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**Biker Chick
Sarah G**

pg. 24

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pg. 42**

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Tom the Bomb... RAMBLINGS From the Top Dawg

Well, it's almost time for Santa to come barreling from rooftop to rooftop through the neighborhoods, broadcasting presents to all the good boys and girls. I've been particularly good this year in hopes that I will get a different present than I normally get. I don't have anything in particular in mind, but I have plenty of coal. Every year, I get a lump of coal, but they are piling up and I'm not really sure what to do with them. I've been told not to use it in my barbecue grill 'cause it'll make my hot dogs taste funny. I don't have a coal burning stove or anything, so I've just been storing it in my underwear drawer. I mean, I can't just throw it out – after all – it was a present!

Speaking of presents, there have been/will be many more local toy runs to support this year. With the economic problems facing us all, we don't need to turn our backs on those of us who are less fortunate... especially the children in our community that, without our help, may have to go through Christmas without presents. Please participate in as many toy runs as you can this season – even if you don't normally. Because when times are tough, the need is greater.

I told you last month that I was considering buying an electric jacket liner. After consulting with my experts (Moleman and Rock), they told me Gerbing was the industry leader, and I should check out their products. I went to their Web site... The problem is... I have issues buying products "sight-unseen." The most convenient Gerbing dealer is Blue Moon Cycle (a former advertiser near Atlanta), and the jackets Gerbing had displayed on line were not exactly like the one's Moleman and Rock own. Luckily, I remembered

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seeing electrical clothing on the rack at Thunder Creek Harley-Davidson. I went there and confirmed that Gerbing actually manufactures the heated clothing line for Harley. Then noted that the price tag on Harley's jacket liner was close to the same as Gerbing's on line price (plus shipping). Next, I checked and made sure Gerbing's excellent warranty was the same. The staff at Thunder Creek was very helpful throughout the shopping process, and each question I had was either immediately answered, or quickly researched. In the end, my decision was an easy one, and there was nothing left to do but break out the check card. I purchased the Harley-Davidson electric jacket liner and a single-plug thermostat (which came in a cool little leather-like clip pouch with a Harley bar-and-shield badge). My total at the cash register was enough to make me swallow really hard, but I knew, if it kept me riding "comfortably" through cold weather – it would be more than worth it.

We haven't hit extremely cold temperatures as of this writing, but I'm extremely happy with and proud of my purchase already. I installed my liner into my black leather "biker" jacket (the same one they issue you when you become a biker), and so far, I've gotten away with wearing my jacket and chaps without any discomfort whatsoever. I imagine, if the weather turns bitterly

cold, I'll be forced to swap my electric jacket liner into my insulated coveralls – but if what my partners have told me is true – I should be able to ride through just about whatever Mother Nature might throw at me (at least here locally) without problems. Honestly, knowing what I know now... I can't believe it took me this long. Now, when you pull up alongside me at a red light, I won't be the guy smiling and chattering my teeth, I'll just be the guy smiling!

As always, I'd like to remind you to support our advertisers – especially when you do your holiday shopping. Please look through the magazine and take note of the ads. Every one of our advertisers have reached out to the entire biking community, happily invited you to do business, and supported your way of life. They are the only reason you are reading this magazine now for free. They've made it possible for us to publicize local charitable events, run informative, educational, and entertaining articles, and help bring our community closer together. They deserve your support. Please don't forget it.

Keep it twisted!

TOM THE BOMB

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One of Our Own Harry Stone

When the CMA New Year's Day ride begins on January 1, a new era will begin in the Chattanooga Chapter of the Christian Motorcyclists Association. Long time president and member, Harry T. Stone, will be stepping down as Chapter president. For the last seven years he has served the motorcycle community and expanded CMA Chattanooga's footprint and ministry involvement in the Chattanooga motorcycle community.



While Harry will tell you that he takes no credit for the growth of the CMA ministry in Chattanooga during his time as Chapter president, he was led to be the driving force behind it. The credit all belongs to our Lord, Jesus Christ,



in whose name we have ministered to the Chattanooga motorcycle community. Harry will tell you that everything he has led the local CMA chapter to do was directed by our heavenly Father.

CMA ministers at many events in the Chattanooga motorcycle community. The growth of "Blessing of the Bikes" has been amazing. That event has gone from only 39 bikers attending in 2002 to over 1,000 in 2008! The Hamilton County River Park was solid fender-to-fender motorcycles from 10 a.m. till 2 p.m. this year. While many others help put on the event, Harry led the CMA group responsible for its overwhelming growth.

Harry became a member of CMA in 2001, and became Chapter president in 2003. Prior to being president, he served as the chapter's Webmaster and event coordinator. Undoubtedly, many of you have received his weekly "Motorcycle Events" email since late 2001. Donna Debbie will continue to send it out to over 1,000 bikers every week.

The CMA New Year's Day ride is another event that he helped grow into one of the area's largest rides to celebrate the New Year. That ride had only three people in 2001 and in 2008 had nearly 300. The free and fun ride is open to everyone, as are all CMA events.



Since Harry joined CMA over 40,000 others have also joined and become members of the Christian Motorcyclists Association. In 2008, the Chattanooga chapter has seen a growth of members, both new and old (not to mention young and old) to the motorcycle community and has nearly doubled in size in the last 18 months.

Harry has lived most of his life in the Chattanooga area, as his parents were both born and raised in the Chattanooga area. Harry moved to Chattanooga at age 18 and began riding motorcycles after working for well-known local biker "Waterbed." He has credited "Waterbed" with encouraging him to get his first motorcycle in late 1970's.

When faced with the loss of the donated coffee supply for the 2002 Trail of Tears ministry, the previous CMA Chapter president gave the supervision of CMA's ministry involvement to Harry. He took coffee from 400 cups in 2001 to over 2,500 the first year he oversaw the coffee ministry. In 2007, the chapter served nearly 8,000 cups of coffee and gave away over 2,000 bottles of free water. Harry and his wife, Pam "Monk" Stone, have been honored to ride in the last eight Trail of Tears rides that leave from Chattanooga every September.

Harry will be the first to tell you that he serves a great God, and Harry believes you should do "God-sized" things in his service. Harry says "From the Blessing of the Bikes, the Trail of Tears free coffee, to all the other events that CMA comes to work, we do it all in his service and for his glory. Each time we serve a cup of coffee or give a bottle of





harry@thepurplewing.com or visit his new web site at www.thepurplewing.com.

Editors note: The staff of Road Rash Magazine would like to express our appreciation to Harry for all of the support he has given us throughout his tenure as president of the CMA. We will miss working with you and wish you the best in whatever you are called to do. Maybe we'll see a few more articles out of you in the near future..

water in his name, we offer the word to hungry and thirsty souls.”

Harry and Monk worked closely with First Things First and were on the Executive Committee the first three years planning the Ride For Families. Harry led the rain-soaked ride in 2005.

While he will no longer be the president of the Chapter, Harry is not leaving the Chattanooga motorcycle community. We will all still see Harry and his grape jelly-colored Gold Wing throughout the year at many events.

