



®

Motorcycle Club

DEC
2018

TUCSON
AREA



December 21
1st Day Of Winter



December 25
Christmas



December 31
New Year's Eve

**Monthly meetings: 2nd Sunday of each month -- Golden Corral,
6865 N. Thornydale Road, Tucson, AZ**

April thru September 8:00 am October thru March 9:00 am

FOUR CORNERS REGIONAL DIR: JUDY AND LEE AITKEN 520-293-2932 tzatrading@aol.com

TUCSON AREA REP: JEFF & CECILIA MURCH 520-603-3579 tucsonarizonarep@aol.com

ASSISTANT AREA REP: Rebecca Hartman awenutes@aol.com

SOUTHERN ARIZONA RETREADS WEBSITE: www.Tucson Motorcycle Club.com or AZ Retreads.com

The Retreads is a club for motorcycle enthusiasts 40 years old plus. We don't care what you ride. Membership is \$15.00 per single and \$20.00 per couple. Members may submit information about rides, items for sale, motorcycle articles, etc. no later than the 1st of the month to the newsletter editor: Mary-Ellen Tyndall, TucsonRtrdNews@aol.com. The Tucson Area Rep. and the newsletter editor reserve the right to edit all materials submitted for newsletter publication.

RIDE SCHEDULE

December Rides

Saturday, December 1, 8 AM

Breakfast at American Legion Post 109 (15921 S. Houghton Rd., Corona De Tucson).

Contact: Dwight Irwin
520.574.9670 or
keek9553@gmail.com

Saturday, December 1, 2018

5PM -set up 4PM

Retreads Christmas Party
(5900 W. Western Way Circle, Tucson, Az 85713). Meet at Club House. Bring your table setting for dinner. BYOB (please be responsible). Entertainment too! Sign up Today!

Thursday, December 6, 11AM

Ladies Luncheon at Silver Saddle (310 E. Benson Hwy, Tucson, Az., 85701, 520.622.6253) Meet at restaurant. Contact: Cecilia Murch 520.603.4350 or TucsonArizonaRep@aol.com

Sunday, December 9, 9AM

Regular monthly meeting @ Golden Corral (6865 N Thornydale) Ride after meeting. Ride Tubac, Contact: John Hlady 503.329.0665 or Jhlady1575@gmail.com

Wednesday, December 12, 10:30AM

Lunch ride to Horseshoe Café (154 E. 4th St. Benson, Arizona 520.586.2872) Meet at Chevron, I-10 and Wilmot. Contact: Dave Piper 443.878.5200 or piperduke0637@yahoo.com

Sunday, December 16, 10 AM

Taco Sunday at Circle S Saloon (16021 W. El Tiro Road, Marana, Az. 520.682.5377). Meet at AM/PM, Benson Hwy & Park Ave. Contact: Dave Piper 443.878.5200 or piperduke0637@yahoo.com

**Wednesday, December 19,
11:AM**

Lunch ride to Athos

(444 N Pinal Pkwy, Florence, Az 85132 520-868-0735) Meet at Chevron, Magee & Oracle.

Contact: Joe Curreri
520-638-8780 or
joendonnalee@comcast.com

**Saturday, December 22,
8:30AM**

Breakfast ride to Richie's Café (9700 W. Ajo Way, Tucson, AZ 520-444-7467). Meet at AM/PM, Benson Hwy & Park Ave. Contact: JohnnyD 860.716.5067 or jdee7033@gmail.com

January Rides

Tuesday, January 1, 10AM

Brunch ride to White Horse (309 McKeonwn Ave. Patagonia, Arizona, 520.394.2344) Meet at Chevron, I-10 & Wilmot. Contact Jeff Murch 520-603-3579 or TucsonArizonarep@aol.com

Saturday, January 5, 8 AM

Breakfast at American Legion Post 109 (15921 S. Houghton Rd., Corona De Tucson). Contact: Dwight Irwin 520-574-9670 or keek9553@gmail.com

**Wednesday , January 9,
10:30AM**

Lunch ride to Café Ole Restaurant (400 E. Fry Blvd. Sierra Vista, AZ. 520.458.6261). Meet at Chevron I-10 & Wilmot. Contact: Dan Dickerson 520.297.6884 or scooterdan@msn.com 9670 or keek9553@gmail.com

