



RETREADS®

Motorcycle Club

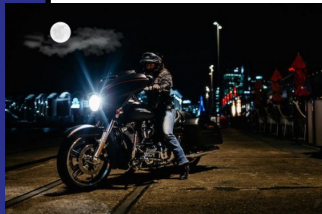
JAN
2019

TUCSON
AREA



JANUARY 1

First day of 2019



JANUARY 5

New Moon



JANUARY 21

Martin Luther

King Jr. Day

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

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 Grill at Quail Creek, 1490 N. Quail Range Loop, Green Valley, AZ. The phone is 520-393-5806. It is through the security gate at Quail Creek, 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

Please call the contact names indicated for each ride if you are going to participate. Times shown are Departure Times. Be fueled up and ready to go.

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 joendon-
nalee@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

**Thursday, February 7
1130AM.**

Ladies luncheon at Voyager RV
Resort (8701 S. Kolb Road 520-
574-5800) Meet at restaurant.
Contact: Liz Rose
712.251.3191or
emrose@wiatel.net

Sunday, February 10, 9 AM

Regular monthly meeting @
Golden Corral
(6865 N Thornydale). *Ride after
meeting* Oracle, Az to San
Manuel and back around.

Contact: Dan Dickerson
520.297.6884 or
scooterdan@msn.com

**Wednesday, February 13,
11AM**

Lunch Ride to West End (335 W.
Airport Rd., Kearny, Az 85640.
520.363.9563) Meet at Chevron
at Oracle & Magee Contact: Joe
Curreri 520-638-8780 or
joendonnalee@comcast.com

Sunday, February 17, 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, February 20,
10:30AM**

Lunch Ride to Copper Brothel
Brewery (3112 Az Hwy 83,
Sonoita, Az, 85637 520.405.6721)
Meet at Chevron

I-10 and Wilmot. Contact: Jack
Keating 520-909-8942 or
jack3288@MSN.com

Saturday, February 23,

10:30AM Brown Bag Lunch
Ride to Pena Blanca Lake. From
Tucson, travel south on I-19
towards Nogales. Turn right on
SR 289 (Ruby Road). Follow
signs to lake and boat ramp (10
miles). Contact: Merl Piper
520.574.5579or
Merlynpip@aol.com

**Wednesday, February 27
10AM**

Lunch ride Brown Bag Lunch
Ride to Chiricahua National
Monument. (12856 E Rhyolite
Creek Rd Willcox, AZ 85643
520.824.3560) Meet at Chevron,
I-10 and Wilmot. Contact:
JohnnyD 860.716.5067 or
jdee7033@gmail.com

March Rides**Saturday, March 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 March 6, 11AM

Lunch ride to Skyriders Coffee
Shop, (11700 W. Avra Valley
Road, Marana, AZ.
520-682-3046). Meet at
Chevron at Oracle & Magee
Contact: Joe Curreri
520-638-8780 or
joendonnalee@comcast.com

Thursday, March 7 11AM.

Ladies luncheon at Red Lobster
(5315 S Calle Santa
Cruz, Tucson, 520.889.3536)
Meet at restaurant.
Contact: Aina Dickerson
520.297.6884 or
scooterdan@msn.com

Please call the contacts in-
dicated for each ride if you
are going to participate.
Plans may change and
rides may head to a differ-
ent location from those
listed. Times shown are
Departure Times-Be
Fueled and
Ready to Ride! Call the
contact if listed to let them
know you are coming, this
helps with reservations.

Tucson Arizona Retreads Notes-December 2018

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

Roger Deevers told us E15 is a done deal But wait now there is E-20. There are additives that can be used, on a Startron (Joe Curreri). Self-driving semi trucks are deployed in Chandler, Arizona. Keep an eye out for these total “driverless” vehicles. Lastly Roger mentioned to remind us to “pay attention”. We have all had situations where we arrive at our destination, only to think, “I don’t remember going through such and such intersection, Was the light green?” Don’t zone out! Stay alert.



Bill Taylor won the 50/50 raffle.

Christmas party was enjoyed by all and we had several who danced (we have wonderful dancers) to the band. Judd Starr provided our blessing before our meal. Thank you Judd! As has become the custom our White Elephant gift exchange was a hoot. The rubber piggy made a return, along with the bedpan. And an added item was the lavender petticoat (tutu, ruffled underskirt). Of course this addition was made even more hilarious as Norberto Castro received the gift! We all laughed and carried on. Thanks to all who were good sports about the teasing. The Bed pan was won by Lisa Clatto’s brother John, he was visiting and came along to join our dinner.

