



The Florida Gator Tale

Newsletter of the Florida Chapter of
the Motorcycle Sport Touring Association

Volume 6 Issue 8

Events in August

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Feature Article

The Ride to STAR 2013

Part 2

by Bob Shields

Van and I left Barber pretty late in the day after a great day of racing and drooling at the [Barber Museum](#). Our planned route was about 70 miles north to the small town of Albertville, Alabama for another night in a Quality Inn. Albertville was picked for no special reason other than it was within 100 miles of Barber and it was a nice ride to our primary destination the next day, The Little River Canyon Nation Preserve.

Although I try to do my best to pick a route off the main highways and on scenic back roads, it's always difficult when routing in areas you have not ridden. I've ridden near Barber and at the Canyon, but not in between. From Barber, we had to jump on I-20 a short distance. Since it was Saturday and we were heading away from Birmingham, it wasn't too bad at all on the interstate. We then

jumped on a series of smaller rural highways that were very scenic and had a nice flow... until our route stopped in the middle of nowhere. I was a little confused. We pulled over and we decided to recalculate our route directly to our hotel as it was getting close to dusk and we could feel the deer eyeballing us from the surrounding woods. I only recently discovered why the route stopped in the middle of nowhere. It was because that is how I planned the route. In drawing up the routes for the trip I somehow picked a random waypoint off of County Road 1807 (Huh?). Oops. No harm, no foul. We had a pleasant ride to and from Nowhere, Alabama.

Editor's Monthly Note:

Your editor is currently in British Columbia and still enjoying his tour this summer on his Triumph Trophy SE.

We ask each one of you to consider writing an article about your experiences traveling by motorcycle and sending it to the [Editor](#) of *The FL MSTA Gator Tale*. Thanks to our contributors for this month's extra-large edition.

To be added to or removed from the newsletter mailing list, please contact [Choon Gan](#), the MSTA membership director, or visit the [MSTA National Website](#) to set your subscription preferences. You must be an MSTA member to receive it.

We wish you all safe and fun rides!

Don Moe

The Quality Inn in Albertville wasn't too bad for the money. We had a ground floor with our bikes parked right outside the door. I always try to find a hotel near a few restaurants so we can walk to dinner after a day of riding. That wasn't the case in Albertville. It was Pizza Hut or nothing. We picked Pizza Hut.

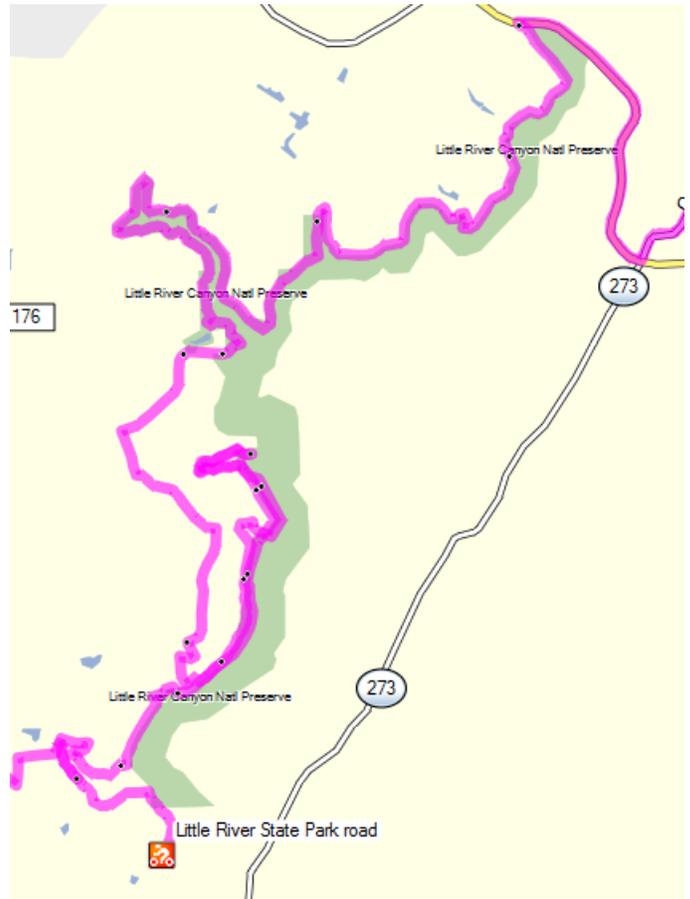
The next morning I ate my daily allowance of biscuits and gravy at the hotel. I almost never eat biscuits and gravy at home but felt compelled to eat