**Thursday, January 10,
11:30AM**

Ladies Luncheon at The Stables (65 Avenida De Otero, Tubac, Az., 85646, 520.398.3516) Meet at restaurant. Contact: Aina Dickerson 520.297.6884 or scooterdan@msn.com

Sunday, January 13, 9AM

Regular monthly meeting @ Golden Corral (6865 N Thornydale) *Ride after meeting. Ride Park Link Route*

Contact: Aina Dickerson 520.297.6884 or scooterdan@msn.com

Wednesday, January 16, 9 AM

Lunch ride to Manor House (415 E US Highway 70, Safford, Az. 85546. 928.428.7148). Meet at Chevron, I-10 and Wilmot.

Contact: Judd Starr 520-664-5952 or starrjs92@gmail.com

Friday, January 18, 5PM

Dinner (meet at restaurant) Need HEAD COUNT by January 17th for reservations.

Roma Imports (622 S. Vine, Tucson, Az. 85719 520.792.3173) Contact: JohnnyD 860.716.5067 or jdee7033@gmail.com

Sunday, January 20, 10 AM

Taco Sunday at Circle S Saloon (16021 W. El Tiro, Marana, Az. 520.682.5377). Meet at AM/PM, Benson Hwy & Park Ave.

Contact: Dave Piper 443-878-5200 or piperduke0637@yahoo.com

**Wednesday, January 23,
9:30AM**

Lunch ride to Judy's Cook House (2280 US Highway 60 & 188 Miami, Az. 85501.

928.425.5366). Meet at Chevron at Oracle and Magee. Contact: Lee Davis 585.298.2469 or davisL215@aol.com

**Wednesday, January 30,
11AM**

Lunch ride to Feedlot Café (14075 W Kirby Hughes Rd, Marana, Az 85653 520-638-8780) Meet at Chevron, Oracle & Magee. Contact: Joe Curreri 520-638-8780 or joendonnalee@comcast.com

February Rides

Saturday, February 2, 8 AM

Breakfast at American Legion Post 109 (15921 S. Houghton Rd., Corona De Tucson). Contact: Dwight Irwin 520-574-9670 or keek9553@gmail.com

**Wednesday, February 6,
10AM.**

Lunch Ride to Maria's (640 Morris Rd. Hayden, AZ 85235 520.356.6807) Meet at Chevron, Oracle & Magee.

Contact: Dave Piper 443-878-5200 or piperduke0637@yahoo.com



Thomas "Tom" Butts

Dennis Eggers

Mary Eggers

Evan Downs

Pam Downs

Joy Nelson



Our deepest sympathy to the family of our former member

Don Woodward

Tucson Arizona Retreads Notes-November 2018



We had a crowd. We welcome back all our members.

Roger Deevers told us E15 is a done deal. It should be showing up across the nation, so be watchful at the gas pumps. Also Roger reminded all of us, if we have an accident, do not let good Samaritans remove your helmet. Have them wait for EMT's. Also keep on alert—there are pot holes, construction and just lots of distractions that can cause us to forget for a moment. In that moment an accident could occur.

Jack Keating won the 50/50 raffle.

Judd gave us the scoop on the 4 corners rally in Pueblo Colorado (Judd and Sue visited Jim Mosley, Colorado rep after last years rally. Exchanging emails and phone numbers, as Colorado is beautiful riding country). Anyway the dates are June 18-20th, 2019. The Hotel is the Clarion and RV park is Forts RV park. As of right now we have not found a registration form but both places are taking reservations.

Christmas party is December 1st. It is a Saturday! We have the band and Tucson Estates for our venue!

Reminder to bring gifts for the teens, Lee and Judy Aitken will deliver after the Christmas party.

Veteran's Day parade (Monday, November 12th). Requested a show of hands, we should be well represented by our club at the parade. Thanks to all who plan on attending.

