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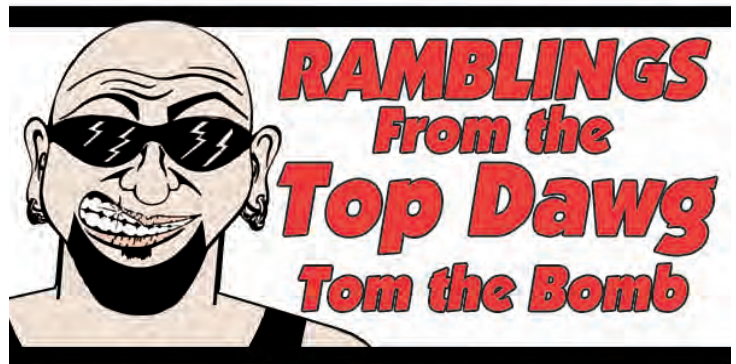


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It's December already? Okay, I know, the stores started putting up their Christmas decorations as soon as they took down their Halloween decorations, and everywhere I go, it seems I'm bombarded with Christmas themed advertising... but my bank account begs to differ – Christmas needs to wait a month or so. Right?

For years, I've thought about how great it would be if the people I knew got together and basically postponed Christmas for a week or two (without letting the retailers know). I mean, think about it... All the stuff you buy for your kids, other family and friends is usually on sale in the weeks following Christmas. That means, if you were to postpone your celebrations for a couple of weeks - everyone on your list could get more, or you could pay less. You'd be doing the stores a big favor by helping them get rid of unwanted inventory, and everyone would have a chance to re-write their Christmas list. I don't know about you, but in the weeks following those disappointing Christmas mornings when I find another lump of coal in my stocking, I usually end up spending my own money on the stuff I wanted but didn't get. (Come on Santa – I've been really good this year! Er, a little good this year?) If we postponed Christmas – someone else would have a chance to get you that do-dad you had your heart set on – but Santa didn't bring!

## CONTRIBUTING WRITERS

"Tom the Bomb" Blevins	Eddie Rahm
Gary Boyd	Keith "Angel" Riddle
Sandy Hodges	"Joe Cool" Wiram
Sandy Hoffman	Robert Zorn
Ronnie "Rock" Land	

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"Tom the Bomb" Blevins	Ronnie "Rock" Land
Frank "Boots" Coots	Eddie Rahm
Jimmy "Moleman" Cornett	YOUR NAME HERE!
Alan "BooBoo" Kelley	

Of course, Christmas is an exciting time for many of us, especially children. Not only is it the time of year when we celebrate the birth of Jesus, but it's also a time when we share what we have with those around us – letting them know we care about them. It's also the time of year when depression runs deepest. Please make an effort to extend the Christmas spirit you feel to everyone you come in contact with, especially those who are less fortunate, because you never know when it might make a huge difference (possibly even save a life).

That being said, please do what you can to support the upcoming area toy runs and Christmas related benefits, especially the Chattanooga toy run on December 19. It starts at Kmart on 58 Highway at 11 a.m.

I want to remind you about our all-new, interactive Web site that should be up and running by the time you read this. In the past you had to download your monthly issue in pdf format and then view it in another program. Now (or real soon), you can actually flip through the current issue right in your browser. Organizers of events will be able to post their events and have them instantly show up on our

events page. We will also have an online form to request a free display ad for your upcoming charity event.

When I hand a magazine to a new reader, they often ask me how much they cost. When I explain they are free to the public, the next question is always, "Then how do you make any money off of it?" This magazine has always been completely supported by our advertisers. Oftentimes, even our loyal readers don't understand that, or they take it for granted. As always; we want to strongly encourage everyone to support Road Rash Magazine advertisers – like when you do your Christmas shopping (hint-hint) - because without them – there would be no magazine. However, in these tough economic times we have searched out additional ways to generate revenue so we can keep this magazine coming at you each and every month. Individual readers have asked us for years what they can do to support the magazine. Now, we have added a great new way for readers to help keep Road Rash Magazine publishing every month.

For a couple of bucks a month you will be able to join the online

"Road Rash Zone." In the "Zone" you will have access to material that non-members will not. Members will be able to download back issues all the way back to our first issue in September 2001, view tons of unpublished photos from Biker Chick photo shoots, and see behind the scenes photos and video that no one else can. Think about how much fun it would be to look back and see how everyone looked eight years ago. Find that old photo of you in a past issue. Even re-read some of your favorite writers' past articles. The Zone members will have access to all this and much more.

