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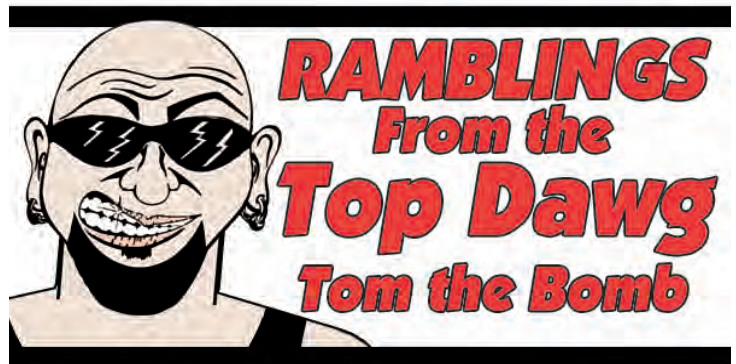
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SPECIAL MOTORCYCLE PARKING!



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Well, October is here, which means everyone is probably checking out the pics they took and telling stories of what happened on the Trail Of Tears ride, and (of course) getting geared up for all of the toy runs coming up. For the first time, Chattanooga has it's own toy run. Although most people attend toy runs with the main purpose of having a good time and hanging out with their friends, please consider the cause and participate and contribute to as many of them as you can. During these trying times, more and more area children will be waking up to fewer presents (or no presents) under the tree, and we should all do our part to help out where we can.

With the economy doing what it is doing, weather cooling down and weekend warriors riding less and driving more, the magazine is in serious need of new advertisers to keep us above water. The business owners who advertise in this magazine not only provide this free magazine's only income, but also provide local readers, organizations, and charitable causes a forum to publicize facts, opinions, and events, as well as



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raise funds and awareness. I believe in this magazine and what it can become, but we need your help in order to get there. If you know of any business or person who would be willing or able to advertise here, let us know! If you want to help support this magazine and help us continue to publish, send us a list of advertising leads!

Along that same line... We've had a ton of people approach us and tell us how much they appreciate the magazine and what we've done for the local motorcycling community, then ask what they can do to help. My answer has always been: Support our advertisers! That always rings true, however, we have been working behind the scenes to create another way our average readers can show support in a very real way. We've been working with some of the best people in the web design field in order to re-vamp our web site in order to make it absolutely top-notch. In mid November, we

will be unveiling our brand-new interactive web site (still found at www.roadrashmag.com).

Not only will you be able to flip through our magazine right in your browser, but you will be able to subscribe to a member's section for a nominal fee (around \$20 per year). You will be able to access pics and archives never before seen. We will have plenty of pics of our past Biker Chicks including one's never seen in our monthly mag or on the web. We are planning on putting a lot of time and effort into making our site the best in the business, including a ton of photos, links, downloadable (page-by-page) past and current magazine issues, and exclusive web content - for less than two dollars a month. Stay tuned, the best is yet to come!

Keep it twisted!

Tom
THE
Bomb

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ROCK'S TWO CENTS



The Trip 2009 - Continued from last month

By the time we left Glacier National Park our trip was almost half over. After riding the Going-to-the-Sun Highway we took 89 south at St. Mary, Montana, heading toward our fourth night in Great Falls, MT. Our routine was the same. After arriving in Great Falls, we showered, rested a couple of hours, went out for dinner, and went to bed before sunset. We would be leaving an hour before daylight heading for our fifth night in Red Lodge, MT at the foot of Bear Tooth Pass.

The morning was cool, and we were in winter gear when we left Great Falls. We had a nice surprise in the scenery department when we traveled through the Lewis and Clark National Forest. The scent of the massive cedar forests permeated the air. The streams were clear and full. An added bonus was the lack of traffic on 89 south. There were very few vehicles on the road except us. Just the way we like it. Before exiting the forest we turned on 12 east and then took 191 south to Big Timber. A short jaunt on 90 east took us to 78 south and into Red Lodge. This was our shortest riding day so far, a mere 284 miles.

We arrived in Red Lodge around 1 p.m., a couple of hours before check in time so we headed up the road into the small, quaint town. Red Lodge is filled with neat shops, restaurants, and bars. The women shopped a little until we were able to check in and get ready for an early dinner. The low in Red Lodge was in the mid 40's when we left the next morning. The sky was clear and Bear Tooth was looming as we headed toward the beast on 212. We hit the road early to avoid the "sheeple."

No matter how many times you ride it, it never gets old. I can



Pebbles & BooBoo at the top of the world.

feel it calling my name right now as I write about it. It's totally awe-inspiring and addicting. A person feels very, very small as you ascend such a massive mountain range on a motorcycle. The snow cap at the summit was not nearly as deep as it was last year. As usual, we stopped at various pull-offs along the way to take pics and just enjoy scenery that most people will never see.

We descended the south face toward Yellowstone. As we reached the bottom, we ran into more road construction. I noticed the flagger wearing a mosquito hood, not a good sign. When we stopped we were swarmed by huge mosquitos. Since we were still in winter gear, only our heads were exposed, so they went for our heads. We waved our arms like madmen for the entire ten minutes we were stopped. I have now added mosquito net hoods to my traveling list. I can't imagine being broken down and having to deal

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with this for any length of time. At the foot of Bear Tooth we took Chief Joseph Highway (296E) toward Cody, WY. Yellowstone was not in the itinerary this year.

At Cody we took 14 east toward Graybull and the Big Horn mountain range. I had never ridden this road or traversed Big Horn from west to east. We were all in for a big surprise. The massive canyon walls were unbelievable. We were like ants as we rode between the towering red spires. I flashed back to the cowboy movies of old. The only difference is that we were on iron horses. We were disappointed that we didn't see any moose on Big Horn this year. We did, however, see a huge herd of sheep, baaing as they grazed on the hillside. The temperature dropped the higher we got, but the sun made it tolerable, so we roughed it and didn't stop for more gear. Day 6 ended in Gillette, Wyoming with 352 miles on the odometer. Another easy day.

Day seven started with Devil's Tower early in the morning. The climbers were already working their way up the vertical walls, but there were hardly any vehicles on the roads. We stopped at the gift shop (which I was surprised was open so early) bought some stuff and were on our way toward our night in Custer, South Dakota. Custer has always been one of my favorite towns in South Dakota. It's small, friendly and has lots of good places to eat and shop.



It is only minutes to Crazy Horse, Mount Rushmore, and Custer State Park. I have always felt at home in Custer. Since we arrived early in the day, we went to Crazy Horse mountain and then took in Mount Rushmore. It was our first time to actually visit the complex. It's cool to see the carvings, but when compared to Crazy

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Horse it's dinky.

We were sitting at the entrance to the wildlife loop in Custer State Park at day break. The animals are always moving at daylight grazing for breakfast. As usual we saw flocks of turkey, jack rabbits, elk, wild donkey, and buffalo. We didn't get to ride in the middle of the largest herd of the park this year, but we got real close as they grazed alongside the roadway.



We left the park and headed out toward the Badlands. It was still very early in the day and cool. The Badlands were expecting temps right at 100 and we wanted to be long gone by then. We stopped off in the deserted town of Scenic, SD where we took pics of us all in the outdoor jail cells. Then we were off to the Badlands National Park. It was still fairly cool as we made our way through the mars-like landscape that is the Badlands. No matter how many times you see it, it's still a treat. I always look forward to seeing the Badlands. After our venture through the Badlands, it's our tradition to eat at



Wall Drug in Wall, SD. After we shopped and ate at Wall Drug, we pointed our ponies toward home. We stopped for the night Sioux City, Iowa (370 mi.)