New Business:

Sunshine lady – Edna Piper. Edna has requested that someone in the club take over her job. She is more than willing to train you and be your back up however she feels it is time for her to relinquish her "Crown" and have a successor. She may be approaching you, as she wants this tradition to continue and she wants to make sure you have the benefit of her wisdom on how much it means to us all to receive a "card" when we least expect it or just to put a smile on our face. Please consider stepping up and helping Edna know she is leaving the task in capable hands.

We discussed the phone list (call to remind people about the meetings). We currently have 4 members who do not have emails, they all receive the newsletter. Aina Dickerson volunteered she would call them.

The phone list will be updated, as we have added a few members and some phone numbers have been updated. As we receive new members I will send out a new phone list.

We scheduled our ride-scheduling meeting in order to list ride leaders/captains to help give everyone a heads up including the restaurants we are patronizing.

As always this is OUR club/group and together we make it ours.

Ride reports

Sat., Oct 27 7 Retreads on 4 bikes had an enjoyable ride following Dan out to Fred's Arena for lunch. It was a beautiful day and the road to Fred's was not bad, the place was practically empty and we had a big table so we could all visit. Food was good and we enjoyed the visit. Arlyce & Dennis Johnson, Dorene & Jim Rohlman, "Dusty" Samouce, and Aina & Dan Dickerson made up the crowd. On the way home Dan decided to try some new roads. We checked out the Trap & Skeet Club and had to do a U-turn or two before we finally gave up and went over Gates Pass on the way home. Submitted by Aina.

November 2nd Friday Ride to Mesa Roy and Lisa, Lee and Johnnie D rode to Mesa Bike night. I was told they had a great ride and saw lots of bikes but not that many Honda Goldwings. They said once the night got started the 4 blocks designated for bike night had both sides of the streets lined with bikes. They rode home and called it a night around 9:30PM.

Wed. Nov. 21 We had a good crowd for the trip to Mi Tierra in Catalina. 24 riders on 18 machines. They were ready for us and everyone seemed to enjoy the food and the atmosphere. To make up for the rather short ride TO the place, after lunch Dan led the group on up toward Florence and then over Park Link Road to I-10. Unfortunately, we

Ride reports

did not know that the road is under some serious re-construction - about 2 miles worth of dirt near the interstate end. Everyone made it through OK and then we headed south on the frontage road. Dan & I left them at Red Rock so we could hustle on down and visit our sick Motor home. Nearly everyone else continued on down the frontage road and made their various ways home. It was a perfect day for a ride! Submitted by Aina

November 3rd Saturday - American Legion Breakfast

We had 2 tables of 6 plus a round table of 3. Lots of conversation and of course good food and coffee. Some were going on a lunch ride to Patagonia, some to the "Cops and Dodders" show at Kino Sports Park and Chandler for the BMW Bike Demo rides. A beautiful morning and day for riding bikes. This is why we live or "snow bird" in Tucson. Submitted by Cecilia

8 Ladies attended our Ladies Luncheon at

Double L restaurant. Judy, Iris, Sue, Liz, Nancy T., Aina, Cecilia and Edna all had a wonderful meal and conversation. We enjoyed catching up and just having a few minutes to talk. See you at the next Ladies Luncheon .Cecilia

Monday, November 12th Veterans Day parade

We had 3 of us meet for Breakfast before and then ride downtown to the meet site. We got there at 8:30, streets had not been blocked off and part of our group was huddled at the top of the ride route. We finally did regroup and waiting (well recruiting a new member - Welcome Thomas "Tom" Butts aka "Ranger") and of course solving all the worlds problems. Johnnie D, Louis and Verna, Dan and Aina, Dave P, Lee D., Jim, Rich H, Dusty, Tom B, Jeff and Cecilia on 10 bikes. After the parade we reconvened at Wilmot and I-10 Chevron to ride to our lunch destination - R and R Pizza (Benson, Az). Judd and Sue made the arrangements and greeted us on our arrival. Cecilia

Cattletown Restaurant

Dinner get together My apologies as I believe I kept calling it cattlemans. Another good crowd and the restaurant forgot to list our reservation (in site of this error, they did rectify and provided a good waitress who did her best with our group). Lots of compliments on the food, as far as I could tell everyone was pleased--no one went home hungry. Louis and Verna, Jack and MaryJo, Jim and Dorene, Jim and Nancy, Dave and Iris, Earl and Liz, Lee D, Johnnie D, Cecilia

Ride Scheduling Meeting.