Outside the motorcycle community, many know Harry from his involvement with triathlons and bicycle races. In 2008, Harry was selected to lead the escort and motorcycle safety team for the Olympic Trials for triathletes. Assembling a team of trained riders that included Lafayette CMA Chapter president, Eddie Wilson, and Monk, they escorted not only the Olympic Trials, but also the USAT Collegiate Championships during the same weekend. Harry's involvement in the sport began in 2001 after riding safety escort in the Sports Barn Sprint in Chattanooga. In 2008, he led 22 races over 14 weekends. His involvement in the sport will increase in 2009.

Harry has looked at his CMA leadership as not being the “boss,” but being the head servant of the ministry. As he steps aside and new leadership takes the reins of the Chapter, everyone in the Chattanooga motorcycle community wants to thank Harry for his leadership for the past few years. You can email Harry at





ROCK'S TWO CENTS

Hi folks.

As most of my regular readers know, I trade bikes every year. The reason has to do with economics more than me just "wanting" a new bike annually. After all, we barely have time to bond before it's on to the next

one. Years ago, Dr. Dave and I crunched the numbers and found that if I put 24 to 30 thousand miles a year on my bike, it's cheaper for me to trade every year. When you go over 35,000 miles, the trade-in dollars head south and it's time for repairs to start. By trading every year, I'm always in warranty and all I have to worry about is fluids, brakes and tires.

So, if all of this is true, why did I trade this year after just eight months on my '08? Well, you see there were some major changes in the Harley touring bikes in 2009. Harley has made many, many improvements over the years, which include the Twin Cam 96 engine, six-speed transmission, Isolated Drive System, electronic throttle control, and a six-gallon tank just to hit the high points. The one thing lacking from these improvements was changes

to the frame. HD changed all this in 2009 with the introduction of its new touring chassis. They say that this is the most significant change to the touring frame since the introduction of the FLT Tour Glide in 1980. It's been a long time coming, but well worth the wait.

The new frame uses half the parts of the old frame and requires 50% less total weld length than previous frames. The '09 frame is robotically welded which is highly accurate. The front-end was altered to make it more responsive and the new frame can handle over 100 pounds more gross weight and an additional 15 pounds of cargo weight. The new engine mount material is designed to last for the life of the motorcycle. The wheelbase has been lengthened a little over a half an inch for greater comfort on the highway. In addition to all of this, the swingarm has been completely redesigned. One of the biggest changes is the change from a three-inch wide rear tire to a five incher. They even redesigned the wheels to go with the tires. To accommodate the larger rear tire, the fender had to be made wider. The back end of this new dresser looks like a Mac truck and boy is it stable. Whew!

The most visible change is the elimination of the exhaust crossover right between the rider's legs. Since the release of the new Twin Cam 96 engine, heat has been a real problem for the rider and passenger alike. HD and after market companies have designed some plastic heat shields that worked amazingly well. I liked the ones Kuryakyn offered, however, they broke after a couple of weeks so I sent them back for a refund. I had my friend Gary Scruggs at Pierce Welding make some heat shields for me out of steel and I backed them with some one

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thousand degree cloth. These worked great and will not break! I had some made for Moleman and BooBoo right before our big trip last summer. We had no problems with crossover heat the entire trip. Anyway... now the crossover has been removed from behind the engine and has been routed under, yes, I said under the bike. Not only does it remove the majority of the heat, it cleans up the look of the engine. Instead of the ugly crossover you have open space, which makes for a much nicer look and allows more ventilation for the engine. In addition to this, the pipe on the right side has been curved forward, now passing between the transmission end cover and the cam cover. This moves it away from the passenger's foot, which makes it much cooler. This also improves the look of the right side of the bike. With me, style always comes in second to functionality, but Harley has covered both with this redesign.

Okay... you're wondering... how does the d#@m thing ride? It's fantastic! The bike is much more stable and the big rear tire just gobbles up flaws in the road. It does sit about an inch higher than previous models, which is a problem for some people (tippy toe, tippy toe), but, it takes the corners better without dragging the floorboards. The passenger has a little more room since the tour pack is mounted a little further aft. Other things I've noticed are that the horn (which I use a lot) is much louder and the stereo seems to have more umph. To date, I'm a little shy of my 1,000 miles service, so this is all I have based on such little time in the saddle. Hopefully, my opinion will only get more positive over the coming months.

I want to thank Paul, Hal, Mitch, and all the folks at Thunder Creek Harley Davidson for taking care of me

again this year. If you're ready to make the plunge, give them a call.

Check out the pi**ing contest going on between "The Skyway Guy" and our local ABATE folks on page 11. It seems that "Sir Skyway" didn't like being called "uneducated," seeing he's the self anointed, most enlightened, world authority on motorcycle riding and safety. Oh yeah, he's also the best freaking rider that this hemisphere has ever seen and eats most riders for a snack. It also seems that many free spirited riders didn't like being called "jerks" for their personal choice not to wear a helmet. Just as most don't give a flip about what I say, I don't give a rats patootie about what Mr. Skyway says or thinks. I believe strongly that the government needs to stay out of my personal business, no matter how unsafe I might choose to be, as long as my actions are not endangering others. This includes me running my skull through a steel bumper if I so choose. I may be stupid, but I'm nobody's jerk.

As always, please support our advertisers and tell them thanks for making this magazine available for you each month. Most cities only have regional magazines. Chattanooga has it's own. We appreciate your support and we are looking forward to doing this all again in 2009. May you all have Merry Christmas.

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Tears on Black Leather

Brothers and Sisters Down or Gone

HELP US HONOR YOUR BROTHERS, SISTERS, FAMILY, AND FRIENDS

This column is entirely reader generated. Please send in a photo along with a poem or short paragraph about your loved one so that we can remember them here.

Charles Kenneth "Fatboy" Card was involved in a fatal motorcycle accident on November 8. He left behind a wife, 3 children and 6 grandchildren.

Jeff Barry, an employee of Ultimate Cycle, was seriously injured October 17 in a motorcycle versus truck collision. Officers report that an 18-wheeler was making a U-turn from one side of the road to the other, in a curve, blocking the entire roadway. Jeff struck the truck, and slid underneath. He received a brain injury and numerous broken bones to include his leg, ankle, wrist, jaw, and facial bones. He has

recently been sent back to the hospital to undergo a surgery to repair fractures in his skull, which are allowing spinal fluid leakage. Please keep him in your



prayers and thoughts!