Day 2 of the return trip was a stone buster. Not only was it 710 miles to Paducah, Kentucky, but there was construction everywhere. Instead of taking the dreaded 70E from Kansas City to St. Louis, we found a great alternative. We picked up 36E at St. Joseph, Missouri which runs parallel to I-70. We were all beat by the time we hit St. Louis and found that I-64 south was closed. We had to pull over (no GPS) and plan an alternate route. This detour added at least an hour to our trip. After much construction and cursing we arrived in Paducah.

The last day was a piece of cake. A mere 4.5 hours to home. All the construction was behind us and it was smooth sailing through Nashville, over Montevalle, and home. It's always great to leave on a big adventure, but the most important part of any trip is arriving back home . . . alive and well. And we did. We had ridden 5,300 miles in 9.5 days. Not one drop of rain, no flats or mechanical problems, no illness, or accidents of any kind. We were blessed.

LTRNTT,
Rock

rock@roadrashmag.com



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.



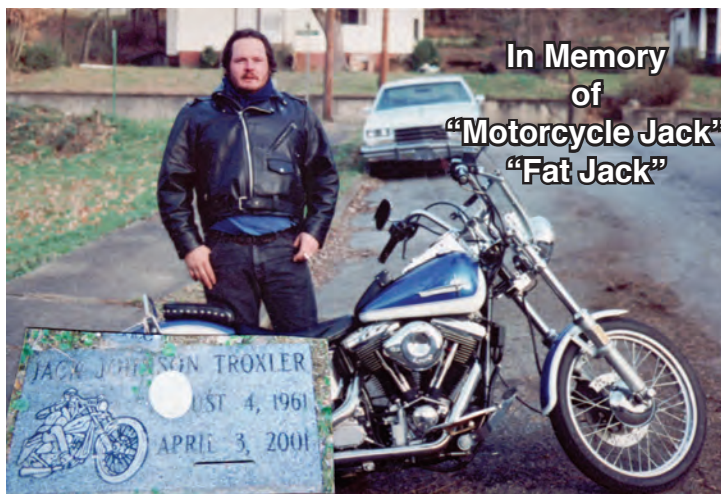
Billy Wayne Burroughs

Billy Wayne Burroughs, 55 of Rossville, Georgia was killed August 25, 2009 after his motorcycle left the road in an unexplained accident. He was thrown from his 1976 Harley Davidson 1200 and not found for hours. He was only blocks from his home when the accident occurred.

Billy Wayne loved his Harley as much as he loved being a Dale Earnhardt fan. You never saw him without a #3 cap! He was my brother-in-law and myself and all his friends and family will miss him and his long talks.

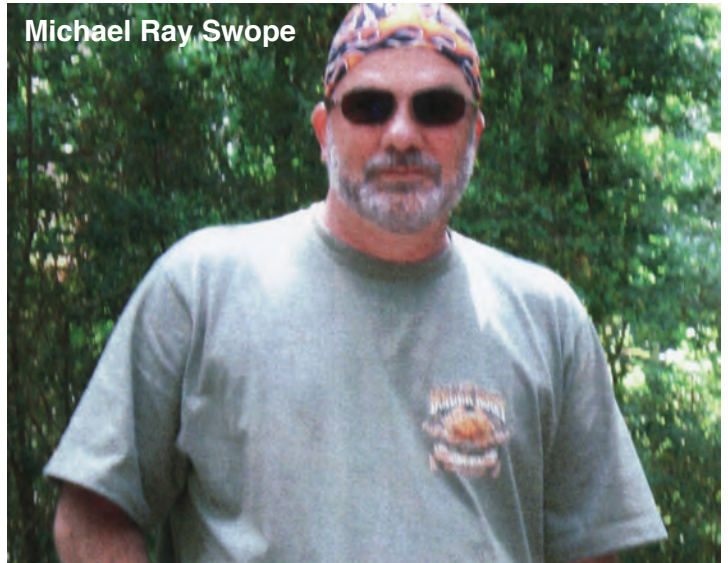
Billy Wayne was taken to his final resting place pulled by a Harley hearse. The procession attracted a lot of attention along the route. It was just like him to be the center of attention on a beautiful August afternoon.

Diane Barker



In Memory of "Motorcycle Jack" "Fat Jack"

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Michael Ray Swope

Dear Road Rash Magazine,

I wanted to take the time to write to you about my father. My dad, Michael Ray Swope died of a heart attack on April 23, 2009 at 47 years old. My dad owed a beautiful Harley-Davidson motorcycle and he loved to ride. Every time he sat on that bike and put on his helmet, he would smile the biggest smile. My dad waited until he raised his children to buy his first Harley. He loved it and he deserved it and I will miss watching him ride.

My dad was a good man with a big heart and he will be missed. My mother gave me a copy of your magazine the other day that he had and I loved it. It reminded me of my dad. My family and I would be so honored if you would put his picture in your magazine. My dad deserves this loving tribute.

Thank you,

Brandi DuRard



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RACE TEAM UPDATE

Congratulations to the following members for their accomplishments in races since our last report:
 Tyler Rahm (2) 1st Place, (1) 2nd Place, and (1) 4th Place
 Mark Keown (2) 2nd Place and (2) 3rd Place
 Bobby Qualls (1) 2nd Place and (1) 3rd Place

We have added some new members to the Road Rash Racing Team, listed below with a little information about them. We also have added new Associate Members to our group. Associate Members have yet to race or complete a track day but have that in their future plans.

ASSOCIATE MEMBERS

Debbie Bowman

Debbie rides a 2008 Yamaha FZ1, the only year Yamaha made red with the gold shock and wheel combination. She has also added quite a few options and modifications to the bike including a Power Commander PCIII, dyno tune by Mark at Dynamasters, Proton flush mount front signal lamps, Corbin carbon seat, Leo Vince SBK II can, K&N air filter, Yamaha carbon tank protector, Competition Werks fender eliminator, and has removed the EXUP.



Dustin Riker

Dustin is 20 years old and loves riding motorcycles to the limit. His first bike was a Suzuki SV650S and he now has a 2006 Suzuki GSXR-600, which is his first in-line four bike. He is currently unemployed, after being laid off because of lack of work. He is a volunteer at Dallas Bay Fire Department and has been there for about three years now. His favorite road is Suck Creek Road off of Signal Mountain Boulevard.



TEAM MEMBERS

Brandon W. Carter

Brandon started riding motorcycles at age five and raced some dirt, but mostly just trail riding and hare scrambles. In late 1998 he met David Skiles, who got him into road racing by the following year. His first ride was David's old 1989 Yamaha FZR 400 that was thoroughly tricked out. In return for David giving Brandon the FZR, he purchased a Yamaha TZ250



racing bike for the two to ride. He raced the WERA series from 1999 to 2002 in many classes from Vintage 7 to C-Superstock. Brandon won several V-7 Races and had a great time doing it! Early in the 2003 season he had a high-speed get-off at Talladega Grand Prix and hasn't raced since, but has had several great track days. David and Brandon are in the final stages of getting the TZ back together after David had a get-off at Road Atlanta last year. Brandon plans to be back on the track for the full season next year on a Suzuki SV650 and on the TZ250 as well. Brandon is 32 years old and the president of Chattanooga Bedding Supply. Brandon also owns a 2005 HD Road King.