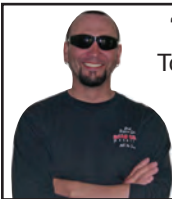
We need your support more now than ever. If you enjoy reading this magazine every month, then join the Zone. Surely we're worth a couple of bucks a month to you.

I hope everyone has a safe and happy holiday season.

Keep it twisted!

Tom  
THE  
Bomb

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# SPOTTED AROUND

Various pics by Tom the Bomb



A close-up photograph of a Christmas tree, densely packed with warm white lights that create a bokeh effect against the dark background. The tree's branches are visible, and the overall atmosphere is festive and cozy.

# **MERRY CHRISTMAS**

**from  
the  
Partners  
and  
Staff  
of**

**ROAD RASH  
MAGAZINE**

# ROCK'S TWO CENTS



While most motorcycle riders in this area have heard of and ridden the infamous Dragon and Cherokee Skyway, the Devil's Triangle is not as well known. I've heard about this route for years, but for one reason or another I have never taken the time to give it a try. One major

reason that these roads are not as well known is that they are on the way to no where. Unlike the Dragon, the Devil's Triangle consists of three Tennessee highways that don't connect any major cities. They are located in northeast Tennessee near the Kentucky border. When you look up "the sticks" in the dictionary there should be a picture of the Devil's Triangle area. If you listen real closely, you can hear banjo music. For a moment, I flashed back to the famous 1972 movie Deliverance, "I bet you can squeal like a pig. Weeeee"

On my customary Wednesday ride, myself, BooBoo, and Sandy Hodges decided to give it a try. It was a cool, sunny morning as we left Chattanooga heading up Highway 58. As we passed Oak Ridge heading northwest we could see Fork Mountain, Pilot Mountain, and Lone Mountain looming in the distance. Eerily, as we approached the area, the sunny skies turned to dark clouds that hovered over the Triangle. They

were not rain clouds, they were dark clouds striated with swaths of silver like they had been sliced with a machete. These were creepy, menacing looking clouds like something you would see in a Stephen King movie. We found a nice little cafe at the intersection of 62 and 116 and stopped for some lunch before we tackled the Triangle. Sorry, but the name escapes me. The hamburger I had, was exceptional and the guys seemed to like their fare too.



We headed toward Petros, Tennessee on 116 which is one of the corners of the Triangle. Unbeknownst to myself and my riding companions, Petros is also the home of the infamous Brushy Mountain State Prison. As we rounded the last curve before heading up Fork Mountain, there it was tucked in between the three mountains. An aging castle of despair in the middle of the wilderness. The prison that housed James Earl Ray until his death in 1998. It is a massive complex and it's gothic architecture added to the creepiness of the day.

Brushy Mountain State Prison was opened in 1896, but for a number of years prior to that, inmates worked in the local coal mines under an inmate lease system. As many as five generations of local families were employed by the prison. Brushy was closed in June of this year and it's inmates moved to a new facility in Morgan County. Fortunately, most of the prison employees were given jobs at the new prison instead of losing their livelihood. Brushy held

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some of the most violent inmates in the state and for a time held many death row inmates. It was the end of the road for many inmates. James Earl Ray escaped from Brushy in 1977 with six other inmates but they were recaptured three days later in the isolated mountains. It is said that the inmates were very happy when they were finally caught, due to the harshness of the terrain and the conditions in the mountains. A Morgan County commissioner suggested that the empty prison be used to house the detainees from Guantanamo Bay, but the offer was withdrawn after no public support was garnered. I got the quote of the day from one of the locals along the Triangle when I stopped at the Blue and White Service Station. I asked him about the detainee's possibly being housed at Brushy. He answered as he spit some chew on the ground, "if they got out around here we would have to take care of them." Based on his smile and the rifle strapped across the handlebars of his ATV, I don't think he meant that he would put them up for night and give



them a hot meal. Hot lead was more what he had in mind. We stopped at the first turn going up Fork Mountain for a final look at Brushy before letting the Wings loose on the Triangle. I already knew that the road was not as well maintained as the Dragon so caution was in order. The Triangle has sections that are dotted with homes and there are a couple of small businesses along the way. You may even encounter gravel across the roadway in some turns. The Triangle is not a road to be taken lightly if you are a new rider. It is also not a road that you want to let your sport bike get the better of your brain. Most of the road has no guard rails and there are no shoulders on the road. It's the road, the outside white line and a drop off of between 10 and 50 feet, so make sure you're on your line or you'll end up a tree ornament. In addition to all these hazards, you also have the locals on their ATVs riding all over the road. Evidently, this is a place where the cops don't go. It has the feeling that "mountain law" rules here. Locals rule and seem to ride what they want, where they want, anytime they want. Not that there's anything wrong with that. After all, it's their home, we are just visitors passing through. We did not see a single bike other than ours on the road that day. One more word of advice, don't be shocked if you hear a gun shot or two as you traverse the Triangle. Remember, this is the wilderness, the sticks, the backwoods, the hinterlands, the boondocks. This ain't your ride through the Chickamauga Battlefield or down Brainerd Road to your local bar.