THANK YOU DAN AND AINA DICKERSON for hosting the ride scheduling meeting. We all enjoyed the garage, desserts and coffee/tea. We went through the schedule and hopefully captured all the rides that required "ride captains"; changed up restaurants that were closed or out of business. If you were volunteered for a ride, I hope you can still lead however if not please let me know so we can make arrangements for a new ride leader. Thanks to all who attended and helped make up our schedule.

John and Nancy Hlady, Glenn and Nancy Yauney, Dave Piper, Johnnie D, Lee Davis, Judd and Sue Starr, Jack and MaryJo Keating, Rich Gilbert and Rebecca Hartman, Jeff and Cecilia

Lunch ride to Tortilla Flats

The great news is 'THE ROAD IS FINISHED". What a delight to ride on a newly paved road. It was great. I called the restaurant manager to let him know we had 11 coming, at which time he informed me that there was a "Toys for Tots" ride (they were stop # 3). We enjoyed our ride, there were lots of bikes but not overwhelming. We waited for our table and all enjoyed our meal. Joy Nelson (our newest member) was part of our ride too. We stopped in Florence as a break and found they were having a rodeo. No wonder we saw so many horse trailers on the road along with bikes. The weather was great. After lunch a group decided to take the long way home. We ended up going US 60 to Superior and back home. Note to SELVES--the sun shines in your eyes at 4:40-5:00 PM like a spot light when you are returning back via US 77. Thankfully it did not last too long and it brought back memories of the drive to Gates Pass during our 4 Corners Rally. The sun is bright! Anyway our assembled group was Dan, Lee D, Johnnie D, Dave O, Joy, Dusty, Roy, Joe and Donna and Jeff and Cecilia.



Safety Concerns
Roger Deevers, Safety Officer
Projecting The Image



Making a good impression should be a priority for us as motorcyclists. We have all seen the aggressive rider cutting in and out of traffic, jumping from lane to lane in front of drivers. Riding in that manner projects a negative image of motorcyclists in general. I always say to myself when seeing someone riding in such a manner; "I'm not impressed." Well, surely drivers in their cars are likewise not impressed and some might get aggravated and I can't say that I blame them. The burden of proving that we're not all like that reckless character is a constant responsibility for us. Offering courtesy to automobile drivers builds awareness and rapport. An appreciative wave to those waiting for you to get through the intersection or moving over to let you merge is a nice gesture.

In a hurry? Don't take the bike. The temptation to ride out of your comfort zone may result if you are pressed for time so take another means of transportation.

Looking cool is NOT the top priority when getting on your bike. No matter the weather conditions, proper riding attire is an important decision. Jeans or heavy fabric provide only minimal protection against injury and road rash. Opt for more protection with leathers or reinforced jackets, pants and boots.

Glasses or goggles, of course, are a must if you have an open-faced helmet and to protect your hands, always wear gloves. In warm weather there is specially designed gear that is intended for ventilation and cooling. We should always ride with a DOT approved helmet, it will help keep you alive.

Be aware that the painted lines on the pavement are reflective because there are glass beads in them. They offer less traction than the general road surface and can be treacherous when wet.

How safe we as individuals want to be is our personal decision. Minimize the risks and ride safe.

What Virginia Tech learned about how and why we crash our motorcycles Lance Oliver Nov 21, 2016

What do you learn if you pick 100 riders, put five video cameras and data-logging equipment on their motorcycles and record them for a total of 366,667 miles?

Several things, some of which we knew, some surprising. Intersections are dangerous. We either need to pay better attention or work on our braking techniques, because we crash into the back of other vehicles way too often. We're not good enough at cornering, especially right turns. And we drop our bikes a lot (probably more often than any of us imagined or were willing to admit).

The study was done for the Motorcycle Safety Foundation by the Virginia Tech Transportation Institute. Of course, there's a lot more to it than those findings above, and I'll get further into the results in a minute. But first, why do we need some men and women in lab coats to tell us why we crashed?