Mike Senff

Mike is in the process of relocating to Chattanooga from his current home in Knoxville, due to his wife getting a job with VW in Chattanooga. Mike brings something unique to our team in that he not only participates in track days, but also owns an internet-based company that specializes in racing/track bike supplies. Mike is offering discounts to our team members on items found on his site. Mike was never really interested in riding until his college roommate convinced him to take the MSF class with him. He didn't ride much for the following 15 years until he got a Ninja 650R for commuting. After riding a Yamaha R6 once the 650R was gone and replaced by a 2005 Kawasaki ZXR636 and eventually he also purchased a 2008 Kawasaki Concours 14. After getting the 636 he got more involved with sport riding and did his first track day in 2007. Mike says he is not really interested in racing but does really enjoy getting to the track a couple of times a year. Mike has a Bachelor's Degree in Mechanical Engineering and worked for about 14 years in the automotive field, then five years in marine (Master Craft) before getting laid off last year. Mike started his own company, MJ Services, and part of that is mjmotogear.com.



James Yearout

James began riding street bikes in 1999 when he bought a 1994 Kawasaki ZX-11. After a crash on the streets in 2001 that left him with a broken wrist and a bruised everything else, he turned his attention toward track day events with an associated company of Marietta Motor sports known as FSRA. With a Lime Green 2000 Kawasaki ZX-7R, that he bought wrecked and rebuilt, he started the track scene in the spring of 2002 by corner working at various track day events. Shortly, he went over to join up with SportBikeTrackTime.com (STT) and worked as a corner worker at the events to help pay for Track-day access. He attended the Ed Bargy Race School at Nashville Super Speedway in early 2008. Late last summer, James received an invite to begin Novice track coaching for STT and jumped right on the opportunity. James enjoyed having the opportunity to help riders out *before* they crash. This spring, after several events track coaching, he was asked to do some lead instructing for the team and thus far is still at it. James is currently riding a 2006 Kawasaki ZX-636R and probably has 40-plus track days behind him and doesn't plan on stopping anytime soon. He has already attended eight track day weekends this season.

RIDE TO EAT



I am of the opinion that all great rides involve *food* at some point. This particular Saturday was no different. Due to family obligations we didn't get on the road until 2:30. We headed out towards Hot Rods and Harleys by way of the Ocoee. It was at the gas pumps that we decided to stop at Ocoee Dam Deli and Diner. I had heard it was owned by "hippies" that served

great veggies.

So here we go..... The gravel parking lot was the first thing that I noticed. Understand I have only been riding since last Labor Day. With 4,000 miles behind me, pulling in and parking was fine. By now it was 4:00 and we were getting hungry. The wait was only ten minutes, and watching all the rafters coming in was amusing. The rafting theme was a pleasant change. They even had their own video playing on all the TVs. I noticed right away that we were over dressed with our jeans and bandanas. The hostess sat us at the first table inside the door. This meant that every person in the place had to pass our table to get anywhere inside there.

I say all this to tell you that I believe that we experienced biker discrimination! The servers would not make eye contact with us. I think they were afraid of us. The table next to us was visited five times by three different servers

while my tea glass sat empty for thirty minutes. Then our server showed up (I think she had gone out for her lunch) and I got a refill. I got my grilled fish, green beans and mac and cheese one Hour and five minutes later. Was it good? Yes. Was it worth it? No. To top the day... Hot Rods and Harleys was closed by the time we got there. I think I'll go on into Copperhill first before stopping to eat next time. If you would like to try your luck at Ocoee Dam Deli, here are the directions:

Take I-75 to Cleveland approximately 19 miles from Chattanooga.

Exit #20 Cleveland toward Cleveland/ US-74/US-11/

Cherokee National Forest/US-64 Bypass

Then take ramp onto Waterlevel Hwy (US -64 E) toward Ocoee- go 7.51 mi

Continue to follow US-64 E - go 2.7 mi

Arrive at 1223 HIGHWAY 64, OCOEE, on the Left
Ocoee Dam Deli Phone (423)338-8184

Sandy Hoffman

Rock's Note: I have eaten there a number of times and have never experienced any type of discrimination, even looking the way I do. Maybe the waitress was new or having an off day. They have a pot roast that is the best I have ever eaten.

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1ST SUNDAY IN NOV Nov 1



The Positive Christian Singles ministry of First Centenary United Methodist Church is sponsoring a trip for the children at Bethel Bible Village to UTC's football game with Western Carolina Saturday, October 31 at Finley Stadium. Coordinators of the event, Richard Johnson and Terrell Fugate with the PCS ministry, said that the excursion is to help the children of Bethel with their effort to reach out to the Chattanooga community and spread the word about the Bethel program and to observe the birthday of Dr. Nell Mohny, long-time First Centenary Sunday School teacher and wife of the former Pastor, the late Dr. Ralph Mohny. In addition to Moc's football, the children will enjoy inflatable bounce houses, face painting, football games, and other pregame activities. Participating in the UTC outing will be the Christian Motorcycle Association of Chattanooga, offering the children and staff of Bethel a close-up look at their bikes while sharing the Christian mission of both Bethel Bible Village and the CMA. "Tailgating" starts about noon with kick-off scheduled for 2:00. For more information: Richard Johnson, 423-485-0757.



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CHATTANOOGA'S MOTORCYCLE MAGAZINE



Many of us would agree that one of the most scenic, relaxing, and enjoyable motorcycle roads in our area is the Foothills Parkway, located near the Great Smoky Mountains National Park.

The same parkway that provides so much enjoyment also provides disappointment upon reaching the end of the currently completed part at the intersection of Highway 321 in Walland. At this point the rider must seek other options due to the Parkway's incompleteness. How many times do we say to ourselves "Where does the Parkway go and will it ever be completed?" The 71-mile parkway, as planned, would eventually connect Highway 129 along the Little Tennessee River with Interstate 40, along the Pigeon River in the east. Large sections of the parkway will cross a series of high ridges running roughly parallel to the Tennessee boundary of the Great Smoky Mountains National Park and will offer unobstructed views of the Great Smokies



to the south and the Tennessee Valley to the north. The Parkway is the longest ongoing highway project in the state of Tennessee and will continue to be under construction for some years to come. Congress authorized the Foothills Parkway on February 22, 1944 with the stated purpose to provide beautiful vistas of the Great Smoky Mountains along their northern flank and to disperse traffic within the boundaries of the Park itself. The entire 72-mile corridor is administered by Great Smoky Mountains National Park and to date two discontinuous segments totaling 22.5 miles are completed and open. Between 1966 and 1970, a 6.4-mile section of road between U.S. Highway 321 at Walland and Carr Creek, was constructed. In the 1980s, two contracts were awarded for construction of approximately ten miles of road, but both projects experienced structural fill failures and erosion problems, causing the projects to be suspended in 1989, thus leaving a 1.65-mile segment uncompleted around Caylor Gap, which is referred to as the "missing link." In the 1990s, a new design was developed by the Federal Highway Administration (FHWA) to complete the "missing link" using bridges, walls, and fills to minimize surface disturbance and environmental impacts. Since early 2000, the National Park



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Service (NPS) and FHWA have worked together to develop a plan to complete the "missing link." Three bridges and two road segments, all located on the west end of the "missing link", have been completed for \$20.9 million. In October 2008, a contract for \$3.7 million was awarded for a 1,200-foot long segment of road on the eastern end of the "missing link", and it was completed in August 2009.