At one point along the way you can get a good view of the massive 360 foot tall windmills on the TVA Buffalo Mountain Wind Park. These came as a big surprise. The last windmills I had seen were in Wyoming on our trip to Glacier last summer. For some reason I have always loved windmills. Maybe I have some Dutch in my ancestry I don't know about. Anyway, the mills are magnificent as they sit atop Buffalo Mountain turning quietly in the Tennessee winds and a real contrast to the rural mountain setting.

For directions, maps, and a much more detailed article on Devil's Triangle check out <http://tailofthedragon.com/DevilsTriangle/DevilsTriangle.html> I want to thank Ron and Nancy of [tailofthedragon.com](http://tailofthedragon.com) for the use of their Devil's Triangle patch and the photo of the roadway on Hwy 116. They have a real informative site and once you visit you'll want to bookmark it for future use. I go there regularly to keep up with The Dragon and Cherochala Skyway news. Until next month.

LTRNTT,  
Rock

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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.**

Retired Sgt. Jessie (David) Cliett III died October 9, 2009 after a lengthy illness. David grew up in the Brainerd area where he attended Brainerd High School. He was also a Viet Nam Veteran who served in the Navy on the USS Kitty Hawk. Returning to Chattanooga, he joined the Chattanooga Police Department. He was also an animal rescue advocate. He rescued a Jack Russell Terrier. The dog had been abused and David took the time, effort and patience to save this dog.



I met David in 1975, when I was a rookie police officer. At the time, he rode a Kawasaki 900, which he lost after a pickup truck pulled out in front of him. During his police career, he became the supervisor in the Traffic division and was also over the motorcycle squad. He escorted the Forgotten Child Santa train riding his police motorcycle in cold weather, loving every minute of it. He was an avid Harley rider, according to him no other motorcycle could compare. He loved riding and rode up until his illness made it impossible to ride. David was only 58 when he passed from this world and will be missed by all of his friends and riding buddies.

#### Ken Shrum

Brothers and Sisters;

We tragically lost one of our own on Halloween in north Georgia. Lisa Diane Hagan was killed at her home. Lisa was a beautiful vibrant woman in the prime of her life. She had raised her kids and was looking at the crossroads of

changing her life after a 27 year marriage to Terry Hagan. She loved her children and grand children: Terry Lynn Jr., Erica, Justin, Brendan, and Alex. She was raised in north Alabama and was a Crimson Tide fan always running her flag on her car.

She loved riding and the lifestyle. She always had her Harley jacket and clothes ready to go. You can see her pictures listed under Mac's Toy Run this year on roadrashmag.com. She is the little blonde with the big smile. Lisa never met a stranger. She always took time to talk. Bikers were her friends. She enjoyed riding, stories, neon and a cold one. She had intentions of finishing her dreams. She was a motivator. She went to many rallies, filled with excitement to see who she would meet and hear what they had to say. She was my lady's best friend. She and Shirley worked together and shared experiences. Lisa will be missed by many. Please think of her on the upcoming toy runs. She was buried in her riding clothes - ready to take her last ride. Roll Tide, Lisa!



#### Boots

Zack Nichols was involved in a motorcycle accident October 16 on Ringgold Road in East Ridge, TN. He sustained injuries including contusions and abrasions as a result of being hit head-on by a pick up truck. He is expected to recover fully and would like to thank those who helped him in his time of need.

Tommy Harris (Easy T) rides with the Mechanized Cavalry. About a month ago Tommy went in for back surgery and was not recovering as planned, he went back to the doctor and was diagnosed with a rare cancer called angiosarcoma. This has turned into the fight of his life. We ask that everyone keep Tommy, his wife Donetta, his son Andy and his daughter Lana in your thoughts and prayers. We pray he will soon be up on his Harley doing his favorite thing - riding in the wind.