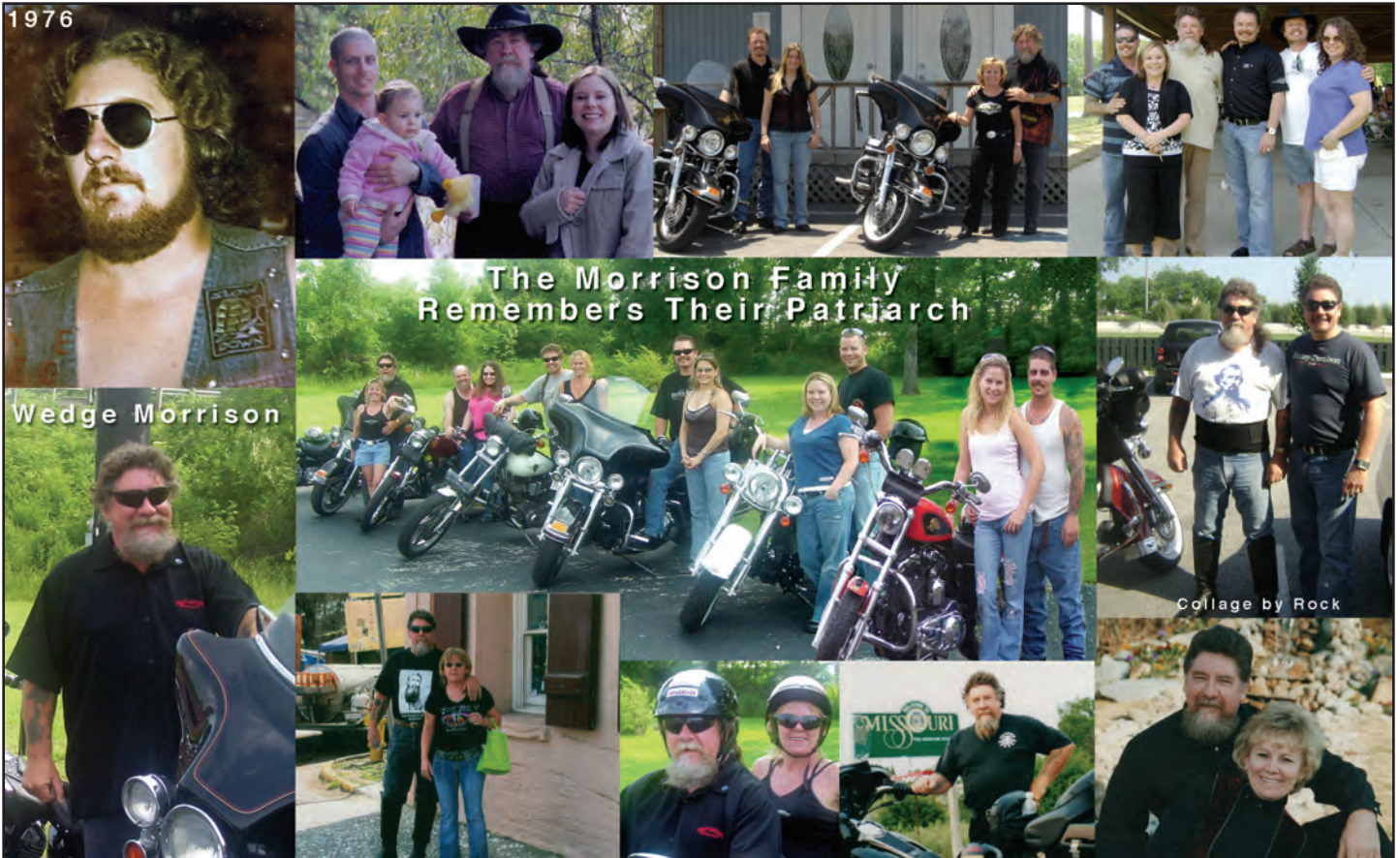
Kevin Kokinda, owner of Cripple Creek Cycles in East Ridge, TN was involved in a bad motorcycle accident, receiving serious injuries. Little else is known at this time.

Jimmy Woods, an employee of Thunder Creek Harley-Davidson and probate for the local chapter of the Black Pistons MC, was involved in a serious motorcycle accident, in which he received several broken bones, which will require numerous surgeries to repair.

Gary Vandergriff, president of the local chapter of the Freedom Riders MC, was involved in a single vehicle motorcycle accident. About 6 hours earlier, Robert, a probate for the same club was involved in a separate accident.



There are others dealing with death, injury and sickness that are not mentioned here. They all need our strength, encouragement, thoughts and prayers. Please keep them in mind as you go about your life this month, and remember, none of us are promised tomorrow.



COMMENTS FROM READERS

Editors Note: *The following are responses to Mike Ginocchi's Views and News from the Dragon and Skyway article that we ran last month. Mike's response is on page 18.*

Mike,

I was in total agreement with your article until I got to the last paragraph. Throughout your piece you wrote about how you/we are being harassed by state and local police. You seemed to know quite a bit about the rides, but I fear your knowledge ended there.

First of all, ABATE is your "SMRO." They/we work to protect your right to ride your motorcycle as you see fit. These are known as "freedom of choice" issues, only one of which would be your choice to wear a helmet or not. I don't think that makes anyone a "jerk." I think you need to read what has been accomplished by CMT/ABATE, Inc. over the past 26 years. The following was taken directly from a tri-fold handout from CMT/ABATE, Inc. What we have accomplished: Twenty-five years of working for motorcyclists' rights, Concerned Motorcyclists of Tennessee was founded in Nashville, Tennessee, in October, 1982. We changed the eye protection law from mandated windshields or goggles to allow clear or tinted glasses with impact resistant lens or face shields (TCA 55-9-304). We organized successful legislation in the Tennessee General Assembly, which designated a portion of motorcyclists' registrations and endorsements to fund the Rider's Education Program (TCA 55-51-102 through -105). We repealed the mandatory crash bar law, made handicap plates available on motorcycles, designated May as Motorcycle Safety and Awareness Month, convinced the Tennessee General Assembly to send a resolution to Congress in support of states rights, legalized flashing brake lights, and lobbied to allow motorcyclists to treat malfunctioning electronic traffic signals that do not detect motorcycle as four-way stops (and proceed after a reasonable wait). We lifted handlebar height restrictions, made military plates available for motorcyclists, merged with organizations state-wide to form a corporation: (CMT/ABATE, Inc. 1991), helped pass the Parade Bill (meaning anyone 18 years and older can now ride in a parade without a helmet at speeds not to exceed 30 miles per hour), made it possible for motorcyclists to legally wear ventilated helmets (which must be approved by the CPSC), and received thousands in grant money during the past few years from the Tennessee Department Of Safety for use in motorcycle awareness. We passed right-of-way legislation that increases fines and penalties for those who cause serious injury or death when violating "right of way" in an accident (we received an award for this legislative effort from the American Motorcyclists Association). We also defeated legislation that would have prohibited youths 12 years old and under from being passengers on motorcycles, and we've been presented legislative awards in 2005 and 2007 from the Motorcycle Riders Foundation.

As you can see, we have accomplished a bit more than, as you stated, "fighting helmet laws." The way this has been done is through continually talking with our state legislators. We do this locally and at our state capital. I personally have had six face-to-face meetings this year with our local state legislators and Senator Zach Wamp. I am also a Life Member of the AMA. Talking and writing letters to politicians is what SMRO's, as well as the AMA, MRF, etc., do. By the way, MRF does not stand for "Motorcycle Rights Foundation" and AMA does not stand for "American Motorcycle Association" as stated by you in your piece. It is the Motorcycle Riders Foundation and the American Motorcyclist Association.

Have you gone out to visit with your local legislators about your problem with the police harassing you and fellow bikers on your rides? I would encourage you to do this as well as getting yourself educated on what is being done for you, and apparently without your help.

My belief is that the only thing worse than being uneducated is being uneducated with a pen and an audience.

Sincerely,

K.C. Elsworth, Treasurer

CMT/ABATE, Inc. TN Valley Charter

Dear Mike:

This is Mark "Yog" Moore, I'm the Tennessee Valley Charter Director of Concerned Motorcyclist of Tennessee / American Bikers Active Toward Education. My charter is located in the Chattanooga area. I'm an avid reader of Road Rash Magazine and have written articles for Road Rash from time to time.

In the spirit of our organization's motto to educate, allow me to point out some of our accomplishments "on the hill" in Nashville to show we are not just about helmets (as you suggested in the November issue of Road Rash).