Funding is now available to begin work on a section of roadway (near Caylor Gap), which is approximately 1,800 feet long. Currently in the design stage the construction should get underway late this year. The project has also received approximately \$34 million through the American Recovery and Reinvestment Act to design and build 1,200 feet on the eastern end, including an 800 foot long bridge. The Parkway is a tough place to do construction because all the equipment and material to go forward must come in on the parts that are already completed - a bit like building a railroad. Preliminary information from FHWA indicates that the "missing link" could be constructed and paved by 2016, the Centennial of the National Park Service, using a very aggressive schedule. This would open up a fantastically scenic corridor between The Little Tennessee River (near The Dragon's Tail) and Wear Valley Road (between Townsend and Pigeon Forge). Once the Walland to Wears



Valley sections are constructed and paved, three unfinished segments on the northern end of the Parkway, totaling 33.5 miles between Wears Valley and Cosby, would remain. The estimated cost of their completion is \$264 million and their funding and completion dates are uncertain.

In some ways our lives are similar to a scenic weekend ride on the Foothills Skyway. We cruise along in the comfort mode with everything going smoothly until a difficult event or obstacle confronts us.

At that point where do we turn for comfort? When life is going great many of us conveniently put God away, only to be called upon when a difficult situation arises. At that point we reach out for Him to rescue us from our time of turmoil, but then when things are once again in cruise mode we stick Him back to be called on at a later date again. Sound familiar?



When trials come Christians can call on the Lord, who is their daily source of guidance and fellowship, but God's ears are deaf to those who do not know him as their Lord when they call on him in times of distress. Everyone, including Christians, are destined to struggle in their daily lives and nothing in the Bible tells us when we turn our lives over to the Lord that life gets easy. Christians have the Lord to turn to in prayer for comfort in their time of difficulties. Christians still must fight daily battles with health issues, family conflicts, financial difficulties, and the list goes on and on. The Bible says the Lord is close to those whose hearts are broken and He knows us and our struggles. When life sends you a difficult barrier, do you have a relationship with the Lord that will allow you to call on His name? A life in fellowship with the Lord is the ultimate cruising!

"Now lets go out and play in the streets!"

Eddie Rahm
"Fast Eddie"

P.S: Special thanks to Bob Miller of the Great Smoky Mountains National Park for his assistance regarding the latest info on the Foothills Parkway.

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This & That



My last article addressed riding attire. Or, more accurately, the lack thereof. Shorts and flip-flops were the culprits. October's "Summer Summary" in RoadRunner magazine reflected an incident seen by the publisher in the mag's annual summer group tour. A fellow was riding two-up when he had a flat tire. The bike fell on top of the rider (after wobbling and spinning around) and the passenger was thrown and slid on the pavement. She had on a tank top and no protective gear. Road rash is nothing to scoff at. Most of us have experienced it at one time or another...if you haven't yet, you probably will. Kinda like dropping a bike. If you haven't yet, you will. Just hope you have protective gear on when you do! Some folk prefer appearance to practicality. You know, it's cool to ride unprotected and minimalist. It's most incongruous when you hear a loud scoot coming down the road, look up, expecting to see some big, mean-looking biker, and see instead a dude wearing khaki shorts, a t-shirt and flip-flops (and feet on the highway pegs in town). Almost laughable. That's their prerogative, I suppose. A good helmet, riding jacket and boots should be the bare minimum attire. You may be a bit warmer (in summer), but when something happens, you have better chance of recovery with proper gear. So much for the soap box stuff.

Ever notice how accessorizing a bike has no attainable goal? Some folks will purchase a new bike and immediately have the dealer install \$5,000 (or more) of chrome goodies on it, or buy \$100 worth of goodies every month or so. Then there is the winger crowd. No graphics, just gadgets! You know the credo of the winger after-market manufacturer, right? "If we build it they will buy it." HA! It's true. I cannot say I have not

put some aftermarket stuff on my bike (which is not a wing, as point of fact). I basically enjoy the wind-in-your-face ride. It is a motorcycle, you understand. Other than comfy vibration-reducing grips, a Mustang seat, deer whistles (they do work; four times that I have witnessed so far), and I've installed a heavy-duty pressure plate to replace the puny stock diaphragm-type clutch. I guess making a statement with a motorcycle is part of the allure of biking. I'm much too practical (or tight: my daughters say I squeak when I walk.) to put anything more into transportation than is absolutely required. After all, you title a bike (or a cage) and the thing is immediately worth less than you paid for it. In this respect I could probably be considered minimalist.

All this variation in approach to riding makes for incredible diversity within the bike community. That's the most interesting variable, I think: the different rides folks have and what they use their bikes for. One will stare Death down with each ride; another likes the acceleration. One savors the reduced fuel cost commuting to work; another is "saving the planet" through fuel efficiency. One likes the adrenaline rush; another just enjoys the ride. The one most cohesive aspect, though, is the camaraderie among motorcycle riders.

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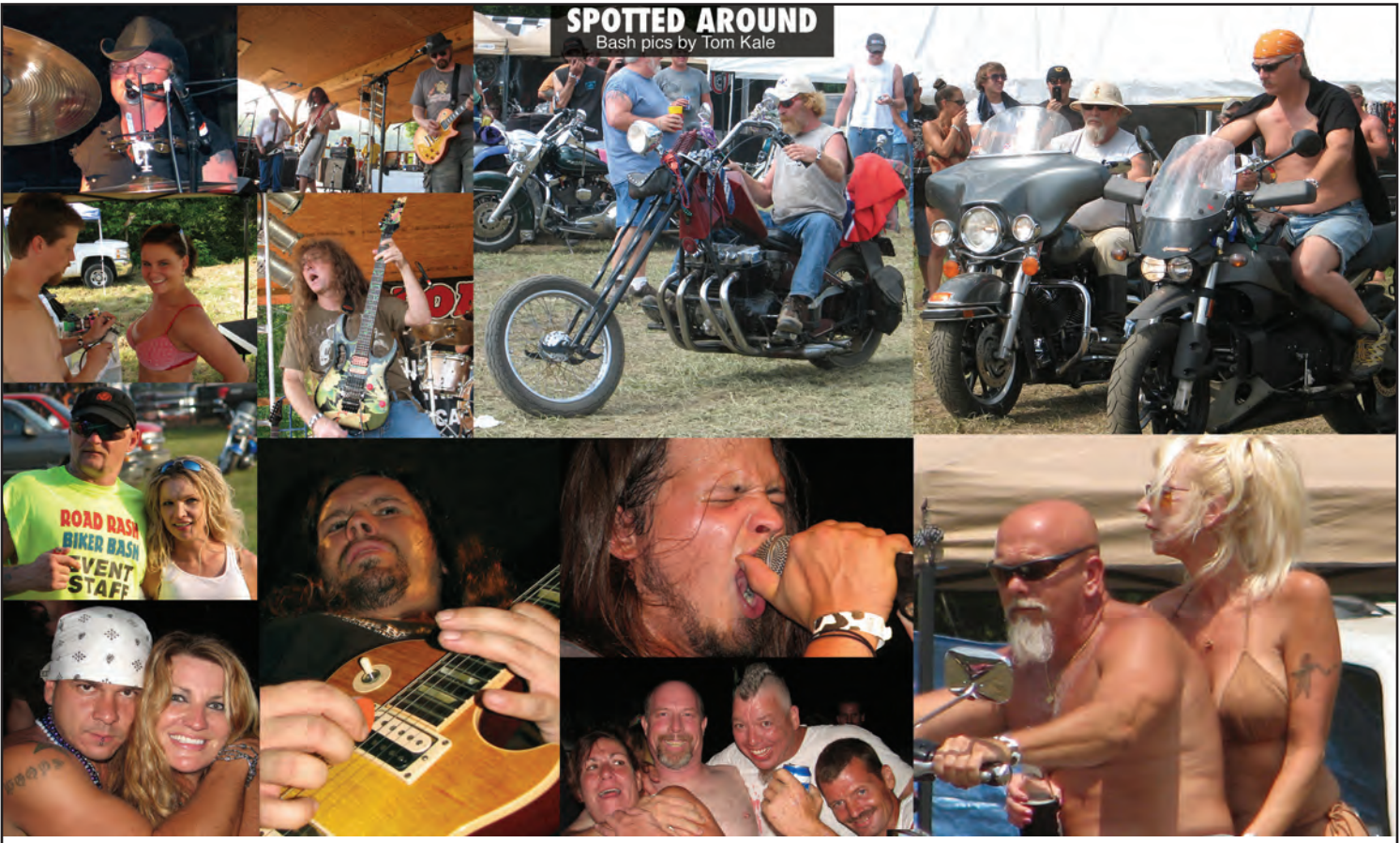
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Tommy: 423-355-3615, David: 423-595-0008,
underworld09@charter.net or www.myspace.com/underworld09