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**ROAD RASH RACING TEAM  
2009 WRAP-UP REPORT**



In our first year of the Road Rash Racing Team we recruited 15 members, helped some folks make new friends, provided communications to help team racers to fellowship with each other at events, and accumulated one National Championship and two Regional Championships by three of our members. We hope our Race Team news and pictures have broadened the Road Rash readers' interests, with some different forms of motorcycling events and different folks than those normally featured in our magazine. Our team goals for next year are to double our membership, increase our number of female members, help our Associate Members transition into WERA Racing or Track Day events, pick up some local dealership racing involvement, and add some new Regional and National Championships to our racing accomplishments. Congratulations to Brett Bolton, Mark Keown, and Tyler Rahm for their success this year on the race circuit and we praise the Lord for a safe 2009 season. Some of our team members' 2010 season plans are listed below. Any of our Road Rash readers who are interested in becoming a member of the Road Rash Racing Team should contact me at the email address below. The cost of membership is free, the benefits many, and next year you may be seeing your pictures in Road Rash Magazine.

**Race Team Members' 2010 season plans**

**Brandon Carter**

I will be racing several classes next season. I will be aboard an SV650 and possibly a Yamaha TZ250. I am not sure of the classes yet, but they will include V7 C Super Bike. I will be racing in the Expert Class if WERA agrees (absent from racing for a period).

**Mike Senff**

I plan more Track Days and hopefully starting out with a trip to the Ed Bary Racing School at Talladega Grand Prix.

**Bobby Qualls**

I plan on racing WERA V6 Heavy weight and V6 Lightweight mid-central region and possibly other races.

**James Yearout**

My plans will go unchanged from the 2009 season. I plan to continue teaching and coaching at Track Days as much as possible for 2010.

**Kyle A'Hearn**

I plan on racing the 2nd half of the 2010 season (mostly to gain experience) after I graduate from college. A new bike is possible later in the year and I'm undecided on what it would be, but

probably a 600 for the C class.

**Kris Turner**

Kris will be racing AMA Daytona Pro Sport bike on his Suzuki GSXR600. Will also be racing some WERA events in 2010.

**Dustin Riker**

I plan on racing WERA next year but don't have any races or track time under my belt yet. I am getting my bike and gear ready for track riding as a winter project, so I should be ready to go this summer.

Note: Dustin is one of our Associate Team Members who plans on bumping up to Team Member next season by beginning his track experience.

**Our 2009 Championship Winners:**

**Mark Keown (#278)**

Mark won the WERA National Championship for Heavyweight Twins Super Stock for 2009. He will be racing an NPR Ducati prepped Ducati 848 on WERA Expert Heavyweight Twins, 600, and 750 classes, in the Michelin National Challenge and Pirelli Sportsman Series. He will also be riding a Ducati 1000SS for the NPR Ducati endurance team in the Bridgestone WERA Endurance Series, as well as some select AMA Moto-GT2 rounds.

**Tyler Rahm (#285)**

Tyler won a WERA Regional Championship in the Lightweight Twins Super Stock classification for the 2009 swason. This is Tyler's first year of racing and obviously a very successful start. He plans to continue WERA racing on his Suzuki SV650S in the Lightweight Twins Super Stock category but will be moving up to the Expert classification for the 2010 season. He may look at changing to a newer bike later in the season, but that is to be determined later.

**Brett Bolton (#570)**

Brett won WERA Regional Championships in the Superstock and Superbike classifications for the 2009 season. This is Brett's first year of racing and he had a tremendously successful effort with podium finishes (1st, 2nd or 3rd place) on almost every race he participated in. He plans to continue racing his Kawasaki 600 in the same categories next year but move up to the Expert classification.

**Eddie Rahm**

"Fast Eddie"

Team Administrator

eddieahm@roadrashmag.com

My thanks to Ronnie (Rock) for the Road Rash Racing Team t-shirts presented to our three 2009 championship winners. I took the pictures Ronnie used for the back of the shirts at the Road Atlanta Grand National Finals (last race of 2009). I recommend Quick Tees for all your custom apparel needs because Ronnie is a pro at anything he does!





## RIDE TO EAT

It's off to the Cookie Jar Cafe. If you have ever been there – then you know what I am talking about! The food is always good and the ride... Well the ride itself is worth the trip. I never thought I would ever eat fried meatloaf accompanied by turnip greens. Yummy! I did however screw up by not ordering a dessert. Oh well, I can just go back right? Call me. We'll plan another ride to the Cookie Jar.