In the last 7 years, we have gotten the following legislation passed.

(1) The Red Light Bill, which allows motorcyclists to treat red lights that won't change as stop signs.

(2) Veteran Tags for motorcycles. All of the veteran tags that automobiles can obtain are now available for motorcycles. Purple Heart recipients only have to pay a one-time fee and their tag is good for life.

(3) The Parade Bill, which allows motorcyclists participating in parades (going under 30 miles per hour) the option not to wear a helmet.

(4) The Right of Way Bill, that made it a \$500 to \$1,000 penalty to those who violate anyone's right of way. Before the bill, the way the law was written, the police could only write a ticket for whatever traffic laws that were broken before you were ran over. For example, if the driver ran a stop sign and ran you over, the police could only cite them for running the stop sign. There were no "bonus points" for hitting you. Now it's \$500 for injury and \$1,000 if death occurs. I know it doesn't seem like its enough but it does help set the victim or victim's family up in a civil case proving wrongful death.

(5) The month of May is now officially "Motorcycle Awareness Month." CMT/ABATE receives funds from the Governors Highway Safety Fund. This year we received over \$50,000. We've been using this money to advertise drivers' awareness with ads on radio and television public service announcements, billboards and other types of ads. We'll be putting signs out on "The Dragon" soon.

(6) We eliminated the "Ape Hanger Law" which was originally designed to allow law enforcement an excuse to pull bikers over and harass them.

(7) Vented Helmet Bill. This bill allows adults 21 and over the choice to wear any sports helmet that has passed the Consumers Protection Product Code endorsement while riding a motorcycle. There are many of these types of these helmets available (skateboard type helmets) that don't look much different than many beanie helmets and are considered safer and cooler in the summertime heat.

In addition to getting the above legislation passed, we continue to fight to keep bad bills from becoming law.

For example: In the last couple of years, we were able to defeat two bills that would have made it illegal for children under the age of 10 or 12 to ride on the back of your bike. We were also able to defeat a bill this year that would have raised the motorcycle endorsement license from 14 to 17 years of age. So I feel it's safe to say we're not just about helmets.

Let me say the above legislation didn't start and pass without the hard work of our volunteer lobbyists and members. ABATE organizations can be and are effective political machines. You may want to consider joining one in your state.

As to the heavy handed enforcement on the Dragon, let me say I agree it is money generated. But as long as the THP can keep throwing out a net and collecting fish, the THP will continue these types of roadblocks. What type of legislation would you suggest to end it? We're open for suggestions. Ride safe!

Mark "Yog" Moore

CMT/ABATE TN Valley Director

P.S. I'm a member of the MRF and AMA as well.

(Continued on page 18)

HERE'S THE RUB

"I keep an existential map in my head. It has 'you are here' written all over it." – Steven Wright

Okay, by the time you read this article it will be cold outside.

I am sure many of the current Road Rash staff columnists are preaching about how they are still defiantly out on their motorcycles. You should also be like them riding and extolling the many advantages of heated gear. I get it, but not everybody is inclined to face sub-zero wind-chills... and that heated gear (originally intended for snowmobiles) is expensive!

Many of you, I'm sure, are sitting out the bitter weather, snug inside, studying a map, planning your next big trip when the weather breaks and "riding season" returns. There is a warm sensation that comes with staring at a map and planning a dream vacation. I like GPS systems and have that Navigator® feature built into my cell phone. It has saved me a number of times. Once, when someone gave us bad directions from Woodstock, Georgia back to I-75 North, we were literally in the dark as to where we were or how to get back to civilization. It saved me another time in Canada, when my buddy's Kawasaki was running only on fumes and we needed to find the nearest gas station. Still Global Positioning Systems, a technological



marvel, will never replace the feel of a paper map and tracing a course, memorizing the names of small towns and distances between stops. I have a friend whose favorite author is Rand McNally. He sits up at night reminiscing about roads traveled and scrutinizing the map to see if there are any remaining back roads he has not yet discovered. GPS will send you the fastest route and while efficiency is a virtue, there remains something to be said for side roads. I have always found those curvy roads with the little green dots (scenic routes) that border the rivers have

more bridges, tunnels, farms and are more fun to travel. I have been known to dart off the freeway to see the Superman Statue in Metropolis, Illinois or venture away from I-40 to rediscover parts of the Mother Road, Route 66, simply to have a picture taken of myself "standing on a corner in Winslow, Arizona."

There is an art to reading a map. Men may be better at it than women (because we relate to that one inch equaling twenty miles scale). While I claim to be pretty good at reading maps, I am extremely inept at folding them back up once opened. They end up about a quarter of an inch thicker (five miles in map scale) every time I refold them. An Atlas may be preferable, but they take up more room in the saddlebag and there is a certain sense of satisfaction that comes with crossing over from one map to the next while on a trip.

We are blessed that there are so many great weekend roads to ride in any direction from Chattanooga. Local rides are great, but I would hate to think a year ever passes without making that one big excursion leaving states, and time zones in your wake. It is good to get out and discover that there is still a lot

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of real estate out there. A friend of mine says that "Concrete is the devil's tool." What doesn't appear on a flat piece of paper are the small town diners, the barbed wire fences, water towers, cotton farms, rock formations, and other eye candy that comes from being as Jack Kerouac said, "On the road." It is great to ride "The Dragon," 317 turns in 17 miles, but I like to occasionally conquer Iowa, which only has 17 turns in 317 miles. I have a sticker on my helmet that proclaims, "Not All Who Wander Are Lost!" It is good to have a map on how to reach that final destination, but often the unexpected detours provide the break needed which turn a road trip from being a road race into an escape.

When I first moved to Georgia I found an article entitled, "Interesting back roads seldom traveled" and a map of "The Pocket" in a national magazine. I thought, "I could throw a rock from my house and hit this ride" and excitedly tore it out and stuck it in my pocket. I showed it to several people at work who lived here for many years. They all looked at it puzzlingly and admitted they had traveled some of those roads but were not familiar with some of the roads indicated on the map. To me, it was like discovering a pirate's treasure map. I couldn't wait for the weekend to go exploring. Come Saturday morning with a sense of confidence and anticipation, I set out armed with this now wrinkled map and proceeded to get totally and inexplicably lost. "The Pocket" is surrounded on all sides by mountains (thus the name - the pocket) and soon I lost all perspective and sense of direction. I traveled aimlessly in one direction of unmarked road only to find I was traveling in a big circle. I finally found an escape from the maze by taking a side road not indicated on my "map," and ending up in Summerville, Georgia. I asked an old-timer at a gas station if he knew where I was on this map. He looked at my scrap of paper and broke out laughing. He said, "Where did you get

this?" "From a magazine," I confided, "I tried to follow it, but I am so turned around I no longer know which direction is north from south!" "It's no wonder," he laughed. "This map is a piece of trash! The roads around here are nothing like your map here." I begged him "Can you tell me how to get back to Dalton?" He pointed and said, "Sure, just go up the road and take a right at the sewer treatment plant and you'll be headed home again." After being so lost, I took no chances and inquired, "Exactly how far up the road is the sewer treatment plant?" "You're on a motorcycle" he smiled. "Believe me, you will know when you reach the sewer treatment plant." Smells, both good and bad, are another thing that doesn't show up on a map and you need to ride a motorcycle to experience!