it almost every morning on this trip. I came home 7 lbs heavier. I don't think I digested a single biscuit on the trip and I still have one or two lodged somewhere in my gut. Travel tip: Don't eat the biscuits and gravy in a cheap hotel.

We woke up excited as today we had plans to run the Little River Canyon National Preserve. Dave Sumner took me on a ride through this beautiful neck of the woods in 2012. If you are in this part of Alabama, you really shouldn't pass up this ride. See the picture of the route below. You know you are on some fun roads when the route looks like a toddler scribbling on a wall with a purple crayon. The roads along the canyon offer sweepers, twisties, drops and some very steep climbs. There are plenty of opportunities to pull over and enjoy the views of the canyon. Beautiful, fun stuff.

At the end of the canyon ride there is a nice large park where you can pull over to view the biggest waterfall in the preserve. We did just that.

(Continued after the photos...)





ATGATT- Van at the edge of the canyon (safety first)



Then a view of the Little River Canyon behind him



We spotted these great looking bikes at one of the stops. The guys who ride them must be studs...Hey that's our bikes!



Here is Van holding up the day glow number 11. ATGATT again due to the large rock overhead. He takes safety seriously.

We walked back to the bikes after viewing the waterfall and found that my back tire had worn bald on the Little River Canyon roads. I couldn't believe it as I thought I had plenty of tread for the trip up and back from STAR. Stupid me. I did not think about the fact that my bike did not have sport touring tires. It came from the factory with the Pirelli Scorpions and the last 500 hundred miles chewed them up and spit them out.

So again, because of Bob, we routed ourselves as direct as possible to Lexington, KY, which was a little less than 300 miles away. By the time we got there, there were threads showing through the center of my tire. Scary and very stupid. Our Safety guru, Doug Westly, even took a picture of my back tire to show during his safety seminar the next evening. I am now an example of what not to do. I made an appointment that night to get my tires changed to Pirelli Angle ST's in the morning. God bless STAR for having a tire vendor right there in our parking lot.

Bob Shields



Finally, the pic of the waterfall...



Okay... now Van just takes this ATGATT stuff a little too far.

SAFETY TALK

IMPORTANT NOTICE: Ultimately, the safety of motorcycle riders and their passengers is their own responsibility. Nothing presented in the column supersedes, negates or relieves a motorcyclist and/or passenger from assumption of personal responsibility for their actions and safety.

Unusual Florida Road Hazards

Florida is one of those unique places in the world. It is one of the reasons we all like living in the Sunshine State. However sometimes “unique” means, well... really unusual. As far as motorcycling goes, there are some weird things out there on the road in Florida.

Let’s start with animals. Everyone has squirrels, rabbits, deer, skunks, etc. But in how many states do you have to contend with alligators sunning themselves on the warm pavement of a back road? We’ve got tons of wild boars out there as well. Watch out for the wildlife. We are living in a subtropical environment, after all.

Our next problem is the “other wildlife”; the retirees. You’ve all seen them. They have achieved their life’s goal. They have retired, moved to Florida, bought a big car (usually a Mercury Grand Marquis), and are driving slowly in the left lane. I can even tell you when they are out and about. On weekdays it is between 9am – 3pm. Why then? It’s because they don’t go out during rush hours or when the school buses are running. On the weekends, it is all day and on Sunday, it is traveling to and from their particular house of worship. The problem is that you can’t predict what they are going to do. Heck, sometimes they don’t know themselves. Be careful when you happen upon the “other wildlife.”

