seemed to be heading into some kind of strange fog or smoke. It didn’t look like either but we all disappeared into it and the visibility was still okay. Later, we realized that it was the cross winds blowing across the salt flats blowing fine salt dust into a huge cloud. The salt flats were awesome! Bob and Paul played around and were doing burnouts and riding fast but couldn’t get over 60 mph because the surface was too rough. Ken and I drove on it with more of a conservative manner. The salt was only about an inch thick and it was sticky and got all over the bikes. Yes, it was really salt – I tasted it. Unfortunately, we had to get going again – still a long way to go. The salt flats was a blast! Dark clouds were starting to move in and the temperatures dropped some along with spotty misty rain – so on with the jackets again. One of the road signs said “OPEN RANGE” – thinking cool, but open to what and is it on the road. Soon after, we saw a small herd of wild horses with a young colt with them off to right of the road as they watched us ride by.

It’s amazing how the terrain has changed so much throughout the states. It started out a green and hilly to rolling plains to flat and forever to huge snow-capped green mountains to dry rocky and boulder-type mountains and canyons with all colors layered within the rock. I’ve never seen so many pink rocks, they covered the mountainside. After about 525 miles today, we rolled into Ely, Nevada and checked into our motel. That makes it around 1600+ miles so far in 5 states and what a great ride it is so far. We headed out for dinner at the Hotel Nevada. The original Hotel Nevada was the first hotel established in Las Vegas back in the 1800’s. The Hotel Nevada in Ely was established in 1929 and was the tallest building in Nevada having 6 floors. It had interesting hand-carved displays, Indian artifacts, its own casino, stuffed rattlesnakes and delicious food. After dinner, we ran our bikes into a car wash and hosed off all that salt that collected up under our bikes – a lot of salt came off. Paul and Bob found a bar to enjoy a cigar and some drinks. I wasn’t up for drinking that night and returned to the motel to turn in early. Ken did the same. As I settled in bed, I caught the weather channel for the area tomorrow and it was going to be a chilly start in the morning – 45 degrees – burrrrrr...

This looks like a good place to break for this part of the trip. So I’ll just leave you all hanging in Ely, Nevada. Catch up with me in the next issue featuring the Grand Canyon, Las Vegas and Needles, California. I hope you enjoy reading about my adventures on this trip. I’ll have pictures with me at the next Shadow Riders meeting.

Stayed tuned and see you next month!



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#### A Plea For Simplicity By Kevin Polito

I have been beating the drum for simplifying the Shadow Riders Club operations for several months now, but there's a good reason I'm doing it now, at the end of June 2004. If we are to make changes to the SRC to ensure that it survives and thrives into 2005 and beyond, we need to discuss our options and decide on a course of action now so that we will be prepared to hit the ground running in January.

My previous messages on this subject have been very long and detailed. I will try to be more concise this time around. I believe that the Shadow Riders Club's strong suit -- the one thing that we have done better than any other local club and the thing that has traditionally attracted new members -- is our Sunday group ride program. Other clubs have social events, poker runs, and charity events. Some other clubs even have group rides. No other club has invested as much work and care into their group riding program as we have, however.

- (1) No other club rides in groups of eight with a lead and drag captain for each group.
- (2) No other club has such a carefully thought out and formulated set of group riding guidelines.
- (3) No other club gives every rider a pre-ride safety briefing.
- (4) No other club provides a carefully planned and routed ride every Sunday for eight months of the year.

Our riding program sets the standard. I have spoken with members of other clubs around the country via Internet forums and have shared our group riding guidelines with them. They have without exception been very impressed and have been grateful to have such a well-thought-out template for setting up their own programs. The classic Sunday group ride -- a scenic two-hour ride to lunch, followed by a couple more hours of riding -- is the kind of fun, refreshing activity that allows people to escape the work and stress of their daily obligations.

The Sunday group ride is the SRC at its best. I believe we should do everything necessary to refocus the club toward the Sunday group ride and to eliminate, as much as is practical and possible, anything that distracts from that focus. Other clubs hold poker runs. I believe we should leave poker runs to them. Other organizations emphasize charitable fund-raising. I believe we should leave that emphasis to other clubs and reduce our fund-raising efforts to a very quiet, non-intrusive level that doesn't distract from our focus on the Sunday ride and doesn't drive members away. Other clubs provide opportunities for volunteerism and service. I believe we should leave volunteerism and service to other organizations and reduce the amount of work needed to run the SRC to an absolute minimum. Although the holiday party, picnic, and wienie roast are fun, they are also expensive to the club and very labor-intensive for a small group of dedicated people. We can enjoy each other's company at breakfast before each Sunday ride and at lunch on each Sunday ride without having to spend a lot of money or tie up members' free time.

We have always had a problem with too few people doing all the work to put on club social events and such things as the newsletter, Web site, and Hotline, and we have always had a problem with burnout.

I believe that the SRC should:

1. Eliminate the holiday party, picnic, and wienie roast.
2. Simplify the newsletter to a non-formatted, text-only, electronic version available on the Web site or by e-mail. The newsletter should not require more than an evening, at most, to produce each issue.
3. Eliminate the corporate sponsors. Once we eliminate unnecessary, non-riding-related expenses, we can support the club on our income from member dues.

Corporate sponsors require time to recruit, require additional printing costs on our club T-shirts, require complications in our newsletter, and require us to participate in stand-around events such as open houses and sponsor rides that bump our core Sunday rides. We don't need the added obligations or the hassle of recruiting, courting, and keeping sponsors.