Many brought gifts to the Christmas Party for the MAM teen project. Thank you to everyone who brought a gift for Teenagers (teens are sometimes forgotten, as more attention is on young children). We heard from the Director that we brightened the Military families who “shopped” for their families.

We also received many gifts at our monthly meeting to support the Salvation Army toy drive. Jim and Dorene Rohlman have been involved in this project for several years. Setting up and getting the gifts ready for the children. We thank all of our members and Jim and Dorene for their support!

New Business:

Sunshine lady – Edna Piper. Edna is still looking for a volunteer. 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.

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. Please let Cecilia know if there are updates or changes (want to add cell phone numbers). This goes for email addresses too. Send Cecilia any updates.

We had a show of hands for the New Years Day ride to Patagonia. Hope we see many on the first ride of the Year-2019!

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



George Buchanan



Safety Concerns
Roger Deevers, Safety Officer
HELMET TESTING



Motorcycle Standards Comparison - Snell *and* DOT

There are two organizations setting safety standards for motorcycle helmets in the United States, the Federal Government's Department of Transportation (DOT) and the Snell Memorial Foundation. DOT sets minimum standards that all helmets sold for motorcycling on public streets must meet. The standard is Federal Motor Vehicle Safety Standard 218 (FMVSS 218) and is known commonly as the DOT helmet standard.

The Snell Memorial Foundation is a private not-for-profit organization that sets voluntary standards for motorcycle helmets, bicycle helmets and auto racing helmets, as well as other kinds of protective headgear. Snell Standards are the world's toughest. We demand quite a bit more protective capability in helmets than anybody else on the planet.

Both Snell and DOT position the helmet on a test headform and then drop that helmeted headform through a two guided falls onto a fixed steel anvil. The test is repeated so that each helmet is impacted on at least four different sites on its surface against either a flat or hemispherical shaped anvil. Snell testing also impacts the helmet against a steel edge anvil that may simulate the edge of a sign stanchion or guardrail. The differences are in impact severity and impact criteria. How big an impact must the helmet withstand and how do the testers determine that the helmet actually withstood the impact.

The severity of an impact can be expressed in terms of how much mechanical energy is generated during the event. The amount of energy is dependent upon the speed or velocity of the head at the moment of impact and it's mass or weight. In helmet testing, the higher the fall or the heavier the headform, the more severe the impact. Since there is always some frictional loss in the test equipment, both Snell and DOT require that the headform velocity be measured just before the helmet impacts the test anvil. Snell measures impact severity in terms of energy, the mass of the headform times the square of the impact velocity divided by two. The table shows the impact energy in joules for anvil type and headform size for each standard. Snell requires that helmets withstand substantially larger impacts than DOT.

Impact criteria tell the testers how to interpret test results. Ancient wisdom has it that it's not the fall that does the damage, it's the sudden stop. Both Snell and DOT measure the suddenness of the stop with an accelerometer, a device used to measure acceleration or in this case deceleration, that is mounted inside the headform. When the helmet smacks into the anvil, the accelerometer measures the headform deceleration throughout the duration of the impact event. This acceleration pulse is generally plotted as G's versus milliseconds where one G is equal to the acceleration due to gravity on the surface of the earth. The testers analyze the acceleration pulse to determine whether the helmet passed or failed the test.

Snell and DOT use different methods to analyze these pulses. Snell limits the peak value to 300 G's. The DOT Standard requires that the peak acceleration not exceed 400 G's but they also put duration limits on the acceleration pulse. The period of time for which the pulse exceeds 200 G's must not be longer than 2 milliseconds. The period of time for which the pulse exceeds 150 G's must not be longer than 4 milliseconds. Snell, among others, questions the validity of these duration criteria. They were taken directly from a ANSI motorcycle helmet standard in 1972. The ANSI standard committee had developed the criteria for testing on an altogether different test device that was already being superseded at the time. After the DOT standard was drafted, the ANSI committee modified their duration criteria for compatibility with current impact test equipment.

DOT never accepted the modification. When the DOT draft was first prepared, DOT expected to make extensive changes in the criteria after its first eighteen months of operation. The 400 G peak and the duration criteria were to have been discarded in favor of the head injury criterion (HIC) as described in another DOT standard, FMVSS 208.