Problem number three: Foreign-born drivers. Don’t get me wrong. I’m all for legal immigration and welcoming in foreign visitors and new residents. Unfortunately individuals new to the United States usually bring their foreign country driving habits with them. The problem gets worse the farther south you go in Florida. My hat is off to our MSTA riding brethren in South Florida. I refuse to ride in the Miami area. When we ride to Key West, we take the Tamiami Trail to the western most roads in the area (Krome / 997 / 177th or the Turnpike) and sneak down to Key Largo. I’ve been down there enough to know you’re taking your life in your own hands, given all the foreign-born drivers. Caution in these areas is the watchword.

Finally we have the roads themselves. We’ve got great roads in Florida, but there are some concerns, particularly in the back areas. Let’s face it: All of Florida is a beach. It just depends on how far you live from the water’s edge. That means most of Florida is sand, and that sand gets on the road surfaces. Watch out for slippery roads, even when they are dry.

Florida is a great place to live and ride. We just need to watch out for those pesky road hazards!

Ride Safe!

Doug Westly – Safety Editor

How Cool is This – The Ultimate Farkle?

By Roger Magill

Hello group – my name is Roger and I'm a recovering cager. It's been over twenty days since my last "roofed" ride... but I'll admit that I've had help from a crutch. Now I know what you're thinking; "he's slipping out at night and secretly driving the SUV, playing with the electric windows, and cranking up some tunes." But you'd be wrong – I haven't fallen that far back in my recovery. But I have been enjoying what just could be the ultimate motorcycling farkle.

What led to falling off my wagon, uh, cycle? In a phrase, climate change. Not just that pesky little issue of holes in the ozone layer and palm trees taking seed in the Arctic Circle! No, this is a far more serious issue that rears its ugly head when the temperature heads south of 65 degrees and north of 85. We've all been there, you start out in the morning thinking all is well, and then the wind-chill factor at 60 mph reminds you of the power of convection. You head back for the jacket liner and any grungy sweat-shirts you may have in the garage, bundle up like the Pillsbury Doughboy, and head back out to challenge the blast. Ahhh, master of your domain again, you laugh at the scooter riders going by in their T-shirts and shorts. You're motoring along, at one with the universe, until the Sun asserts itself and you quickly realize that, inside your 4 layers, your core temperature is heating up faster than popcorn in a microwave. Stop, off with the bundle, strap it all down someplace, and once again head out. At the first blast of wind hitting your sweat-covered torso you feel the cool relief, until the mercury tops 90 and you're stopped at a painted-on red light. Nothing to do but try not to let the cars around you see you sweat – they take this as a sign of weakness in the whole motorcycle-riding-thing... and they will pounce. .

Yes, we've all been victims of (dare I say it?) that inconvenient truth. If any of this sounds familiar, you'll completely understand why I jumped at the opportunity offered at STAR 2013 to give a two-week, real-life test to the Entrosys BikeAir™ motorcycle personal air-conditioning system, as shown in the photo. The unit utilizes a patented high-performance solid-state thermoelectric technology to provide a comfortable microclimate for riders in hot OR cold weather. The system consists of two primary parts; the electric unit, which wires directly into the bike's battery, and the cooling vest, which connects to it through an insulated hose and allows the treated air to circulate around your torso.



The power unit is the size of a smallish tank bag, approximately 12 inches long, 6 high and 7 inches wide. It's encased in its own jacket and includes an attached rain cover and easily-removable mounting pad. It is controlled by a small remote control fob, allowing full access to the 3 levels of cooling, 3 fan levels, and 3 levels of heating. Maximum electrical draw in cooling, at the highest level, is 11 amps. At the highest level of heating the draw is slightly more at 14 amps. The unit is designed to shut itself off automatically if it senses the battery dropping below 11.8 volts. It makes no noticeable noise, emits no harmful gasses, and does not drip water.