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The Low Down:

Make/Model: 2009 May Boyz Customz Chopper

Engine: 81 XS 650 Yamaha

Owner: Brandon May – Soddy Daisy, TN

Paint: rust

We picked this October's featured bike because we were looking for something "scary-looking." Okay, I'll admit, most of you won't be having nightmares after viewing this center spread (unless you've paid an enormous amount of money for a shiny new bike which you don't ride because you are afraid it will get dirty), but we thought it would be cool anyway.

Brandon May, this bike's owner, has customization in his blood. When I asked about his reasoning, he said, "I had a lot of ideas, and I wanted to put everything together and build an original piece." This bike, named "Dirty Sanchez," started off by mating a 650



Yamaha engine with a rigid weld-on frame (with a six-inch stretch), which Brandon picked up off of craigslist.com. Perhaps the scariest (or most amazing) part of this build is that almost all of the other parts were picked up from Ebay.com or came from friends. For instance, the rear fender is made from a spare tire ring from a Model A Ford. The fender struts and various other parts are either built from scratch or pieced together from found items. This is an excellent example of a no-nonsense, tough-looking old-school bike build without breaking the bank.

On one hand, the simplicity in this build is amazing, but on the other hand, the devil is in the details! You can go to www.roadrashmag.com and check out more detailed pics of this bike (and much more), or stop by May Automotive in Soddy Daisy, Tennessee and see it (and Brandon) in person. If you are like me, the hot rods and rat bikes parked out front will get your mouth watering.



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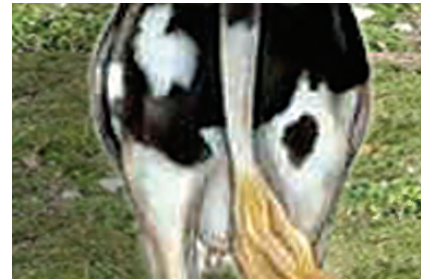
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Joe Cool's Biker Health

Most faithful Road Rash readers are familiar with my monthly health related articles. As an exercise physiologist and fitness professional, I attempt to share my knowledge and experiences for anyone wanting to improve their health and well being through exercise and healthy lifestyle choices. Some of my articles, however, dealt with the subject of safety, first aid, and CPR. Last month at the Road Rash Bash I used my skills to assist several biker bashers in their time of need.



Since the first Road Rash Biker Bash at the "Jonderosa" (a very cold November event), I have volunteered my services as a Health Care Provider at the events in case of a medical emergency. Typical injuries are minor cuts, abrasions or burns to lower legs from hot exhaust pipes, which required not much more medical attention than "kissing a boo-boo" and application of a "Sponge Bob" bandage. But during last month's rally some people had medical conditions that required more than a kiss and a band-aid.

On Friday night during the Road Rash Bash, around 11 p.m., someone came to my campsite and told me of a woman having a heart attack. I grabbed my first aid bag and went to see the woman in distress. Fortunately, she was not suffering a heart attack but had other symptoms that if not treated could cause other coronary problems. She had a recent pace maker implanted and expressed that there had been some problems with its function. She was sitting upright in a trailer and was vomiting and shaking

uncontrollably. Her heart rate and blood pressure were elevated but she was stable. I strongly suggested an ambulance but she refused. I discussed her medical history and reviewed her medication and ascertained that she had not eaten for over 8 hours and had little to drink other than soft drinks and beer (all day).

Her symptoms indicated to me that she was hypoglycemic (low blood sugar), hypothermic (heat exhaustion), and dehydrated (needed H2O). I placed her in a bed with her feet elevated and put cold compresses on her pulse points (wrist, ankles, and neck) to cool her core system faster. She needed sugar in her system, but she could not hold any fluids down. As soon as she sipped a soda she threw it up. So I placed a half a teaspoon of sugar under her tongue and let it melt sublingually. I stayed with her for an hour monitored her vitals and kept fluids in her at a slow rate (orally).

Her heart rate was 165 beats per minute, so I instructed her to attempt a "vagal maneuver" (to bear down like suppressing a sneeze) this can slow the heart rate. We also tried breathing control to ease her hyperventilation and assist her heart rate recovery to normal levels. Soon her abdominal and bodily convulsions ceased and blood pressure and heart rate lowered to the upper normal range. Not only did I treat her immediate conditions, but I also gave her comfort and care by talking to her calmly and assuring her that all would be well. Much of her condition was exasperated from her level of anxiety due to the situation. So I made lighthearted jokes, which brought about laughter (the best medicine). Before I left I strongly suggested she go home first thing in the morning and see her doctor. I hope she is doing well.

The next day a drunk and belligerent man was drunk and belligerent to the wrong man. The drunk got a stern reprimand for his belligerents. Which required immediate care. The reprimand caused a large jagged open bleeding wound to the bridge of his nose and a swollen left eye. Direct pressure and ice packs were applied to control the bleeding and swelling until EMS arrived. Myself and two other qualified providers worked together to give aid and comfort to this man, who was so disoriented that I am sure he did not realize the extent of his reprimand until the next day.

There are so many more aspects of reacting to a medical emergency and to how I acted on behalf of these people at the Biker Bash. I used the education and skills I received through the Red Cross and America Heart Association's training courses I completed. If you would like to get the same skills and certifications contact their local chapters or me if you like. I can use the help for next years Road Rash Bash.