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Roll On The Gas

Nitrogen-Filled Tires

When I was a young man, my Father introduced me to a man who was in the process of doing something very weird. He had an air compressor running and the hose running to the top of a 55-gallon tank. He had another hose coming out of the bottom of the same tank, going to the valve stem of his tractor tire. I asked what was going on, and he explained that he was filling his rear tires with anti-freeze. Thoroughly confused, I asked why. He said that it would weigh his tractor down, giving him more traction (and not freeze in the winter). That was the first time I'd ever heard of putting anything other than air in a tire. Since then, besides having purchased and used more than my fair share of Fix-a-flat, I've never put anything other than air in tires... until recently. I now have Nitrogen in my tires!

Nitrogen is a very common inert gas. Although it is used in the manufacturing of several different explosives, it won't support combustion. Most of the ambient air we breathe is nitrogen (around 78 percent, by volume). All living plants and organisms contain Nitrogen. Automotive shocks are filled with Nitrogen. Heck, almost all light bulbs are filled with it.

Speaking of light bulbs... I was told at an early age about how it is completely feasible to create a light bulb that would last a lifetime. In fact, there is a light bulb in a Livermore, California fire station that was turned on somewhere between 1901 and 1905, and is still burning today. According to the story I heard, the main reason that light bulbs are basically designed to burn out after a while is where you will have to go

buy more – keeping the light bulb industry in business. I think that is kind of shady, but understandable. Anyway... I'm getting off subject. Back to Nitrogen!

Putting dry, pure Nitrogen in tires is supposed to have many benefits. For one – because the Nitrogen molecule is larger than an Oxygen molecule, it isn't supposed to leak through the microscopic pores in a rubber tire like Oxygen does (it's actually about 4 times slower). Therefore, in theory, Nitrogen-filled tires would stay properly inflated and last longer, plus, fuel economy would be improved. It has also been suggested that Nitrogen is not as likely to expand and contract (changing the pressure in your tires) with temperature compared to air. If you believe the "Ideal Gas Equation," all gases expand and contract at the same rate. The only way I think that could happen is because ambient air from a compressor might contain water vapor, oil or other impurities – which are more unpredictable. However, Nitrogen doesn't heat up in extreme situations like air does, and heat is a really bad thing for tire life. Just ask the racecar drivers in NASCAR. They all use Nitrogen.

According to the U.S. Department of Energy, simply by keeping your tires properly inflated will save you 3.3 percent on gas mileage. However, according to the Rubber Manufacturers Association. Only 1 in 5 motorists check their tire pressure regularly. I'm guilty of it myself...

So when I was checking out the new digs at Ultimate Cycle (now at Brainerd Road and East Brainerd), and the owner Charlie Wade asked if I wanted to try some Nitrogen in my tires – I said yes!

The cost was around \$8/tire, which is a lot more than I've ever paid to inflate tires in the past, but supposedly the longevity and gas mileage difference Nitrogen makes will be more than worth \$16 in the long run. I've heard claims of

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better handling, a smoother ride, and dramatic fuel economy, none of which have been noticeable in my own experience. But, I honestly don't seem to be stopping at the gas pump as often, and my tires are still holding their tread surprisingly well for the miles I've thrown at them.

I would have to turn my riding time into a real scientific experiment in order to truly tell you that inflating your tires with Nitrogen is definitely better than using air, and I'm having way too much fun to do that. I have done a little research on the subject via the Internet, and from what I've read there, the worst-case scenario would be that the difference between using Nitrogen and just checking your air-inflated tires on a regular basis could be minimal. But when I consult my surviving brain cells ("The Last of the Mohicans," as I like to call them), they tell me that since I pay almost \$200 for a tire that I regularly balance on at (and above) freeway speeds – I'm better safe than sorry. Besides that... what red-blooded American Southerner would go against NASCAR?!

The only caveat I've come across concerning Nitrogen in tires is that the tire companies design their tires to hold air, and their research and development has been focused on air-filled tires (meaning that we should fear the unknown and follow the instructions we've been given). But think about it... If you were aware of something that would greatly increase the life of the tires you produce, would you put your seal of approval on it, or do like the light bulb companies have done, banking on return business? Just something to think about...

If you are like me, and are either too busy or too lazy to check your tire pressure like you should, or maybe you'd just like the piece of mind of knowing you've done everything in your power to be as safe as possible – take a trip to Ultimate Cycles and ask them about putting Nitrogen in your tires. The machine they have actually pulls clean, dry Nitrogen from

the surrounding air, and pumps it into your tire, displacing whatever gasses might have been there. The process doesn't take long at all, and you'll roll out with bright green valve stem caps, reminding you to refill with Nitrogen if/when the need arises. If you get a puncture or a leak of some kind out on the road, you can inflate the tire with a compressor, and have the process performed again without any danger.

The bottom line is, Nitrogen-filled tires stay inflated properly longer, run cooler, last longer, help fuel economy and are safer than tires filled with air. I'm not sure how many miles, months, or years you've been getting out of your tires, but for my money – it's worth it. Try it out for yourself at Ultimate Cycle, and tell them Road Rash Magazine sent you!

TOM THE BOMB

REVEREND BOOGER'S TWO-WHEELED PULPIT

It looks like winter snuck up on us. I have had to break out the cold weather gear and start allowing time to get it all on before I take off. As I have said before, it's not the cold that bothers me. It's all the preparations that get on my nerves. Oh well. To quote my friend Zonker, "Its all good." I would rather gear up and ride than leave my bike sitting all winter. Before I get into my monthly rambling that I call a sermon, I would like to wish everyone a Merry Christmas, and urge everyone to ride as many toy runs as you can. Due to the state of the economy, this year is going to be a tough one. So, if you can help - please do.

If you ride often, you have more than likely experienced the dreaded feeling of your bike breaking down. Now, in reality, it can happen to any bike at anytime. Some people say gremlins are responsible, and several companies have made a lot of money selling bells and trinkets to ward them off. If this makes you feel better about the problem, then more power to you.

My belief is to stay on top of your bike's maintenance, and even that doesn't completely eliminate breakdowns. The important thing is to learn lessons from these ordeals. Here are several examples on several different bikes.

1982 Goldwing

This breakdown will always hold a special place in my memory, because this was the ordeal where the infamous phrase, "I would just as soon leave one of our children on



the side of the road as I would this bike" came from. It all started with an afternoon ride with my wife and I. Right at the top of a ridge, the bike died and would not start back up. Now, to be broke down is stressful enough - but to be broke down with a passenger is a whole new level of stress. To make a long story short, we got help called to us, and towed the bike home. While I was waiting on side of the road, she made a third trip

over to where I was working on the bike to tell me we could leave the bike and call a wrecker to get it the next day that I uttered that now infamous phrase. Needless to say, I was not husband of the year for a while after that one.

1973 Harley Sportster

I tell this next story to illustrate how the simplest problem can cause the biggest headaches. It all started when I felt the bike slip a little in a right hand curve. I pulled over and saw I had no air in my back tire. Well being one that likes a quick fix I decided to try fix-o-flat even though I knew it wasn't suppose to work for tube tires on spoke wheels. I put a can in, it held and I headed on home. Three or 4 miles down the road, the tire was flat again. I pulled into a store, got help headed my way and hauled the bike home. This is the ordeal that inspired me to run nothing but Mag wheels with tubeless tires. I don't like to be left stranded by the simple things.