I had chosen to ride with my friends WOW (Women On Wheels/Cool Lady Cruisers). "WOW is a national riding organization 3,000 members strong." Said Lynn Hash, Co-Director of Cool Lady Cruisers. The sky was clear and just the right temperature. I was very excited because among the usual Harleys were two other Honda Shadows. The ladies have various experiences in riding so they are always educating the newbies like myself. If you are a female planning to ride, or have been riding for sometime you should check these ladies out at [www.coolladycruisers.com](http://www.coolladycruisers.com). Men can ride also, however, they are referred to as "support members" and are required to ride in the back of the pack.

Our ride was lots of fun. We slowed as we came to an overpass. I was confused and did not know what the heck was going on. The ladies in front of me on the bikes raised their arms in the air. What, what is going on? Behold more women were waiting on us under this overpass, and they joined in the line of motorcycles. I was thinking, this is pretty cool. I have my sisters riding in staggered formation, riding to

symbolize a small part of what women can do.

We get to the Cookie Jar, which by the way has been featured on HGTV and in Southern Living Magazine. The first thing I saw was a big long gravel driveway followed by a gravel parking lot (I seem to find those). The BMW club was there too with about 20 cars! The restaurant was full of people but also very friendly. The food was all good, and the WOW meeting was called to order.

This is a good group of safe riders. Women, I was told, ride differently when they are away from their men. To me, that's the same thing as saying women are different on a girls night out. Which is so true! The group's purpose is to unite all women motorcycle enthusiasts for recreation, education, mutual support, recognition, and to promote a positive image of motorcycling. The local chapters ages range from teens to grandmothers. "These meetings are not just meetings. Every monthly meeting has an agenda such as maintenance meetings, bag check, clothing and apparel meetings are held as part of the education portion," said Joanne Peek, TN State Ambassador for WOW.

WOW was awarded the Hazel Kobb Brighter Image Award by the AMA. They do a lot of really great things. They meet once a month and ride twice a month. They will be helping 50 children this Christmas in our local area season with a wish item. If you would like to participate just look up their Web site.

Directions to the Cookie Jar: (from Dunlap) Take Highway 111 toward Chattanooga, take the East Valley Road exit, turn Left, go one mile, turn left on Kelly Cross Road, go one mile, and turn right at the Johnson Family Farm sign.

**Sandy Hoffman**

[sandy@roadrashmag.com](mailto:sandy@roadrashmag.com)

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On Wednesday, November 24, 1971, the day before Thanksgiving, a man traveling under the name Dan Cooper boarded a Northwest Orient Airlines Boeing 727 flying from Portland, Oregon to Seattle, Washington. Cooper was described

as being in his mid-forties, wearing a black raincoat, loafers, a dark suit, a neatly pressed white collared shirt, and a black necktie with a mother of pearl tie pin. Cooper handed a note to a young flight attendant who thought he was giving her his phone number, so she slipped it, unopened, into her pocket. But Cooper leaned closer and said, "Miss, you'd better look at that note. I have a bomb." In the envelope was a note that read: "I have a bomb in my briefcase. I will use it if necessary. I want you to sit next to me. You are being hijacked." The demands for \$1,000,000 in and two sets of note carried the items to be when it landed International Airport; if the demands were not met, he would blow up the plane. He instructed her to tell the pilot not to land until the money and parachutes were ready at Seattle. She went back to the cockpit to relay Cooper's instructions to Captain Scott.



me. You are being hijacked. The demands for \$200,000 (about today's money), parachutes. The instructions ordering delivered to the plane at Seattle-Tacoma International Airport; if the demands were not met, he would blow up the plane. He instructed her to tell the pilot not to land until the money and parachutes were ready at Seattle. She went back to the cockpit to relay Cooper's instructions to Captain Scott.

Following Cooper's demands, the jet was put into a holding pattern while Cooper's demands for \$200,000 and parachutes

were met. Meanwhile, Cooper sat in the airplane drinking a cocktail of bourbon whiskey and lemon-lime soda, which he would offer to pay for. The flight attendant who spent the most time with the hijacker remarked he "seemed rather nice," and was thoughtful enough to request the crew be brought meals after the jet landed in Seattle. In short time, airport traffic control radioed Scott and told him that Cooper's demands had been met. Cooper then gave Captain Scott permission to land and instructed Scott to taxi the plane to a remote section of the tarmac and also dim the lights in the cabin to deter police snipers. He instructed air traffic control to send one person to deliver the \$200,000 and parachutes, unaccompanied. A few minutes after his demands were met and the goods were transferred, Cooper released all 36 passengers via the aft stairs. The pilot and part of the flight crew were not permitted to leave the aircraft.