The unit connects through the insulated air hose, hooking into a manifold in the vest with an automatically detaching connection for safety. The vest must be worn over a t-shirt (it can be too cold directly against your skin!), and needs to be covered by a solid riding jacket – but mesh is fine as long as you use your inner-liner. The vest simply maintains a small envelope of air around you, in order to let the conditioned air flow freely. Once on, it is very light and provides total flexibility. Importantly, I found no restriction at all in my movement, including the ability to fully stand on my pegs for an occasional stretch of the legs.

Attaching the bag to the bike and connecting is very simple and secure. Once the power cord is attached, the unit zips to its pad with a single heavy-duty zipper and is doubly secured with two quick-release straps. In addition, the insulated air hose is secured to the unit with a quick-disconnect, just in case it should come detached from your vest or the unit.

Now, the million dollar question (well, it's not really that much): What is my overall impression of the unit? After 2,800 miles of road use, through the hills of Kentucky, up the Northeast Corridor to Massachusetts, and through the Finger Lake region of New York, and down to the southwest Gulf Coast of Florida and with temperatures ranging from a very wet, miserable 63 to a typically sticky 97 in Florida, I would give this farkle an A+. It operates as advertised and seems very solidly built and well thought out. It can mount in a variety of spots on a typical MSTa bike. And let's not forget that WOW factor. While stopped for over 45 minutes snaking through a small town in New York (following a local 4th of July parade), one of the bystanders looked at me crawling along and commented on how hot I must be "in there" (ATGATT). His expression when I told him I was quite comfortable in my air-conditioning was priceless.

On the last day of my trip I decided to give the gear, and myself, one final test. I laid out an Ironbutt Saddlesore 1,000 route from VA to home and pushed along for almost 16 hours straight. Now, never having done this before, I'm not sure how exhausted and wrung out at the end of 1,045 miles you are supposed to be, but I wasn't! How much of my overall comfort level was due to the bike, or the rest of my gear, I can't tell. But I do know that I never felt a moment of exhaustion or stress due to the outside heat – which stayed over 94 degrees for the final 6 hour stretch of the run – topping out at 97. At one gas stop, while sitting on the bike, I was amazed to see that the heat around and over the engine was hitting 111, and I was perfectly comfortable sitting still on the bike.

Perhaps the lasting impression I will have of the test was just the simple pleasure in knowing that I had complete control over whatever temperature changes Mother Nature threw at me. Rather than shivering and wishing I had layered up, I just turned on the heat. As an added advantage the warmth escaping around my jacket collar created a nice little warm spot around my chin and mouth. Temperature and humidity coming up? Just flip on the A/C. No need to pull off endless layers. Not only did it keep me quite comfortable, but I'm convinced that it helped increase my endurance and alertness on that last, long stretch.

It was like carrying my own climate along with me. As I completed my 2,800-mile test drive with the Entrosys BikeAir™ unit, I believe I heard myself humming the Jimmy Buffet song "Everywhere you go, take the weather with you."

For further information this farkle, check the BikeAirUSA.com website or contact Brian Gyorkoe at brian@bikeairusa.com.

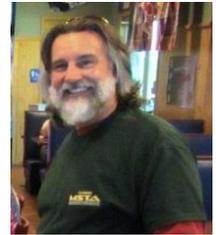
Florida News

South Director's Report

RAIN DROPS KEEP FALLING ON MY HEAD... Ah, summer time, in Florida! We don't need no stinking rain suits!!!

We ride. We ride. We rode to Fellsmere to dine at the Marsh Landing Restaurant!! As another group canceled at the last minute, we were able to take over the large banquet room!

And a good thing too! We had 18 riders make it to Brunch, 14 members and 4 friends. And half of them rode more than 100 miles to enjoy one another's company and terrific food! It was a "photo finish" between Jim Park and Steve Phillips for longest ride!