1994 Harley FXR

As I was heading off Monteagle Mountain, heading toward home, I downshifted to second gear to avoid a truck. When I up-shifted and gave the bike throttle, it did not pull. I looked down to my left and I noticed my drive belt was gone. Well, not wanting to be stuck three-quarters of the way up

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Monteagle, I coasted all the way down, thinking I just might make it to the Martin Springs exit... but I didn't. This is the one time where I had to leave my bike on side of the road (I guess this was karma's way of getting me back for my earlier statement). It cost me 100 dollars to get bike hauled back home. This is also one of those breakdowns that a quick bike inspection could have caught. Come to find out, since bike was lowered, there was a place on inner primary that was cutting the belt when I hit a bump just right.

2002 Harley Dyna Superglide

This last one is not only an example of breaking down and getting lucky enough to get bike back home, but also an example how some breakdowns can be self-inflicted. About a week or so prior to the breakdown, I had changed plugs and got distracted during the process. On the day of the breakdown I was heading up the interstate and a sparkplug blew out. I was able to get plug back in head, even though threads were damaged, and get the bike home. The oversight of not tightening that plug cost me a repair bill, and I had no one to blame but myself.

There have been other breakdowns of varying degrees of stressfulness, but these were good examples of lessons I've learned. If you have a breakdown story you would like to share, please email it to me. If I get a good response I may start having "Reverend Boogers Breakdown of the Month." Till next month

Ya'll ride safe, ride smart, and ride often!

Reverend Booger

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Comments from Readers

(Continued from page 11)

Mike,

I'm proud that you went on and pursued your education beyond high school. However, if you are so educated, kindly quote me in context. It is apparent to me by your attitude that you are fine with "Big Brother" deciding how you should ride. If I, along with many other riders, decide that it is better to ride without a helmet that is our legal right (in several states). It is a shame that we don't have that right in TN.

For you or anyone else to categorically call all who ride without helmets "jerks" is asinine. Or maybe I should say "ignorant." I recall Rock and Moleman taking a trip out West where one of them went down without a helmet on. I assume then that you are calling him a jerk also. I don't think I have ever met you, but I would recommend using caution when you categorically call a group of riders jerks. You might find some who would take that personally and want to extract some physical satisfaction at your expense. Those that are more tolerant will hopefully consider the source and write off the comment as being made by someone who has not thought through what they are saying.

Do you smoke or drink? Are you overweight? If so your answer on any of these subjects could affect other's cost on health insurance. I find your logic, or lack thereof, to be very disappointing. Especially, since the rest of your article was good.

Hopefully, you will proofread your articles in the future for these type comments.

Tim Hudson
"Stogie"

Ginocchi's Response:

The response to my November column "Good Cop or Bad Cops" has been very big. Most felt the same way as me about the harassment of bikers by law enforcement trying to steal our money in the name of safety. But several readers wrote to say my statement offended them, "Get real, anyone who does not wear a helmet is a jerk!" One called me "Uneducated" another said I was "Someone without a sophisticated intellect." Let me respond to you helmet haters.

First off, I have a degree in Investigative Sciences from City College. When I was hired by NHTSA (National Highway Traffic Safety Administration) right out of college, I was sent to the TSI (Transportation Safety Institute) in Oklahoma City for a five-month training program in crash investigations. During my career I took dozens of training classes in vehicle safety and crash investigations all over the country. Since my retirement, I have been a consultant to insurance companies and law firms as an expert witness on crash causation factors and vehicle safety. Uneducated you say?

Second, I have worked over 1,000 accident investigations with cars, commercial trucks and motorcycles.

Third, I do not live in Tennessee; I live in North Carolina and formerly lived in Florida and New York. So now you know who types these words, I don't use a pen.

The last time I crashed was in 1978 and I was wearing full leathers and thankfully a full-faced helmet. My chin guard on my helmet was split through. Needless to say, if I were not wearing a helmet, I would not be here.

Let me just take you through one of the many different motorcycle crashes I've responded to over the years. Shortly

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after Florida modified the helmet laws, I responded to a fatal crash investigation. The rider was not wearing a helmet and I matched the hole in his skull to the rear bumper of the slow moving dump truck he ran into the rear of. A helmet would have saved his life, just as seat belts and air bags save thousands of lives a year in cars.

Back in 2002, when NHTSA was in the planning stages of the current Motorcycle Crash Causation Study, I was asked to come on board in a training role. It was then that my employer sent me through the entire MSF training program and I became a certified "Rider Coach." My boss in Washington wanted me to train all of the other researchers that would be working on the current study.

After my training, I was asked to research, doing a survey of different MC club members and the status of their training, experience and helmet use. I met with a local ABATE leader in Fort Lauderdale, Florida about his group cooperating with my survey. He went on to talk for 20 minutes about how this study would lead to a repeal of the new helmet laws, which gave riders a choice. Not at all was he interested in the outcome of this survey, all he ranted about was the helmet laws. When I lived in New York many years ago, I attended one ABATE rally. The whole rally was about a ride to the capital without our helmets in defiance of the law. Luckily, the state of New York kept the helmet law on the books. With that being my only contact with ABATE, I based my comments on that.

Again, as a very serious rider that logs over 20,000 miles a year and attends motorcycle events all over the country; I have very strong opinions on helmet and safety gear use. By the way, I am 51 years old and have been riding since the early '70s. Follow me sometime through the Dragon

or across the Skyway - if you can keep the pace. I doubt anyone on a Harley can. On occasion, I have been known to pass crotch rockets in my way.

When I was living in Florida, I tracked several years of fatal MC crashes at Daytona Beach Bike weeks. They were averaging seven motorcycle deaths a year during bike week and the three years I sampled crashes, none of the fatal bike riders were wearing helmets.

If you read my column every month you know I have some buddies that have started a Motorcycle Club, "Girl Scouts Adirondack Chapter." Perhaps some of you can hook up with them and you can talk about selling cookies.

I will continue to ride with my helmet on and laugh at the jerks that go helmetless. Remember, every time a helmetless rider is injured he is raising the price of insurance for all drivers. I can't afford to pay for you not to wear a helmet. Think of that the next time you pay your insurance premiums for either your car, bike or health.

My intent was to create awareness about an important issue and get the readers thinking about joining an organization. I heard from the AMA, ABATE and MRF and they were grateful I was generating interest in the organizations.

So do me a favor, start working on our right to ride and stop worrying about repealing the helmets laws. Keep your head and eyes up and twist the throttle!

Mike Ginocchi
P.S. Keep the emails coming!
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I heard a "bike builder" reality show "star" say once, "I want this bike to look like whoever might be riding it would probably kick your @\$\$." I think Crunch (owner of Sequatchee Valley Motorsports) hit that look right on the head with this chopper. Nicknamed "Whiskey Girl," this rough-and-tumble no nonsense sled is ready to shut down the bar and get thrown out of Waffle House afterwards! Starting off as someone else's unfinished project, it turned heads and gathered dust in the corner of the shop for almost three years, waiting it's turn behind paying customers and other projects. It now sports a Santee frame, six-speed tranny, 240 rear tire, Milwaukee Iron rear fender, three-inch Primo open belt primary, homemade exhaust, Super Trapp muffler, and a 42 millimeter Mikuni carburetor. However, even after all that, one of the most noticeable additions is the finish. Crunch has been known to smack the fender and tank with a ball peen hammer, proving the truck bed liner not only looks cool – it protects the bike from the nicks, scratches and dents that would give most bike builders a nervous break down.