After refueling, Cooper carefully examined the ransom and parachutes, and then ordered the flight crew to Reno, Nevada at a low speed of 200 mph and an unusually low altitude of 10,000 feet. Cooper then ordered Scott to leave the cabin unpressurized, which would limit the sudden rush of air exiting the plane and ease the opening of the pressure door if he were to attempt to exit the aircraft for a subsequent parachute landing. Cooper then ordered the entire crew to remain in the cockpit, leaving him alone in the cabin. The crew started to notice a change of air pressure in the cabin and soon found that Cooper had lowered the aft stairs and jumped out of the plane never to be seen again. At the time Cooper jumped (about 8:13 p.m.), the plane was flying through a heavy rainstorm, with no light source coming from the ground due to cloud coverage. He initially was believed to have landed southeast of the unincorporated area near Lake Merwin, Washington, but the precise location remains unknown. Nearly two and a half hours after



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take-off from Seattle, the plane landed in Reno with the aft stairs dragging on the runway. After communicating with Captain Scott, it was determined Cooper was gone, and FBI agents boarded the plane to search for any evidence left behind. They recovered a tie and a mother of pearl tie clip, and two of the four parachutes. Cooper was nowhere to be found, nor was his briefcase, the money, the moneybag, or the two remaining parachutes.

Despite aerial and ground searches of the projected 28-square-mile landing zone no trace of Cooper or his parachute was found. After a combined six weeks of searching the projected drop zone, one of the most intense manhunts in the history of the northwestern U.S. revealed no evidence related to the hijacking. In late 1978, a hunter walking just a few flying minutes north of Cooper's zone found a rear stairway Cooper jumped from, with instructions on how to lower the aft stairs of a 727. On February 10, 1980, Brian Ingram, then eight years old, was with his family on a picnic when he found \$5,880 in decaying bills, still bundled in rubber bands, approximately 40 feet from the waterline of the Columbia River five miles northwest of Vancouver, Washington. After comparing the serial numbers with those from the ransom given to Cooper almost nine years earlier, it was proven that the money found by Ingram was part of the ransom given to Cooper. Ingram's discovery of the \$5,880 reinforced the FBI's belief that Cooper probably did not survive the jump, in large part because of the unlikelihood that such a criminal would be willing to leave behind any of the loot for which he had risked his life. On December 31, 2007 the FBI issued a press release containing fact sheets and never before seen photos, including a sketch depicting Cooper as they believe he would look now, in an attempt to trigger memories or



useful information regarding Cooper's identity (now referred to as D.B. Cooper). But, 38 years after his historic plunge into the depths of the dark we are no closer to knowing the fate of D.B. Cooper and the remainder of the money.

Cooper was basically a common thief, but one thing I have to give him credit for was his detailed planning, even if it was for the wrong purpose. There are many organized cycle clubs or groups in our community with varying agendas and purposes, but one thing each group must have in order to survive is adequate planning. There have been many groups to spring up over the years with great intentions but subsequently dropped out of sight due to a lack of planning or proper organization. Your group leaders need your encouragement and appreciation for their efforts in providing you with a group you feel a part of, warts and all.

Those who claim to be Christians should have lives that reflect the same commitment to planning that is a necessary ingredient for the survival of organized groups. We should each have some type of plan as to how we will serve the Lord in some type of ministry, whether it be writing a column for a magazine, serving at one of the homeless missions, teaching a childrens Sunday School class, or wherever we feel the Lord is leading. If you just don't know what the Lord would have you to do and feel like you are in a rut, just start a plan and adjust it as you see what appears to be working and what is not working.

**Eddie Rahm**  
 "Fast Eddie"  
 eddierahm@roadrashmag.com

P.S.: Isaiah 29:15 Woe to those who go to great depths to hide their plans from the Lord, who do their work in the darkness and think, "who sees us? Who will know?" Kind of sounds like it was written to D.B. Cooper doesn't it?