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The Newbie Group Ride

I've been riding almost every day since June, but it's normally the same ride to work and back. I'd rather ride than drive, but still... dull. Some days I ride on my lunch break. I only get

30 minutes, so I can only go 15 minutes before I have to turn around – but still better than sitting at a table. Then Captain Mike invited me to ride with some guys out of Cleveland. Lucky Man met Captain Mike for breakfast, then I joined up – late as usual – and we cruised up to a BP in Cleveland where we met up with some riders from Star Touring and Riding. I got a brief history of the club later while taking a photo break. Seems that Star Days is the big Yamaha rally each year, and in 2007 it happened here in our own little slice of heaven. There's a fella named John up in Cleveland who rides a Yamaha, and someone asked if he was going. He went a step further and started a club, so he wears the club's president patch. He told me that they have about 40 riders on the books, and average around 10 or 12 on most of their rides. He made sure I knew that you don't have to ride a Yamaha to join and ride with them. If you want more info call 423.715.4289 or jhnsmitz@yahoo.com. If I got any of the story wrong, I was just distracted by the beautiful scenic overlook while I was taking notes.

Just before we left we went over the basic route we were taking and applicable hand signals. Captain Mike wanted to clarify the single file/stagger hand signal and that prompted some conversation as different folks use different signals. We went kickstands up at 9:30, and hadn't gone three miles when

we had to pass a cop who had someone pulled over, so up came the hands to let us know to fall into single file. We passed and up came the hands to send us back to staggered formation - except Jason (the club secretary) had to be a smart guy and throw up *both* hands in an exaggerated showing just to razz Captain Mike. We all got a good laugh out of that. Guess you had to be there.

The signals did come in handy. I suppose you experienced riders know this, but having road hazards pointed out with a foot was awful considerate. I was toward the back, riding behind the club treasurer – Angela. She made sure we saw any gravel, potholes, or possum that might have caused problems. Made for a smooth ride - except for the time a pickup dumped mountain bikes and coolers all over the road. The coolers broke open so bologna, eggs, and everything else was all over the road. Everyone slowed and stopped, but 30 seconds earlier and we'd have had some serious pucker going on.

We went up 64 to 411 South toward Chatsworth, and then took 52 East toward Ellijay by way of Fort Mountain. We all managed to keep our intervals tight - safety cushions were there, but no crazy lags between riders. I realized that group rides are sorta like a school of fish. Riding together, same purpose, going the same place, moving as one organism to avoid problems and make turns, but still very individual. Even in a group like that you're still very much all alone. I suppose if you have communications it might feel a little less individual, but we didn't, so I did feel that way. It was a perfect blend of isolation and camaraderie.

The ride up Fort Mountain was stunning. The views were amazing, and the weather was great. Some folks pulled on sweatshirts or jackets, but I grew up in Maine so I was fine even in my sleeveless shirt and vest. We did hit a few patches of clouds. At that altitude I don't think its fog anymore; you're actually riding through the clouds. May as well be flying! The only real problem we had was so minor I shouldn't mention it,

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but I don't know when to shut up. I've mentioned that crotch rockets are not for me. Part of my issue is that the dude riding it is often doing something stupid. I'd wager that's part misconception, but we ran into a crew lending credibility to that myth. We ended up in front of a group that wanted to go faster than we were, and they found a short straight stretch and tried to pass us. They couldn't make it and ended up going around a sharp corner in the oncoming traffic lane. Screw them - it was unsafe for us. But like I said – pretty minor stuff. I can't be too hard on the sport bikes, we had one with us. John's daughter Lauren was on her Ninja, and she certainly seemed like quite a confident, capable rider. Everyone else was on a Yamaha except for me on my Honda and Lucky Man on his Sportster. BL and his wife were two up on their Yamaha. BL is a multi-continent rider. He bought a couple Brit bikes when in Ireland with the Navy. Guess it worked out for him since he also snagged Hanna while he was there and dragged her back across the pond with him. Ain't love grand? Fella named Mike was next in line. If he has a title or job description I missed the memo, but he was a riot - laid back dude with a quick laugh. All told it was a real cool crew to ride with for my first group venture.

John got us to Ellijay and we took a few minutes to wander around and scout the local shops – especially the eateries. We found a place that looked like good eats and could handle our group, so we went to rally the others. Captain Mike is the club's Sergeant at Arms. I thought he might at least get to carry a sidearm or something, but they say no – he just keeps the meetings organized and on track... Oh well. He got to flex his muscle some and gathered a consensus on where to eat. We all shuffled off to the Corner Stone Café for some delicious vittles. Everyone's food was good, but we were all drooling over Jason's lunch, so I highly recommend the patty melt. As much time as we spent talking about food I think some people ride just to have an excuse to eat. Riding isn't overly expensive, but

coming up with money for all these meals is killing me! Either riders are just trying to help ease the recession or riding makes you hungry!

I also came to realize that a group ride is a lot like one of my family's vacations: If you have a plan in place, things go smoothly. No plan, and before long no one knows what's happening. Now I'll also freely cop to being OCD and more than a little uptight, so disorganization, while relaxing and carefree to you, is highly irritating to me. That's not your fault, I'm just stating facts. On the way out I decided I could nav us from Ellijay to 75 North and on to home base – and I did. We found 76 West into Dalton and then on to 75. But I also managed to force a couple of abrupt lane changes to get where we needed to be, as well as take a left turn through a red light – right in front of a Sherriff. Smooth!! Maybe I should leave the point man slot to someone with GPS – or at least a map! Things definitely went much better with an established leader who had a route and a plan. I like being the *cause* of disorganization even less than I like disorganization itself!

The hands-down strangest moment of the trip had to be after we split off when Lucky Man went cruising by doing 80, sprawled out on his tank with his feet up on the back fender, ankles crossed like he didn't have a care in the world. He may as well have been draped over his couch watching TV. I did a quick double take, and just slowly shook my head in wonder and awe... Weird.

All told I put about 160 miles on my bike, met some cool people and had a blast riding in my first group. I think I might find myself doing a group ride again sometime. Maybe even sometime soon!

See you on the road.
Angel

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Busa Doc Tech Tips

Fall Riding - Need to Know Tips for Fall Ride Preparations.

As fall approaches make sure you service your machine at your favorite local service center of your choice. It is a must do thing! After a hard and hot summer of wear and tear, you don't want to be riding into the mountains to take in the great regional foilage on that same old oil, air filter, brakes, and other vitals. Some simple checks performed now can save you a bad day. Here are my basic fall suggestions. These are not the bible of what to do and not do...simply some things that might help you out.

(1) Change the oil for sure. Around these parts you don't really have to worry about extreme weather viscosities as much as up north. But if you would like to run a winter type oil, then do so at the advice of your favorite experienced mechanic. Mainly changing that old oil from the summer will allow you and your mechanic to a good view of what's going on in the engine after riding a hot bike at what I know was more than the average speed limit! Make sure to check for any foreign debris, metal shavings, or water in your pan when the old oil comes out.



(2) Change the air filter. Dirty hot air from the summer is less dense than the cold air of the fall at speed. Thus, you will have more particulate that gets into the air system of your bike. Now's the time to change the filter, and have a thorough inspection done of the intake system and it's housing. Small air leaks can rob you of performance and get the unknown into your engine...not good when you are half way thru the Dragon!