However this never came to pass, instead a measure intended to serve only a year and a half has remained in place for over twenty-five years.

There are also administrative differences between Snell and DOT. Snell Certification means that Snell technicians in Snell labs tested samples of the helmet to Snell Standards before the helmet was certified. Furthermore, as a condition of certification, Snell regularly buys samples of all Snell certified products and brings them into our lab for follow-up testing.

DOT certification is done on the honor system. The helmet's manufacturer determines whether his helmets satisfy DOT and then claims the qualification for himself. There is not even a reporting requirement. The government does contract for some spot check testing at commercial and private labs but not very much. In recent years much of their effort has been spent against so-called beanie helmets that are obviously substandard and are worn only by helmet law protesters.

Around 1990 a few magazine articles appeared questioning whether Snell certified helmets met the DOT standard. Some went as far as claiming that it was impossible to meet both standards with the same helmet but others were more cautious and said only that meeting both was very difficult.

In fact, Snell certified helmets do meet DOT. If you want to be sure that your helmet meets the DOT standard, get a Snell certified helmet. Manufacturers apply for and earn Snell certification because they care about quality. These are the very manufacturers for whom the honor system works. A Snell sticker is your best assurance that the helmet meets both Snell and DOT. Without our sticker, it's purely a gamble that the helmet meets any standard at all.

[A recent publication noted that Snell has been destroying test samples with a log splitter because their dumpsters had been being raided for their discarded items.]

Ride Reports

December 9th after breakfast meeting ride report

Fifteen bikes left the Golden Corral in Marana headed to Tubac, AZ for some early Christmas shopping and sightseeing. Along the way we meandered through the town of Sahaurita and their tree lined parkway, then through the Green Valley pecan groves before rejoining the freeway south to the artsy town of Tubac. Submitted by John Hlady

Wednesday, December 19. Lunch Ride to Mount Athos Restaurant, Florence

26 members on 15 bikes with a few more meeting us at the restaurant. A tad cool but sunny day that warmed up later. We shared this prayer before heading out:

As we climb astride our ride, we ask you God, be by our side.

Keep us alert throughout the day, guide us safely along the way.

Potholes, deer and twisty bits, oil, gravel and dimwits.

Lord, protect us from each one until our ride this day is done.

It was an easy, smooth ride from Oro Valley north up 77 and 79. Because of our large crowd they sat us outside on the patio, a chilly start but they turned on the outdoor heaters and we were just fine. Good food, service and big helpings as usual. Having the patio to ourselves allowed the usual comic banter, highlighted when Jack returned from the rest room dragging 6 feet of TP behind him hanging from his jeans. Submitted by Joe Curreri.

Ladies Luncheon Thursday, December 6th

We had 12 of us. A few had never been to Silver Saddle (it seemed all enjoyed their meals and were taking doggie bags as the portions were generous). We solved the worlds problems but are keeping the solutions secret for now (just let us know when you want us to give you the solution! Ha. Ha.) Cecilia

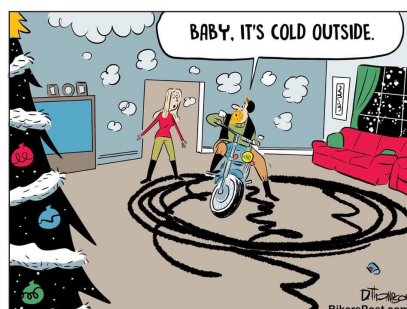
Harley-Davidson and Tuscany Motor Co. Unveil Concept Custom Harley-Davidson Pickup Truck at 115th Anniversary Celebration

MILWAUKEE, WI – August 30, 2018 **Harley-Davidson™** and **Tuscany Motor Co.**, a Fox Factory Holding Corp. (NASDAQ: **FOX**) (“FOX”) subsidiary, have collaborated on the build of an all-new custom 2019 Ford F-150 pickup truck. Tuscany is a Ford Motor Company specialty vehicle manufacturer in the personal-use segment. The concept truck will be part of the company’s 115th Anniversary Celebration. Harley-Davidson and Tuscany share the same passion for producing premium, quality and exciting new products. Harley-Davidson enthusiasts will be able to see the exciting new concept vehicle for themselves at the H-D Museum™ during Harley-Davidson’s 115th Anniversary in Milwaukee, Wisconsin, beginning on August 29, 2018. Co-designed by Tuscany and the Harley-Davidson styling team, the Harley-Davidson concept truck (www.HarleyTruck.com) takes cues from the iconic Harley-Davidson® Fat Boy® motorcycle. Features will include:

- Harley-Davidson branded Fat Boy style 22” milled aluminum wheels
- Custom tuned Flowmaster exhaust with H-D exclusive solid billet aluminum tips
- Distinctive H-D bar and shield badging
- Stainless Steel H-D gauges
- Billet H-D racing pedals
- Two-tone diamond stitched perforated custom leather seating surfaces
- Official numbered H-D center console badge
- Custom tuned BDS Suspension lift with upgraded FOX shocks
- 35” all-terrain tires
- Lighted power deploying running boards with unique integrated rocker trim
- Custom fender flares
- Functional fender vents
- Front bumper cap with skid plate
- LED light bar & honeycomb insert
- Replacement custom grille with honeycomb mesh
- Replacement functional ram-air hood with aggressive Ford Raptor style insert
- Rear bumper caps with exhaust cut outs
- Harley-Davidson tailgate appliqué
- Locking ABS tonneau cover with embossed H-D bar & shield logo
- Bed rug with H-D logo
- H-D floor mats
- H-D door entry sills
- Custom accent color door, dash and steering wheel trim

Harley-Davidson is one of the most iconic brands in the world,” said Jeff Burttschell, Vice President, Tuscany Motor Co. “The new truck was designed to evoke the same sense of power and freedom as the Harley-Davidson motorcycles that inspired it.” Source: Tuscany Motor Co.

Jokes from Judy Aitken



FOOTHILL RANCH, CA – November 27, 2018 Kawasaki Motors Corp., U.S.A., announces its support of Motorcycle Mechanics Institute (MMI) education efforts that will include a donation of 36 Kawasaki products, including motorcycles, ATVs, side x sides, and personal watercraft. The equivalent retail value reaches a total of more than \$300,000 and utilizes Kawasaki's wide-range lineup with Ninja®, Z family, Versys®, Vulcan®, KX™, and KLX® motorcycles, Brute Force® ATVs, Mule™ side-by-sides, and Jet Ski® personal watercraft models.

"The MMI is a fundamental part of our industry," said Bill Jenkins, Senior VP Sales and Operations. "The industry-leading technical training educates and guides future professionals of our industry and feeds our dealers with qualified technicians."

Kawasaki's efforts are designed to support MMI's technical training programs that prepare its graduates for future technician positions and careers at Kawasaki dealerships across the nation. After completing MMI's core program, students take elective courses that help to familiarize them with specific product lines and maintenance procedures, ensuring professional-level service.

"For nearly three decades, Kawasaki has trusted MMI to train the skilled technicians who maintain and service their products across the nation," said Roger Speer, Campus President, MMI Phoenix and Orlando. "This latest contribution of vehicles gives our students the opportunity to train on the very latest Kawasaki products, so they graduate from MMI ready to hit the ground running."

"We're thrilled to give the MMI and future technicians the best education on Kawasaki models," said Patrick Kelly, Director Customer and Technical Support. "These 36 Kawasaki models will add to the curriculum and continue the successful K-Tech Specialist Program."

Throughout the years, MMI's technical training programs have paved the path for Kawasaki dealership technicians as well as several of Kawasaki's amateur and factory racing support team technicians.

ABOUT KAWASAKI

Kawasaki Heavy Industries, Ltd. (KHI) started full-scale production of motorcycles over a half century ago. The first Kawasaki motorcycle engine was designed based on technical know-how garnered from the development and production of aircraft engines, and Kawasaki's entry into the motorcycle industry was driven by the company's constant effort to develop new technologies. Numerous new Kawasaki models introduced over the years have helped shape the market, and in the process have created enduring legends based on their unique engineering, power, design and riding pleasure. In the future, Kawasaki's commitment to maintaining and furthering these strengths will surely give birth to new legends.

Kawasaki Motors Corp., U.S.A. (KMC) markets and distributes Kawasaki motorcycles, ATVs, side x sides, and Jet Ski® watercraft through a network of almost 1,100 independent retailers, with close to an additional 7,400 retailers specializing in general purpose engines. KMC and its affiliates employ nearly 3,100 people in the United States, with approximately 250 of them located at KMC's Foothill Ranch, California headquarters.