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# This & That



It appears that last month's article stepped on some toes. When I mentioned evolution, I was doing so in jest. That is not to say that evolution does not exist; to wit, someone I know recently purchased a Gold Wing. This guy is a year-round rider who is up to the task of any ride at any time to anywhere at the drop of a hat. It goes like this: Amelia (my beloved spouse) and I visited our daughter and her then-hubby by surprise one day. Lo and behold, there was a cycle in the garage. They had hidden it from us... they didn't want us to worry! Well, as we left their abode, Amelia mentioned that we should purchase a scoot and ride with them. The next day we proceeded to purchase a Yamaha 650. We rode that a couple of months before realizing the lack of power. I thought a 650 would be ok. Well, when we had to take a mountain in third I was convinced it was time to trade up. So I went to the Victory guys and got their cruiser. That thing was very fast for such a large bike. I actually did a few wheelies with it and rode it two-up out west to Minnesota, through the Dakotas, on to Yellowstone, Tetons, Glacier and Colorado and back. The problem was coming back. The ECU melted in Grainfield, Kansas. Other problems: the clutch cable broke within two weeks of purchase and again a month later; the yellow running lights melted their plastic housing so we wired them for turn signal use only; the seat was hard as a rock and had to be replaced if you wanted to ride more than 80 miles at a time; the mass air sensor failed; the throttle position sensor broke and the clutch diaphragm cracked. At any rate, we traded that for a Yamaha Royal Star V-4. It had a hundred horses, shaft drive, cruise control, no vibration, air shocks and forks. We rode that on several lengthy hi-mileage vacations and got great gas mileage (40-45 m.p.g.

two-up). It was quite fast when you wound it out. The only problem was it had an extremely wide ratio between each gear. I had it up to an indicated 135 miles per hour once. It was a good scoot, but was a tad like a Klondike 'ho: big brutish beast that required your constant full attention to make it perform. Enter Rock. He and Boo Boo had recently up and bought Gold Wings just prior to their ride out west. That was a little overboard, as far as I was concerned. Too many gadgets; I hate gadgets and techno stuff. Besides that, it doesn't even look like a motorcycle! Rock (with help from Boo Boo and later from Gary) browbeat me for seven months. I did an excellent job of holding my own: I was not going to be swayed in my conviction. Eventually Rock and I switched bikes one day on the way back over Fort Mountain. My assessment? The Wing is very fast (+/- 150 mph), very smooth (six-cylinder with absolutely no vibration!) and very maneuverable. As a matter of fact, it excels in everything. So I purchased one. I had been quite content having what I didn't know I didn't have. I now smile every time I get the opportunity to ride - even if it's just to the post office or grocery store. Surprisingly, it's as easy to ride in slow traffic as it is on the highway or in the twisties. It probably goes without saying that I like the thing. But it will be a cold day before I start purchasing all the bling offered in the catalogs. As you know, I hate chrome. Too much glare and too much time required keeping it shiny; the Wing has none of that to deal with. That just means more time riding and less time polishing. I guess this is our combination birthday, wedding and Christmas gifts to each other this year. And probably next year, too!

Hope ya'll had a wonderful Thanksgiving and hope you have a blessed Christmas! Remember to keep the true meaning alive!

Ride on.  
Sandy Hodges

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## AIN'T TOO OLD TO ROCK 'N ROLL

Attached is a photo that I took of a couple that I met at the Bow Hill I-5 northbound rest stop. He is 99 years old and she is 90 years old. Those numbers are correct. They are from the Lake Superior area in Michigan, and were headed to Bellingham to visit his cousin. His wife was headed to the rest room, and I pulled up next to them to chitchat.

I asked him jokingly why he didn't have a port-a-potty in the sidecar for her, and told him that I had a microwave on board... He laughed. I continued to talk with him and after awhile I just had to ask, "May I ask you how old you folks are?" He said, "I'm 99 and my wife is 90!" I said, "Yeah right!" (I'm glad my bike was on the side stand.) He said, "If you

don't believe me I will show you my license." Sure enough, he went to the trunk pulled out his wallet and license and handed it to me. It was a Michigan license, with the date of birth July 25, 1910. I told him he didn't look it... 75 or 80 something maybe... At that point I was in awe! I asked permission to take the picture shown, but it really should go on a Wheaties box.

They had just come up through Seattle and said the traffic was not so good. They said it was hard to concentrate with the congestion, people switching lanes, and slamming on brakes, but they all seemed to know where they are going and all were in a big hurry. (I had to agree with that one.) His wife was a very pleasant lady to talk to. She said they had to hole up a day in a motel in North Dakota because of wind and rain. The bike they were on was a Gold Wing 1500. The wife couldn't remember what year it was. I told her not to fret about that, because they all look the same... She said they got the sidecar when her husband didn't feel he could hold the bike up safely. "He only weighs 135 pounds," she said. When she told me she was also a Breast Cancer survivor. I had to shake her hand. We soon mounted up and departed our ways, but it sure would have been fun to talk with them longer. They reminded me of a classy couple that had a few bucks and just stepped off a Cruise ship...