Van VanSteelant



Attendees (alphabetically): Dennis & Dorothy Anderson, Doug Baumgartner, Tom Blake, Terry Brown, Jenkin Davies, Boyd Harrell, Dell Haverland, Ellen Kocher, Steve Marcum, Glenn Monroe, Jim Park, Steve Phillips, Bob & Bobby Shields, Van VanSteelant, Jerry Wagner, Gene (?)

Our hyper server had no problem keeping up with the growing crowd, and once again, we hung around for over 2+ hours kicking tires and telling lies! As for the rain issue, nothing on the way up, and only 10 minutes on the way back. We chose a route that took us home via 441, and just outside of Okeechobee we hit a cell that rewarded us with a 20 degree drop and a certain soaking. Of course, by the time we all hit our driveways, we were mostly dry!!

And the winner is... Steve Phillips AND the FL chapter, as Steve donated back his winnings from the 50/50 raffle. Another \$35 was added to the coffers! We now stand at \$157.50! Thanks again to all who participate!! Locally, we have two rides planned. The first is to Carol's Cafe, right in Bob's backyard. And on August 24th, we ride to the Clewiston Inn for their brunch feast! We haven't been here in quite some time. So, let's check them out!! As always, the details are at www.flahsta.org. We will flesh out the rest of the year's destinations ASAP.

For those members in Phil's area, be aware that he has taken a leave of absence for August, and will be enjoying the hell out of his stay in Ireland!! Carmel has been planning this trip for months and months!! We'll check back with Phil come September.

By now, we've missed the Big Lynn Lodge Ride in NC, but the River City Ride in Indiana, August 2-4, and the Mail Pouch Fly-By in Ohio, August 23-25, are coming up! And you'll see the BIG PROMO for the FL Just-For-Fun-Event elsewhere in this AWARD WINNING newsletter!! Heed the significance of making EARLY reservations for this ride!! [Ed: Look under [Future Florida Events.](#)]

As you've read at the top of the newsletter, Bob and I had a great time making our way to STAR!! The roads were spectacular, even most of the interstate runs! And riding behind Bob, waiting for a tell-tale white stripe to form around his rear tire was a lesson in concentration! I did not want to be the first vehicle to run into him if things had gotten any worse!! Fortunately, the road gods were on our side--we must have built up just enough Karma to keep us safe!

As you can tell from some of the pictures, the ATGATT notion is alive and well! And so is the camaraderie between us while on the road. Bob wrote a great article last year about our trip to Avon, and how important it is to find a riding partner that makes the trip part of the fun! We have had numerous opportunities to ride together on long distance travels, and fortunately, we are still well matched. May you all have the same good fortune!

And the fun continued in Lexington! The routes in every direction were terrific! If we could transplant just ONE of those roads down here, I'd be a happy rider!! As you've read on the Forum, and here, the event went incredibly well.

The weather held for 98% of the time. The seminars were well attended. The banquet was a fitting end to the whole affair. And the roads... Be sure to plan on being out in Rapid City next year!! You will not regret it!!

Membership News

As we receive updates about our current state membership after we "go to press", we don't always welcome our new members as soon as they sign up! This month is the exception! I know first-hand that we have a new member! Welcome Ellen Kocher to our ranks!! She has joined us on a couple of brunch rides, and knows a few of us from previous encounters along the way! Look for her bright red BMW twin at the next event. Don't hesitate to contact our new members and get together with them at the next event!

One last note. With the summer conditions in full force, think about contacting a member in your area for a "local" ride. The Blue Book is an EXCELLENT resource for this endeavor! Look for riders in your neighborhood, and send them a invite!! What could be easier!!

Get out and ride! Do so safely!!

ATGATT Van
MSTA Florida State Co-Director

Central Director's Report

The July Ride Report...

I was unable to make the July Central ride due to my trip up to Kansas to pick up my daughter from the Fort Riley Army base. But others enjoyed it. Tom Blake was nice enough to fill me in, so I will just use his email as our July report. Thanks Tom.