I believe the things I have proposed in this message, if enacted, will go a long way toward helping the Shadow Riders Club return to its original strengths, eliminate the liabilities that have driven members away, and allow the club to survive and thrive in the coming years.

"Get your head in the ride,  
or,  
How I narrowly escaped disaster twice"

by Larry "Easy Rider" Wahlers

It's no secret that I went down on Father's Day. It happened on Jeffco in Arnold. I was only about 15 minutes into my ride, tooling along in the left lane, when a woman driving a small sedan in the right lane cut me off. Moments later, seeing a vehicle stopped dead in our lane with no brake lights on, she then slammed on her brakes. I did likewise, but couldn't keep the bike upright, and long story short, high-sided the bike, hung on for dear life, went down with it, and broke my collar bone in two places. At least nobody actually hit anybody else.

To make up for all the lost riding time, I've been riding to and from work. I leave my home, located near Butler Hill Rd. and I-55, around 7:00 a.m., ride as far as Potomac on I-55, and return home at 3:45 p.m. So, the rush hour is not at its peak in either direction. Still bad, as I found out yesterday.

I was in the third lane from the right, or second lane from the left, depending on where you want to measure. I like that lane because you don't have to ride at 80 mph - 70 will do, most of the time. Faster cars are to the left of you, and usually there aren't a lot of cars trying to cut you off. Until yesterday, that is. I was riding along, beginning to pass a large panel van - you know, the kind that looks like a big square box, with no windows. As I got nearly alongside him, he decided to cut me off, much like the woman in Arnold back in June. There wasn't enough room for me to accelerate ahead of him. At least, this time, I managed to brake forcefully enough to barely get behind him before he took over my space in the lane, but not so much as to put the bike down. I finally found the horn button, too late of course, and when I leaned on it, to my horror, his brake lights came on. I stayed back for a few moments. Finally, I moved into the far left lane, pulled up alongside, and glared at him. He looked directly at me, then put his eyes straight forward. Meanwhile, I got home, shaking, upset that I very nearly got into an accident at 70 mph. Sure, I was wearing all the right stuff - I was "dressed for the crash, not for the ride," but still, my friends, 70 mph is 70 mph.

What have I learned? Why am I writing this stuff publicly? It's so that we have fewer accidents, my friends. In Arnold, three months ago as I write this with my shoulder still smarting if I hold my arm a certain way, things might have been different. Did I get ticked off at the woman who cut me off? Did I keep going at my usual speed, as if to challenge her and make her see that I was there all the time, instead of slowing down immediately, playing it safe, and perhaps avoiding an accident? Who knows. But

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if I did, then shame on me.

And yesterday, was I maybe a little bit tired from lack of sleep the night before, and a long hard day in the office? Was my mind somewhere else besides on the ride? Was I in fact not paying enough attention, and letting myself get into trouble because of it? Should I have had my left thumb closer to the horn, so I might have signaled faster, and the van perhaps would have pulled back into his lane instead of mine? Probably, to all of the above.

Finally, I have to say that not having my head firmly planted in the ride is what most likely cost me three months of not riding, and yesterday almost cost me my life. Friends, keep your head in the ride. I'm going to do my best to do the same. If I'm in the wrong mood to ride, I'm going to have to wait until I am in the right mood before I kick that starter. I hope you do, too.

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

Planned Helmet Days for raising funds for Bikers for Babies are:

September 25



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BMW of St. Louis.

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

# September 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4 10:00pm- 2:00pm: March of Dimes Col- lection
5 10:00am - 3:00pm: Gasconade	6	7	8 7:00pm-8:30pm: SRC Board Meeting	9	10	11
12 10:00am - 3:00pm: Farmington, Mo.	13	14 7:00pm-8:00pm: Safety/Road Captains Meet- ing	15	16	17	18
19 8:00am - 3:00pm: Ride for Kids	20	21	22	23	24	25 10:00pm- 2:00pm: March of Dimes Col- lection
26 10:00am - 3:00pm: Confluence Greenways State Park	27	28 7:00pm-8:00pm: General Mem- bership Meeting	29	30		

# 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 Babies Parade	11	12 7:00pm-8:00pm: Safety/Road Captains Meeting	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 Membership Meeting	27	28	29	30
31 10:00am - 3:00pm: Four Ferries						

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

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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**  
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### A Bikers Wife Prayer

Dear Lord you know it's not an easy life,  
When you are trying to be a biker's wife.  
So Lord, help this woman to understand,  
Why I found bike parts in my roasting pan,  
And the guest towels are gray lumps on the garage floor  
And he wants more mink oil if I'm going to the store.  
Lord teach me to be loving to my spouse  
When his big boots track mud throughout the house  
And there's wet leathers in the bath, a helmet in the sink  
And where the boots are I shudder to think!  
Lord please help me to bite my tongue,  
When he sulks for a week because the bike won't run  
And the money I was saving for our vacation next year,  
Has been spent on tires and more rain gear.  
Lord help me understand why the man I love  
Can wear tattered torn shirts but needs new gloves,  
And why he just spent his check on louder pipes,  
And used his last clean shirts as motorcycle wipes.  
And most of all Lord, please keep us safe together  
And help me to continue to fit into my leathers!  
-M. Rudig



SEPTEMBER 2004

***HOTLINE***

**636-336-1772**

**www.shadowriders-stl.com**

**Board of Directors**

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

**Coordination Team**

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

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

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