Motorcycle crashes: Complex topic, scarce information

The most commonly cited U.S. study of motorcycle crashes is the one known as the Hurt report. Researchers at the University of Southern California, led by Harry Hurt, went to motorcycle crash scenes to determine the causes. Unfortunately, that report came out in 1981, when cell phones were non-existent and a powerful motorcycle made 90 horsepower. Plus, all those crashes studied were in Southern California.

So even though the Hurt report was the best we had, it was short of perfect. Why does that matter? Well, if we don't have hard evidence on why crashes happen, how can we make the right decisions to prevent them to keep ourselves safer? Or fight bad legislation intended to protect us from ourselves? Or provide better training for new riders?

How Virginia Tech studied motorcycle crashes

The VTTI researchers recruited 100 riders from age 21 to 79 in California, Arizona, Florida and Virginia. They outfitted their motorcycles with video cameras showing the rider's face and forward, rear, left and right views. GPS and data loggers captured other information, such as brake pressure, acceleration, etc. This high-tech approach addressed another weakness of the Hurt report. As thorough as the USC team was back in the late 1970s, they had to gather information from crash scene clues and witnesses, including the riders themselves, when possible. In many cases, they

often reported they did. The VTTI cameras and data loggers weren't likely to change their story after the fact. While 366,667 miles of riding sounds like a lot, this study still falls short of fulfilling the hopes we had a decade ago of a comprehensive national study. The telling statistic is that in the entire study there were 30 crashes and 122 near-crash events. There are far more than 30 ways to crash a motorcycle, so drawing conclusions from that sample size is tricky. The inclusion of near-crashes helps, however. Sometimes those events teach us just as much or more than a crash. The VTTI team explains its methodology, including efforts to standardize and define terms and procedures. All the details are in a [20-page report](#) you can download from the MSF. But here are some of the things I picked out.

Where we crash

Intersections. No surprise there. VTTI created a system to calculate how much a certain scenario or riding behavior increased the odds of a crash or near-crash. An uncontrolled intersection presents nearly 41 times the risk of no intersection. A parking lot or driveway intersection is more than eight times as risky and an intersection with a signal is almost three times as risky.

A downhill grade increased the risk by a factor of four while an uphill grade doubled it. Riders were nine times as likely to crash or have a near-crash incident on gravel or dirt roads than on paved roads. And riders were twice as likely to have an incident in a righthand turn than on a straight section of road (crossing the center line is considered a near-crash scenario, even if nothing else bad happens).

How we crash

We complain all the time about other people on the road trying to kill us, especially cars pulling into our paths. The VTTI study partially backs that up. Of the 99 crashes and near-crashes involving another vehicle, the three categories of other vehicles crossing the rider's path add up to 19.

Here's the surprise, however. What's the most common scenario? Riders hitting (or nearly hitting) another vehicle from behind. There were 35 of those incidents. Are we really almost twice as likely to plow into a stopped car in front of us as to have someone pull into our path? Or should we write this off as the result of a small sample size?

Maybe there are clues in the risk section. Researchers tried to break down rider behavior in crashes and near-crash incidents into two categories: aggressive riding or rider inattention or lack of skills. The cameras and other data helped determine, for example, if the rider ran the red light because of inattention or aggressive riding.

The study found that aggressive riding increased risk by a factor of 18 while inattention or lack of skill increased it by a factor of nine. Combine the two, and odds of an incident increased by 30. Now here's one of the less dramatic findings, but an interesting one, just the same. It seems we drop our bikes a lot. Or at least the riders in the study did.

More than half the crashes were incidents some riders wouldn't define as a crash — not a dramatic collision but an incident defined as a case where the "vehicle falls coincident with low or no speed (even if in gear)" not caused by another outside factor. Rider inattention or poor execution are to blame. The study finds "These low-speed 'crashes' appear to be relatively typical among everyday riding," but they are incidents that would never be included in a different kind of study of motorcycle crashes. The cameras, however, capture it all, even our mundane but embarrassing moments.

What we can learn

Of course, the practical goal for the MSF in funding this study is to find ways to improve its curriculum for teaching new riders and the study ends with some suggestions. For all of us, however, anything that gets us thinking about where we can be better (and therefore safer) riders is worth a little of our time and thought.