Bob Shields riding the track at Barber

Hey Bob,

Just wanted to let you know that there were 10 or 11 attendees at the Brunch Ride to the Hayseed Café in Webster last Saturday. Six were from Brevard County – Terry Brown, Larry Fitch, Steve Marcum, Doug Baumgartner, Doug Farnham and Tom Blake. The rest were the scooter crowd from plant city. The Brevard group were on a diverse selection of rides – a Triumph Tiger 800, two Honda ST1300's, a BMW R1600 GTL, a Yamaha FJR1300, and a Triumph Trophy SE.

Due to distance and time constraints, we took the most direct route from Melbourne which was right through the attractions area. But because of the early hour, traffic there was minimal allowing us to make good time. The Café put out a nice buffet spread of bacon, smoked sausage, ham, bacon, sausage patties, bacon, biscuits and gravy, potatoes, bacon, scrambled and Mexican scrambled eggs and, oh yeah, bacon. Really hit the spot and was very reasonably priced. Great service, too.

On the way home we detoured on some nice county roads up through Yalaha and Tavares to Champions very fine motorcycle shop in Eustis for some tire kicking. Then it was home through Sanford, Geneva, Chuluota, Christmas and West Cocoa. We finally hit a good rain coming into and a little south of Christmas. But no lightning. Most didn't even bother with rain gear and had pretty much dried out by the time we got to Melbourne around 3:00. Very enjoyable day.

Regards,

Tom

Ride Smart, Ride Safe, Ride Home,

Bob Shields
MSTA Florida State Co-Director

Northeast Director's Report

Phil and Carmel are on a trip to Ireland. We look forward to seeing him back on his bike in September.

Questions? Send an email to rfoxrdr@bellsouth.net.