(3) If you ride a Harley or other bike with primary and tranny lubes, go ahead and change them out too. Not only will you insure that you are riding on new lube that has not experienced the heat breakdown from the hot weather, but also will give your favorite mechanic the chance to inspect the primary, belt, and splines for wear. On Harleys, there is one item you will want to mandate is check for correct torque settings: The compensator nut. Under stress of mountain riding (especially if riding two up) this nut may loosen and begin to back off. If this occurs, you will hear a whining sound at first, but before the day is over you will then here a loud clanking noise that sounds as if your motor is coming apart. You will also experience a lack of power such as is the case when your clutch is slipping. You will swear that the tranny is gone! Simple fix for the most part, just a big nut to retorque to specs and replace the primary. But why wait until your on the Dragon watching the leaves go by to realize that that little nut is going to ruin you day! Have the primary changed and mandate the compensator nut inspection.



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(4) Consider adding Nitrogen to your tires. Nitrogen is a great fall addition due to the ever changing temperatures we have around here in the fall. This costs about \$10 per tire, however will really keep your tires at a constant pressure with temperature and humidity changes. Nitrogen molecules are bigger than regular compressed air molecules and thus they do not escape thru the rubber compounds as easily. Let me clear up the rumors though...nitrogen is *not* going to make your tires blow up...nitrogen will have *no* ill affects to your tires or your ride if you have to add regular compressed air. Simply if you have to add air or have a flat, just have the Nitrogen redone at some point. We basically want to get the percentage of nitrogen to above 95%...it is very hard to get it to 100% because there is always a little bit of regular air in the tire. You will find the nitrogen will even out your tread wear, give you better gas mileage, and slow down the deterioration of the tire due to a more constant volume. It takes about 20 minutes to replace your regular air in the tires with nitrogen and about \$20 from your pocket... Try it!

(5) Check the tread wear on your tires. Stop into your favorite service center and let them measure your tire treads. Riding on near bald tires in the leaves of fall can prove to be very dangerous. The actual low tread measurement is much greater than most riders realize. Thus they ride on a tire into the dangerous zone of tread depth. A few leaves, and a little morning dew on the street can spell danger for riders, especially with tires that need to be replaced. That \$150 you will spend on a tire will be well worth your safe ride when doing fall rides. But even still...slow down when you see leaves and use minimal braking/cornering.

(6) Check/replace brake shoes. Braking is something we all have to learn to do correctly and yet doing so means we

use a lot of front brake. Before those mountain rides begin, have your favorite mechanic check the shoes, lines, and calipers. Inspections of the major brake components can save an overheating brake that leads to a seized brake in the mountains. They can also make you much more certain that when brakes are applied, brakes actually work!

(7) One last thing is first aid. It amazes me the amount of riders who do not carry a first aid kit on their bike. Please stop into Wal-Mart this fall and purchase yourself a small first aid kit. Many times on rides in the mountains, you may run across another rider who has had a minor accident or even a cut while working on his/her bike. First aid kits will enable you to help the fellow rider who has some minor road rash have a much more comfortable ride home. They also will enable you to assist in much more serious situations where a rider is waiting on EMT's to come from far away and needs to stop some bleeding. Carrying a first aid kit on your bike is simply something we should all do for each other.

There are many more things we can do to help your bike leap into fall, and perform at it's best. These are just some basic things all riders should think about. Come on in to Ultimate Cycle in Chattanooga and I will be glad to assist you with these and other fall preparations!

Ride Far! Be Safe! Come see me!

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THE VIEW FROM THE WING

Going Home



Well, I just got back from the far western suburbs of Chicago where I spent four weeks revisiting old friends and even older roads. Great friends. Lousy roads. Very straight, lousy roads with miles of Starbucks and Home Depots and Chili's and whatever business that you can imagine lining both sides of what used to be country roads. It was one big 25 mile strip mall. Until you get in the country, then there are miles and miles of soybean and corn fields as far as the eye can see. That is of course if you dare to risk your life by taking your eyes off of the road looking for that next pot-hole. Roads filled with liquid asphalt. You ride down the road with your bike weaving in and out riding on those tar snakes, feeling as if you have no control whatsoever. It's a good thing that there are no curves or we would just slide right off of the road.

I drove 20 miles each way each day on these roads to the house that I was working on - which took an average of 45 minutes each way. Because I am not as dumb as I look, I decided to explore the roads a little further out west with lesser traffic and found them to be much better (there was an actual curve in one of them). The commute (still 45 minutes) became quite tolerable. The weather was great by the time we arrived. It had been the coldest June and July that they had experienced in over a decade. It was great to see that our hero, President Obama, has fixed global warming in the Chicago area.

What I had looked forward to most of all was riding free. Free with the wind blowing in my hair (okay across my scalp). Free to

choose whether I would wear a helmet or *not!* Free at last, free at last, thank God Almighty, free at last. I did feel a little naked though. There definitely was less hair than when I was last at home on a bike seven years ago. Maybe it was because I had just gotten it cut. (Yeah that's it!) I also felt quite vulnerable - so I slowed down. A little. After being forced to ride with a helmet here in the Gestapo state of Tennessee for the past eight years, I must admit to feeling a little weird without it.

And while I was away, a friend from GWRRA, Steve Thomas, had a man pull out in front of him by a Bi Lo parking lot and he went down. He went down hard. I saw the pictures on Facebook and when I talked to him, learned how damaged his helmet was - I decided to be even more cautious.

Steve is not only a friend, but the person who introduced the fluorescent green armour-plated riding suit as a fashion statement to the GWRRA Chapter V. The riding suit and the helmet that he was wearing indeed saved his body from real damage. And the helmet surely protected his face. Although maybe now he will wear a normal color as the jacket didn't seem to work so well since the man who hit him said that he never saw him. (okay, I foresee another fluorescent-green-colored, not-all-of-the-fingers wave coming on.)

To quote Steve both before and after the accident "look at the size of trucks and trains and yet people still pull out in front of them." Of course, those people pay the price for their mistakes. we pay for it when *they* pull out in front of *us!*

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Steve was lucky. He came through with a broken wrist, badly bruised ribs and knee and with his sense of humor slightly bent. Yeah, it was the accident that did it. The thought of pain and suffering compensation is now comforting him. Hours of chocolate peanut butter ice cream therapy have been prescribed and I know that he will stick to that physical regimen. He's a tough guy.

Now here is the part that is hard to talk about, let alone admit. Since I was going to Chicago to help a friend get his house ready to sell - I needed to take all my tools with me. All of them. I had to, uh, well you know. Okay, I admit it! I TRAILED MY BIKE! There, I said it. I hope you're all happy. Over 800,000 miles and 35 years, no bike of mine has ever been carried by a trailer before. It was soooo embarrassing.

While I am forever grateful to my friend, Jack LaMar, for the use of his trailer as well as his Suburban, the horror of seeing my bike on that trailer for 1,300 miles will haunt me for the rest of my life. I will probably require therapy. While that memory could easily have faded over time like just a bad dream, fellow Wingers and so-called friends Charlie and Darlene Bellows were like opportunistic paparazzi with their cameras capturing evidence of my calamity. They most likely would have tried to extort large amounts of ice cream from me had I not gone public with this. (Sorry Charlie! Looks like no butter pecan for you!)

But I had no choice. I had to go, I had to trailer it, and it was good to go home. Home with real deep dish pizza from Lou Malnati's and Italian beef and Chicago style hot dogs from Portillo's! Home, with old friends, wonderful friends, who just look a little older and shall we say "more comfortable." Home, commiserating with other Cub fans as the Cubs once again fade from contention. Home, where the Bears will be playing soon and hope springs eternal. A Chicago sports fan is a cursed existence.