Here's one thing I know I personally need to work on constantly, and I suspect many of you do, too. We need to look further ahead. It applies on the street, on the track, everywhere. One of the other risk factors the VTTI researchers found that I haven't mentioned yet is that maneuvering to avoid an object, whether a pedestrian, an animal or something lying in the road, increases the risk factor by 12. Combine that with the high number of riders hitting another vehicle from behind and I get the feeling we're just not paying close enough attention. We're not keeping our eyes up and looking far down the road, to see the developing situation that is going to cause the driver in front of us to slam on his brakes, or to spot the hunk of exploded truck tire lying in our lane. Those things are taking us by surprise and we're not giving ourselves enough time to react.

One thing professional riding coaches teach at the track is to keep your eyes up and look farther ahead. That essentially slows down the action, because you have more time to react to what you see if you're looking further ahead. If you're looking at what's right in front of you on the track (or street), you're looking at the past, not the future. It's already too late for you to do anything about what's 20 feet ahead of your front tire.

The VTTI study isn't the last word on motorcycle crashes, but that's OK. There should never be a last word, because we should never stop talking and learning about it. Submitted by Judy Aitken

EAGLE, CO – November 19, 2018 – REVER announces the launch of sureRIDE, one of the first pay-as-you-ride motorcycle-insurance products. SureRIDE, initially available to all REVER members residing in Arizona, offers usage-based insurance calculated using the mileage recorded in the REVER mobile app.

“Usage-based insurance or UBI is gaining traction in many industries but there has yet to be a program specifically for motorcycles,” says Justin Bradshaw, CoFounder of REVER. “Given the seasonal behavior for many motorcycle owners, a policy based on the actual miles they ride makes perfect sense. Since millions of miles are already being recorded in the REVER app, it’s a perfect fit to offer this kind of service to our growing community of riders.”

REVER users in Arizona have the opportunity to be the first to sign up for sureRIDE. Approved riders pay a monthly flat rate to cover the premium for their comprehensive insurance coverage. In addition, riders are charged a monthly fee for other insurance coverages which is based on the miles they actually ride up to a maximum of 1,200 miles per month. After hitting the maximum miles per month, a sureRIDE policyholder will not be charged for additional miles within the applicable mileage period. The sureRIDE product is underwritten by **American Modern Insurance**, and REVER anticipates rolling it out to other states in the future.

SureRIDE policyholders will be provided with a REVER GO! Beacon, a quarter-sized piece of hardware that mounts effortlessly to any bike and automatically tracks and saves rides in the REVER app.

Unlike other UBI policies that measure behavior like speed, acceleration, and braking, sureRIDE only looks at the mileage reported from the REVER app.

For more information, visit **sureRIDE**.

About REVER

The REVER app, available for free on iOS and Android, works in conjunction with the REVER website to help riders discover the world’s best roads, create custom routes, track epic rides, compete for bragging rights, and share their riding experiences across social platforms. Since the app launched, REVER users have tracked millions of miles on motorcycle rides in over 125 countries around the world. For more information, visit **REVER.co**. or download the REVER mobile app.



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Contact azknancy@gmail.com





Retreads tee shirts are for sale.

Without pocket is \$15.00

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Extra \$2. for 2X for either

These prices are for long sleeve or short sleeve. See Cecilia or Jeff



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Tom Golding 12/3

Mark Jobson 12/4

Dale Russell 12/9

Dusty Samouce 12/9



Tucson Retreads

Christmas Party

December 1, 2018

Tucson Estates

Club House

If you are a member of the AMA please send me your Member ID and expiration Date. This helps us lower with our insurance when we put on rallies and sanctioned events. If you can forward this information it would be greatly appreciated.

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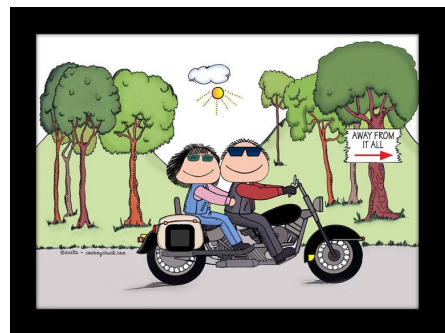
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