Phil Ridgdill
MSTA Florida State Co-Director



Phil Ridgdill

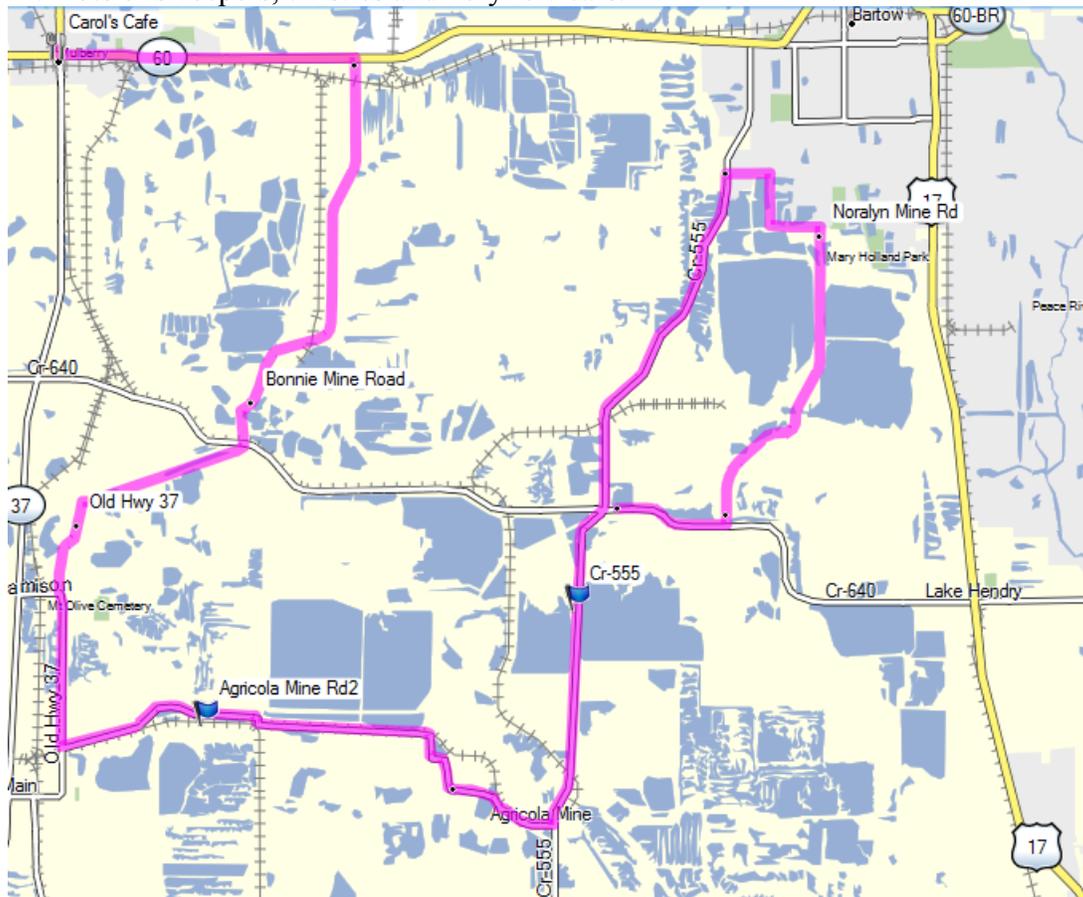
Florida Rides This Month

[MSTA Florida Central Brunch Ride](#)

When: Sat, **August 10th**, 9:30 am – 10:30 am

Where: [Carol's Cafe](#) – 113 W Badcock Blvd, Mulberry, FL 33860 ☎863-869-9155 ([map](#))

Description: Carol's Café is a small Mom & Pop restaurant right near the corner of Highway 60 and SR 37. This is right on the north edge of the mine roads that run from Mulberry to Bartow and beyond. If you are looking to get ride some relatively good sport riding roads, this is the place. Below is a map of the Mine Loop that Bobby and I sometimes run. It's very simple route of about 30 miles with lots of sweepers, twisties and very few cars.



Contact: Bob Shields - boju29@msn.com or ☎863-513-3626

[MSTA Florida South Brunch Ride](#)

When: Sat, **August 24th**, 9:30 am – 10:30 am

Where: [Clewiston Inn](#) - 108 N Royal Palm Ave. Clewiston, FL 33440 ☎863-983-8151 ([map](#))

Description: The date, time (9:30AM), remains the same. The previous location closed since our last visit. These are tough times of new start-ups, even if you are in legendary location (Flora and Ella's). We haven't been to the Clewiston Inn in quite some time. It has new Owners/management, and it still has a bitch-en buffet.

Contact: Van - busavan@flahsta.org or ☎561-386-2594

Future Florida Events

MSTA Florida South Brunch Ride

When: Sat, **Sept. 28th**, 9:30 am – 10:30 am

Where: **Sebring Dinner** – 4040 US Hwy. 27S, Sebring, FL ☎772-571-8622 ([map](#))

Description: We conclude our BRUNCH rides with one of the best reasons to get out of bed: The Sebring Diner!! The roads leading to this shining stainless steel diner are worthy of the edges of your tires, just for added incentive!!!

Contact: Van - busavan@flahsta.org or ☎561-386-2594

MSTA Florida Central Brunch/Lunch Rides

Got an idea for a breakfast or lunch spot in the Central Florida area? The locations for September thru the winter months are not yet set. Here's a chance to get your favorite spot on the list. September will be our last brunch time (9:30-10:30 to beat the heat). The rest of the rides will be lunch rides so we can stretch our distances a bit. Breakfast usually draws about 10-15 and lunch can draw 15-30. You need to keep this in mind as we will need places that can accommodate our group. If you have an idea, just drop me an email and I will see what I can do.