Now I'm back in Chattanooga, remembering why I moved here in the first place, having just spent the day with Rock, riding together for the first time, the back roads to Monteagle. These are

wonderful roads, smooth surfaced, winding, tree-lined, mountain-viewed roads that make this one of the most beautiful areas in the country.

Rock warned me ahead of time that we would not be stopping for ice cream. That does not make it an official Gold Wing ride according to page 1, article 1 in the official Gold Wing book of rules and regulations. However, wanting to be sensitive to those of a different culture, I had already prepared myself that he might be serious. I strapped down a load of homemade ice cream from The Tea Cottage (which happens to be the best ice cream in the world) and watched (yes, watched) as Rock and Moleman (whom I also had the pleasure of meeting that day) made HOGS (pun intended) of themselves on 2 gallons of pink Strawberry Cheesecake ice cream - before breakfast! Oh, it started out innocently enough with just a taste test, but it appears even hardened Harley riders have a soft spot for good ice cream! (Rock said if he got back and Moleman had eaten all of the ice cream that there would be real trouble.) Has anyone seen Moleman?

Home is such a funny word. I went back to Chicago, but that is not really my home anymore. I came back here to my home in Chattanooga, but that is not quite true either. If home is where you live in a state of total comfort and security, I guess for me home is in the saddle of my Wing. Home is with people that I love wherever that may be. Home is where I can be fully known and fully loved. Home for me will one day be heaven. Until then, I'm happy to be home - right here.

Gary Boyd

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Rah's Letters to Home

Old School's in Session

Hey ya'll.

Hope you have enjoyed the summer riding season. I really have enjoyed it myself, in spite of not owning a bike for the last six months. Thanks to the group I ride with, I have not been too deprived of having the wind in my hair. If you've followed my articles, you know I have ridden many different bikes in several locations across the land and at home. Riding for me, an over-the-road truck driver, has been a mere phone call away. I know how fortunate I have been and I am grateful to be a part of such an incredible organization. I have 'test-ridden' a few Sporty's, a Chopper, 2 different Softails, a Street Glide, an Ultra, a Honda VTX, Boog's Dyna and the Boogster, a VRod, and even a Spyder. I stated in an earlier article that when the time was right, my bike would find me and that's just how it worked out! Well, sort of.

In July, I was home for an event put on by our Brothers/Sisters in Georgia. Much to my surprise, my local Brothers had made special arrangements for my next bike. I rode it to Cherry Log then and it is a good fit for me, all around. In a perfect world, I would have been able to go to HD Boutique and pick out the bike of my dreams. Well, I don't know bout ya'll, but I don't live in a perfect world, just a world that is perfect for me. I had come to the conclusion that I had to ride what I could afford. My bike is a 74-74 Shovelhead and I think we are gonna get along just fine. I like old stuff...old music, old



cars, old barns, old houses, even a few 'old' people. So, it's only fitting that I ride an old bike, eh? It is very different from my Sporty in many ways, but I have a blast riding it. I think some of the guys were worried I wouldn't be able to handle it, but I didn't have any problems. (Others weren't surprised.) On it, I feel like I'm riding a 'big boy's bike' and I'm looking forward to customizing it with my Brothers. You see, we are gonna make a Rat out of it. I had to get on the internet to see what that meant and it looks like lots of fun.

Well, if you know Shovel's, you know that they break down and the guys warned me about that. I told them that was okay. If I was gonna ride a Shovel, I was gonna have to learn to work on it. It did quit on me on the way to Cherry Log going across the mountain. After it rested a few minutes, it started right back up and made the rest of the trip with no more problems. It had an issue with the kickstand, so while at the campsite, I took it off and went searching the campsites for something that I could rig it with to make it work until we could get it repaired properly. After some time and talking to lots of people there, I found a hose pressure clamp that I thought would work. I had some guidance, but I did the work myself and, much to everyone's surprise, the clamp worked. It made it back to the truck stop in Ringgold, where I park my truck when I'm home, but when I went to start her up a half hour later, it would not start. I checked wires, battery connections, and spark plugs, about everything I knew to check and nothing would work. I then contacted it's former owner, my Brother Zonker, who drove out, took off a couple of screws, pulled out the bolt and said, 'here's your problem'. See, he knows this bike, inside and out. Lucky me, huh? lol The bike had to be trailered to the shop but I think, if I'd had the right tools, I'd be able to fix it myself.

I hear this is the life of a Shovel rider. I'm very much okay with that. I'm not home to ride much anyways. If it breaks down and I can't fix it, help is just a phone call away. Now, the ratting of the Shovel is another fun aspect of having it. It's gonna be a group effort so that will make it all the more interesting. So far, it has an alligator head, (a real one) mounted on the handlebars, a couple of sentimental muppets riding on the back, a St. Anthony statue, and a set of handcuffs (best if you leave that one alone). We have talked about other things we will do along the way, and of course, I'll keep you updated on the progress. I'm even open to suggestions from ya'll. If you care to send them to me, we will take them into consideration.

As for the road, well, it's been a little bumpy for me this last month. I spent much of the month in Pennsylvania, which was breathtakingly beautiful. All I could think about was how much fun it would be to ride up there. Mountains everywhere! I am adjusting to the loss of my friend, Booger and think about him very often. He'd said he wanted to come out on the road with me and I know he's with me every mile. There's just something different about being out there now knowing I can't call him up and share with him where I am and what I've seen. I'll get there. I have lots of people who like to hear my travel stories. Am I Blessed, or what? I know I am.

That's about it for now. Ya'll get some riding in. Summer will be gone before ya know it. Be safe!

Love,
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My name is Joey Stokes. I work as a plant electrician. I have been married to a beautiful wife for four years and we have a one year old son, Moped.

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

Everyone calls me Scooter. A couple of guys that I used to work with started calling me that one day because of how I was always scooting around the plant in a hurry. When they asked, like it really matters, if I minded, I simply answered, "I've been called worse."

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

Dad was a motorcycle mechanic when I was younger, so I always been around bikes, but I didn't get my own bike until three years ago when I picked up my trike, Baby is her name, from Mountain Creek HD.



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

I have taken several thousand plus miles trips over three day weekends since getting Baby. Frosty, Barbie, Red, and I set off one weekend to camp at Big Bone Lick State Park just so we could get a pic of our bikes in front of the sign. While traveling up 127, my pack bales around 65 mph, when it hits the asphalt a Powerade bottle that was in the front pocket shoots out like a rocket and chases Red down the backside of Signal Mtn. Only Red could have luck like that. We stopped and other than a few more scratches, my stuff was ok, but we never found the PowerAde bottle.

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

My Wife rides with me from time to time, but other than her, not really.

5) Have you ever had any serious wrecks?

I've had several close calls but Nope, thankfully never crashed. This brings another thought to mind though. Yes, I am short, yes, I am on a Harley, and no, I am not Wee-man, so stop trying to take pictures with your phone while driving before you kill us all.

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

On some weekend trips when we stop to eat, we get dirty looks from the church crowd, but other than that, I met many nice people almost everywhere I go.

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

Wal-Mart let's us park in front, that is nice. Tying the 50 pound bag of dog food on the back is a different story though.

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

To the big rock and then on to Crockets for lunch.

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

Around 15,000 a year.

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

Less meetings and more riding.



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