Kawasaki's tagline, "Let the good times roll.®", is recognized worldwide. The Kawasaki brand is synonymous with powerful, stylish and category-leading vehicles. *Source: Kawasaki Motors Corp., U.S.A.*

Curtiss Begins Accepting Reservations for Their All-Electric Zeus Motorcycles

November 26, 2018 Motor Sports Newswire Motorcycle,

BIRMINGHAM, AL – November 26, 2018– Curtiss Motorcycles announced today that it is now accepting reservations for their highly anticipated all-electric Zeus motorcycle. The American brand unveiled two new production versions of Zeus three weeks ago at the EICMA show in Milan.

Both Zeus models will feature carved billet aluminum and carbon fiber construction and can be had in either raw or anodized black finishes. Pricing is set at \$60,000 USD for both models, which can be reserved with a 10% (\$6,000 USD) pre-payment. Both Zeus models are slated for production in early 2020.

Utilizing a proprietary powertrain system optimized to balance power and range, the Zeus models have a target range of 280 miles (450km) and produce 145 pound-feet of torque from a 140kW motor.

With today's announcement, Curtiss continues its aggressive push into the growing electric motorcycle space. These production Zeus models are expected to compete head-on with Harley-Davidson's upcoming all-electric LiveWire.

About Curtiss Motorcycle Company





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tzatrading.@aol.com

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Jeff Murch 790-1613

SOUTHERN ARIZONA RETREADS

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Sazretreadsmc.tripod.com

- Lee Aitken 1/7
- Don Bangs 1/5
- Marla Castro 1/21
- Charlie Border 1/21
- Pam Downs 1/20
- Carolyn Irwin 1/16
- Beth Chase 1/14
- Cindy Ellis 1/29



- Dennis Eggers 1/16
- George Buchanan 1/19

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Roger Gangwer

520.326.0648

4465 E. Irvington * Tucson, AZ 85714

Closed Sunday & Monday

- Joe Curreri 1/3
- Dan Dickerson 1/11
- John Falzone 1/26
- Bob Farell 1/29
- Jeff Murch 1/30
- Chuck Pearson 1/28
- Kathleen Pearsall 1/5
- Judd Starr 1/16

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

Jeff & Cecilia Murch



Retreads tee shirts are for sale.

Without pocket is \$15.00

With pocket is \$17.00

Extra \$2. for 2X for either

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



Bike Barn Portable Garage

New \$395. Unused \$200.

Derryl Bates 991-5090

Cell 748-0524

Motorcycle trailer 19 cubic ft

For more information contact Rich Printz @ 815-258-5585.

ADVERTISING RATES

Cost for six and twelve months are as follows:

Business Card Size	\$35/65
Quarter Page	\$70/120
Half Page	\$100/150
Full Page	\$150/220



Switchback pegs



2006 Harley Springer Softail Classic FLSTSC17,800 miles. Adult driven since new. Death forces sale. Located in Green Valley, AZ. \$10,000 or offer. Contact John Halady jhlady1575@gmail.com or 971-409-1843



(2) HJC Helmets with J&M head sets... X-Lg & Med Make an offer 520 909 8442 John & MaryJo Keating

Trailer for sale

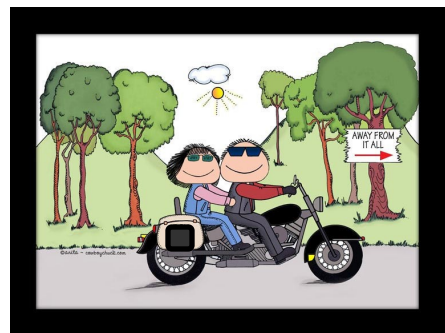
Continental Cargo V Nose Trailer-2 ton 14' boc with 3'nose. Tandem axels with electric brakes, side door, inside lights, rear ramp access 6'h x 6 1/2 w. Exterior wheel wells with additional exterior lights. Aluminum body and stone-guard, raised walk in ceiling, side vents, spare tire, jack,

Name Ken Johnson
Email kljvil@gmail.com
Phone 6128897029
Message Hi, I have a



2005 Goldwing for sale. Asking \$7,500, located in Tucson Estates. Thanks, Ken Johnson





Southern Arizona Retreads®

Murch

P.O. Box 64597

Tucson, Arizona 85728