According to Crunch, this month's Biker Chick Sarah G. was a perfect match for Whiskey Girl. Not only did her statuesque build work well with this whopper of a chopper, she's very familiar with whiskey... meaning she's poured a drink or two. She has been a favorite local bartender for years and currently slings drinks at an establishment on Brainerd Road. Have her sign your copy of Road Rash Magazine! I doubt you'll get a free shot of Jack out of the deal, but you'd meet a really cool "whiskey chick" in the process! You can check out many more pictures of Sarah and this super tough bike at www.roadrashmag.com

Thanks goes out to Crunch for providing his shop, and Brent Skiles for his hard work. Photos by Tom the Bomb.





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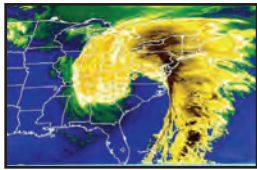
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It was 1993, and my family and I had big plans. With relatives visiting from Illinois, it was going to be a relaxing weekend that was to be filled with recreation, good meals, fellowship, and five kids running about the house. The initial plan was for a round of golf with my brother-in-law Craig, but it was looking like the temps were going to be a little cool for golf, plus precipitation was becoming a strong possibility. No problem, Craig and I just made alternate plans for a weekend computer golf tournament utilizing "The Links" computer golf game. That Friday night it started raining, soon turning into snow, and everyone was excited about the snow that we planned to play in the next day. Of course our Illinois company had seen plenty of snow but it was going to be exciting that



we were all getting to spend the weekend together in the snow. As the night progressed the flakes got bigger and they were falling at a heavy rate, starting to accumulate at a rate we had never seen before. But hey, this is Chattanooga, meaning:



"no worry about too much snow here." By the next morning, "big surprise," we were actually snowed in and it was still snowing hard, but at that point it was just an "adventure." But soon the "adventure" degraded to a "trial" when the dreaded phrase "power

outage" reared its ugly head. When the power went off, we would, in the next three days burn every bit of firewood, scrap lumber, toy blocks, tree limbs, home-made furniture, and anything else I could find to keep nine people from freezing. Our neighbors all were united in the serious effort to make it through the difficult time. The second night at 2:30 a.m., I woke to find my fire was dead with no wood to be had. The backup plan was to fire up my Kerosene heater, until I realized two year-old fuel only filled the house with smoke. So with no heat and the inside temperature already very cold I found myself opening windows to exhaust the smoke. In the only room with a source of heat the temperature was now down to about 50 degrees. It was packed with four adults, five kids, and two dogs, all sleeping and oblivious to my panic. So in the middle of the night Craig and I bulldozed our way through the two-foot snow to my neighbor's back yard woodpile, offered graciously earlier in the day, and was able to restart my fire. We lived three days and nights confined to this one 13' by 22' room. Our meals were prepared on a Coleman camping stove in our kitchen, approaching freezing temperature. We eventually did make it out of our subdivision after about five days of isolation and our company was

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able to make it back to Illinois, where they had never seen nor will probably ever see, that much snow again. In the end, Chattanooga officially received 20" of snow, but many areas were closer to 24" (FYI, Mount LeConte in the Smoky Mountains received 56" with 14' drifts). It sounds a little fun and adventurous now, but it wasn't, and I never want to go through that experience again.

We all learned the value of having electricity and how we have taken it for granted. The power outages experienced during the Blizzard of '93 were mainly a result of trees weighted down by snow and falling on the distributor's lines which were being supported by wood poles that long since needed replacement. The best way to prevent storm outages is for the local utilities to regularly allocate ample funds for maintenance of the lines, including the trimming and removal of dangerous trees. Typically, when utility funds are scarce the first budget item cut is the maintenance funds, and that is a policy that will backfire in the end. There were literally thousands of poles and lines that came down across the Tennessee Valley in the Blizzard of '93 and as a TVA transmission line engineer, I personally worked in the "TVA Storm War Room" to assist in the effort to get the distributors back "on line" by helping acquire needed materials from utilities throughout the country.



As financial times get tighter, one of the first things some bikers will consider cutting back is funds for their bike maintenance. This not only has a negative effect on the reliability and life of the bike but also hurts the cycle shops that struggle to remain in business. According to my sources,

things are getting tight at the local cycle service departments and most of the service techs work strictly on commission, meaning no work, no pay. If you are like me and historically have done your own maintenance I would encourage you to join me in taking your bike to a local shop to help these folks out until business picks up. These shops and their techs are trying to make an honest living working to keep us safe on the road, so let's help them out with our business. And for those of you who normally do take your bike to shops/dealers for maintenance but are holding off due to an uncertain financial climate, I want to encourage you for the sake of your bike, your committed service professional, and your favorite shop to bite the bullet and take your best buddy in for that needed maintenance or tune-up. The biker community has always been a brotherhood and this would be a great time to include our motorcycle service professionals in the family.

If you profess to be a Christian but are not attending a church regularly, you are missing some absolutely necessary maintenance for your faith. Christians need the fellowship and encouragement they get each week at church as they interact with other believers. Attending church regularly also gives us the opportunity to encourage other believers in their faith and serve the body.

Keep up that maintenance! Now lets go out and play in the streets.

"Under His Wings,"

Eddie Rahm
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PS: Remember to send me an email if you would like for me to write an article on your cycle group.

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Sometimes, you just wanna go home....

There are very few things I'd rather be doing than riding my bike. I look for reasons to ride and ride every chance I get. Some say, I ride it like I stole it. I think, at times, that I am trying to make up for lost time for all the years I didn't have a bike. Whenever the group I ride with starts talking about organizing a ride or just wants someone to ride with, I am usually the first to say, "I'll go!" And, I have been able to go, most of the time. But, sometimes, at some point out there, you just know, it's time to go home.

I'll never forget the feeling I had the first time I was riding and it suddenly hit me....I just wanna go home. It took me by surprise that I, actually, wanted to stop riding! At that point, I thought I'd never be ready to STOP riding. It was like the end of a great vacation, or Christmas Day as a kid....you've had a wonderful time, you don't really want it to end, but you're tired and you sadly surrender to the inevitable. It's time to be home. All good things must come to an end, kind of thing.

I've had a few of these episodes since that first one. I'm getting more used to it now and I recognize it as just part of being a biker. Now, one odd thing about this is that it doesn't always happen at the end of a long ride or a difficult ride, like when it's raining or cold. It can strike



at anytime and at any distance away from home. It has happened when I was 10 miles away from home and 100 miles away from home. I don't think distance has that much to do with it. Nor, does being wet or cold, or tired or hungry. You can always stop and dry off, get warm, rest, or eat, no matter where you are on your journey. When that feeling hits, the only thing that matters is that you have enough fuel in the tank to get ya home.