Contact: Bob Shields - boju29@msn.com or ☎863-513-3626

MSTA Florida – Just Another Great Ride

You should have recently received an email notice of a Florida Just-for-fun ride to Cheaha State Park coming in October. This coincides with the 9th Annual Barber Motorsports Vintage Motorcycle Festival. I've attached a copy of the email that I sent out but changed the pictures to some from last year's ride to Cheaha and Barber when David Sumner turned me on to the spot. – Bob Shields

MSTA Florida- Just Another Great Ride

The Barber Brouhaha at the Cheaha-ha

October 10-13th, 2013

at

The Cheaha State Park Lodge and Resort

Cheaha Mountain/State Park, Alabama

Join us for a long weekend of great riding in Alabama and attending the world renowned 9th Annual Barber Vintage Motorcycle Festival. The Cheaha State Park Lodge is located at the highest mountain in Alabama (about 2500 feet). There are awesome sport touring roads all around the area, including the roads that run along the Little River Canyon National Preserve. The Barber Motorsports Park and museum is an easy 60 mile ride from Cheaha.

The timing of this ride couldn't be better. The October weather in Alabama is gorgeous (bring layers) and the Fall colors should be in full display!

Below are the links to the Cheaha State Park and the Barber Motorsports Park. If you are interested in joining us, book a room, cabin or chalet. The rooms are very nice and spacious...there is plenty of room to bunk up with a friend. There is also camping and other accommodations.

The park is motorcycle friendly and there is a restaurant with beautiful views from the top of the mountain. Cheaha State Park is a great place just to spend the day and relax exploring the views from the mountain, hiking, biking or just enjoying the facilities.

This is a very casual event. Our tentative plan is to arrive on Oct 10th, ride the local roads on the 10th and 11th, enjoy a group dinner on the 11th, spend the 12th at the Barber Vintage Motorcycle Festival and then head home on Sunday.

The ride to Cheaha State Park from Tifton, GA is awesome. It's about 260 miles of swift rural highways and back roads. Some of us will be meeting up at the Econo Lodge in Tifton, GA (Clean and Cheap and just off I-75) on Wednesday, Oct 9th so that we can get up early and enjoy the scenic route to Cheaha on the 10th.

Here are your links to Cheaha and to Barber:

<http://www.alapark.com/cheaharesort/Hotel%20Rooms/>

You will need to call the park to book a room: ☎800-252-7275

<http://barbermotorsports.com/park/>

Saturday is typically the biggest day for the event. It is best to pre-purchase a ticket. Not because you can't get one at the gate, but because you may have to wait longer to get in the gate. The ticket price at the gate is typically \$5 more than the pre-purchased price.



The view from the Lodge at Cheaha State Park and a view of the Cheaha Hotel with our bikes. The hotel is stone...cool!



The "guys" on a boardwalk at Cheaha (colors) and Bobby and Jonathan living on the edge on Bald Rock. What a view!



Some pics from the many scenic spots on the ride through the Little River Canyon.- ATGATT!



The water fall at the end of the Little River Canyon. It sure is prettier with the guys out of the way.



... and to top it all off, there are the races and the bikes at Barber (got a Norton in there for you Dave).

There is no need to register (this is a casual Just-for-Fun event), but we would like you to let us know if you are going to stay at the Cheaha State Park and whether you would like to attend a group dinner on Friday, October 11th. We need a head count for the dinner. Please email Bob Shields at boju29@msn.com or Jim Park at Ridemyst@yahoo.com.

The Barber Brouhaha at the Cheaha-ha

Hope to see you there.

For additional Florida events and information, [click here](#) to see Florida MSTA web site Events page.

MSTA website information on upcoming events: [click here](#).

National MSTA www.sporttouring.us

Florida MSTA www.flahsta.org

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ALL GRAPHICS WERE PROVIDED BY THE CREDITED AUTHOR, UNLESS OTHERWISE NOTED.

Mystery Hyperlink of the Month

This month's [Mystery Hyperlink](#) is in keeping with our safety article.

CLASSIFIED ADS

To find a buyer for your unwanted motorcycle items, please send your ad and pictures by e-mail to
editor@flahsta.org