I've taken out for short, local joy rides alone, with all the time in the world to take in the scenery or just put miles on the bike and 30 minutes into the ride, been ready to go home. I've left work with the intention of riding for about an hour before going home and finding myself cutting it shorter than planned. I've been on day long rides with my group. Most of the time, when I'm with the group, I don't want it to end. But there have been a few times when I'm thinking....oh, I just wanna be at home! I consider myself an avid rider and this concept is hard for me to admit to. During my last solo adventure trip to and from Indiana this past week, I found myself coming to terms with it. The fall scenery was outstanding. The weather couldn't have been more perfect. Even the traffic was minimal. But, at about 100 miles away from home, I was ready for the trip to be over. When that feeling came, I needed fuel and a bathroom. Now, the rest of the trip, I had no problems finding either. But, I guess I was preoccupied with home that I wasn't paying much attention to the accommodation signs on the highway. I jumped off one exit to find that it was an access road and had no facilities. I had to ride about 8 miles to turn around. I took the next exit and it had no fuel. I found my way back onto the interstate and to the next exit. Fuel and the nastiest bathroom I've encountered in my short time riding. I filled up the tank and carefully used the bathroom and decided I should put on some layers, as it was starting to get dark and cool out. About 5 more exits up, I realized that I needed my leathers to tackle Monteagle mountain in the cold, fall evening so, I stopped again. I still have a lot to learn about packing the bike for a day long, into the night trip. I had to undo several bungee cords to get to my chaps and jacket. (Those in the know, know that I use lots of bungee's.)

It seems like when I'm ready to be home is when Murphy's Law takes hold of me. Or maybe, I just notice it more. Nonetheless, I have yet to regret a ride or the sometimes impromptu decision to jump on the bike and go. I do, however, understand Forrest Gump when he said, "I'm through running now. I wanna go home". Home is always waiting with open arms. Christmas is over and you go to sleep with a big smile on your face and warm satisfaction in your heart. Another adventure accomplished. Life is good! Until next time, it's getting cold out there so BUNDLE UP, DON'T PARK IT!!

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Joe Cool's Biker Health

Seasons greetings Road Rash readers. If you are like me, this time of year (although it is a joyous time to celebrate) can add stress to your already hectic, stress-filled life. Stress can manifest mentally and physically in many ways, but stress no more over stress. I have the solution to all your physical and mental stress related woes: message therapy.

Stressors are outside influences that affect us negatively (mentally and physically). I have written several articles on how to lower life's stresses as well as how to improve your overall wellness through diet and exercise. Now, I want to introduce you to an ancient concept of manual manipulation. Massage therapy is the systematic manipulation of soft tissues for the purpose of improved health. Practitioners use a variety of physical methods including applying fixed or movable pressure, holding, or causing movement to the body. Therapists primarily use their hands, but may also use their forearms, elbows, or feet. The basic goal of massage therapy is to help the body heal itself and to increase health and wellbeing.

Touch is the core ingredient of massage therapy and also combines science and art. Touch also conveys a sense of caring, an important component in the healing



relationship. When muscles are overworked, waste products such as lactic acid can accumulate in the muscle, causing soreness, stiffness, and even muscle spasm. Massage improves circulation, which increases blood flow, bringing fresh oxygen to body tissues. This can assist the elimination of waste products, speed healing after injury, and enhance recovery from disease. Therapeutic massage can be used to promote general wellbeing and enhance self-esteem, while boosting the circulatory and immune systems to benefit blood pressure, circulation, muscle tone, digestion, and skin tone. It has been incorporated into many health systems, and different massage techniques have been developed and integrated into various complementary therapies.

Did you realize all of the great benefits of regular massage? I recently have enjoyed therapeutic foot massages that have done wonders for my feet. I have degenerative arthritis in each foot and the massages to my calve muscles (most of the muscles that activate foot parts are in the calve region) have been wonderful. My foot pain has diminished and I will continue my sessions. Would you like to know where you could get great therapeutic massages? I go to Daniel Brownell at Full Throttle Massage, Inc. Dan is a fully licensed massage therapist that can massage your stress filled life away. Full Throttle massage offers many types of therapy sessions to fit all your physical and emotional wellness needs. Please do not hesitate to consider massage therapy because of the stigma that "massage parlors" have brought to this legitimate licensed health care field. Seek a licensed

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The Hot Seat



Well, I've learned a new trick. It seems you can catch more flies with honey than vinegar. I'd been tracking this month's Hot Seat victim for a while, but I couldn't have tracked him down without the help of an accomplice. Miss Emily Suicide (a personal/mutual friend) was just the person for the job, and helped us pin down this month's feature without much of a struggle, and she even snapped the pictures you see here. I'll let him introduce himself and answer our 10 infamous "Hot Seat" questions...

My name is T.K. Johnson. I am a custom fabricator for American Bicycle Group, where I build titanium bicycle frames and such. I am a proud member of the American Indian Biker's Alliance M.C. Nomads. I'm originally from Washington State. I now reside in Cleveland, TN, where community is strong and streets are quiet (until I hit them of course). I enjoy the ride above all else, and love making new friends along the way.

1) Do you have any nicknames, and if so, how did you get them?

I have been known as "T.K.," but over the years everyone has forgot what it stands for except for my family. There were three Terry Johnson's in my grade school class. My friend gave me the nickname so as not to confuse the



three of us when hollerin', and it just stuck.

2) When did you first start riding motorcycles, and what was your first bike?

I started riding motorcycles when I was eight years old. My first bike was a Yamaha 80. I've had a plethora of bikes since then. Now I'm on a Yamaha V-Star 1100 Classic.

3) What was your longest road trip on a bike, and did anything interesting happen?

Over the years I've had many long cruises, but there is one that stood out the most. On a long ride to nowhere, which is my normal destination, I pulled over on the side of the road to answer the phone. A man on an old chopped out pan-head pulled over to see if I needed any help. He took one look at my bike and said "Of course you don't, you're on a metric bike!"

4) Do any other members of your family participate in motorcycling?

No one else in my family rides. I'm the "black sheep" so to speak. I am hoping though one day to pass the tradition on to my son.

5) Have you ever had any serious wrecks?

I've had two serious wrecks over the years. I was following a friend around a road called Free Will Road. It had been raining pretty hard, and I hit a curb the wrong way. The bike slid out from underneath me. I took out a row of mailboxes, and almost lost my arm. Just a while back I hit a German Shepherd and flipped my bike. The gearshift impaled my ankle and the bike drug me 100 yards down the road.

6) Have you ever been discriminated against because you ride a motorcycle?

All of the time. I have received a lot of dirty looks from the

parents of girls I have dated over the years, irrelevant comments from co-workers, and total lack of regard from other motorists.

7) Have you enjoyed special benefits because you ride a motorcycle?

Oh yes, easy access parking and gas prices! Shoulders also, because they are usually wide enough for me to get away from traffic jams.

8) What is your favorite type of riding and what is your favorite local route (within 100 miles)?

I like straight-aways with few curves. I really enjoy the interstate because I can cruise at a higher speed. But nothing compares to a leisurely ride around the beautiful Ocoee River.

9) On average, how many miles do you ride each year?

I cruise an average of 20,000 miles a year.

10) If you could change one thing about the motorcycling community, what would it be?

I would like to see one lane catered just for motorcyclists, due to the fact that we don't get respect from other motorists.

If you should happen to see T.K. out and about, ask him to sign your copy of Road Rash Magazine. He's a heck of a good guy, a great friend to have, and if you hang around him long enough, he's bound to say something hilarious. Thanks T.K. and Emily!

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A small image showing a person riding a motorcycle past a wooden barrel.

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