*Editor's Note: Thanks go out to Charlie Brown for this submission. This pic was taken in Winterhaven, FL by the brother of Charlie's girlfriend who wrote the above article. We appreciate submissions from our readers.*

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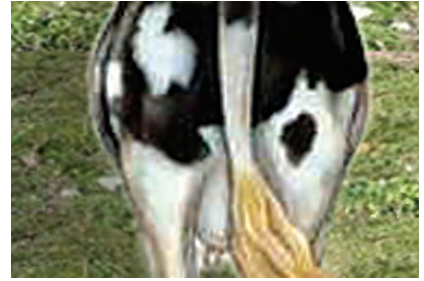
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## Joe Cool's Biker Health

As Christmas approaches, I wonder how Santa Claus is holding up. This is the busiest time of year for him and his elves. For many years Santa has done so much for all the children of the world, as well as, those who are still children at heart. But has anyone done anything nice for Santa lately? In the spirit of Christmas I am going to help Santa improve his health and fitness.

It is well known that Ole Kris Kringle has always had a weight problem. With this added body weight, the Jolly Old Elf is at high risk for cardiovascular disease. Santa might have a heart attack or a stroke while delivering toys on Christmas Eve. Also, when he squeezes through chimneys to make toy deliveries his big belly will make it more difficult. So losing some weight through a nutritious diet and regular exercise will make his job easier. I suggest that Mrs. Claus insure that Mr. Clause eats more fresh fruits and vegetables, as well as, drink plenty of water. Also, Santa needs to walk around the North Pole for at least 20-30 minutes a day. I suggest that Santa do some extra core exercises to improve his abdominal muscle tone as well. After all, his belly shakes when he laughs



like a bowl full of jelly.

Santa, I want you to stop smoking your pipe. Smoking will increase your risk for heart and lung diseases. The second hand smoke can affect the health of your elves, which will increase your health care costs. If you quit smoking, you and the reindeer will find it easier to breath when you are flying in your sled at higher altitudes.

One last concern that I have for Santa's health is his apparent problem with alcohol. His red cheeks and bright red bulbous nose is indicative of alcohol abuse. Perhaps an intervention by his loved ones will help him with his drinking issues. An occasional nog and rum with the elves after work is no big deal. But, some people just can't handle their liquor.

I hope that Santa will take my suggestions to heart and make better lifestyle choices to improve his health and fitness this holiday season. If you can relate to Santa and his health issues, you can benefit as well by changing your lifestyle. I hope you and your's will have a happy and healthy Christmas.

Be cool and stay cool,  
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# The Newbie

## TOUGHER THAN YOU

I'm tougher than you. Way tougher. I'll prove it. See, first off I'm a Marine, so that should remove any doubt you may have regarding my claim. Secondly, I'm a Yankee. So while I enjoy your warm spring and long fall, I have camped in the snow – in a shelter I made myself. I also ride my bike every day: rain, cold, dark, heat, sun – regardless, I ride. I'm not saying that no one could whip me in a toe-to-toe scrap, but I am saying I'm tougher than you.

Now to prove it: a wise man once said that you have to be tough to be stupid. Since I'm so much stupider than you, I must – by default – be tougher than you. I have a great example of this. I was running a little late to work. Now this is far from unusual. I'll take an extra five minutes of sleep any chance I get. Mornings just aren't my thing. I normally end up hopping on my bike without a proper pre-ride inspection. I was a helicopter crew chief in the Marines, and one of my primary duties was to preflight the helicopter before we took off. I know the value of making sure your machine will operate as expected. I also know what happens when your ride quits working at an inconvenient moment. You can pull to the curb if you're in your cage, but bike problems... well, I just sorta assume they're a bit more like helicopter problems. I figure it's difficult to handle a bike in traffic when a tire goes out or something else major goes wrong. Better to know it's operating correctly before you take off.

Back to my point. I was running a little late, so no look



over for my bike. I was in one of the two lanes turning left from East Brainerd Road onto Brainerd Road (across from Ultimate Cycle). The traffic light turned yellow, and I twisted the wick a little to scoot through. The guy driving the pickup in the left lane decided he wanted to be in the right lane. The only problem was that I was in the right lane. About the time I was almost even with his rear bumper he got a whole lot bigger - and fast. I jammed on the brakes, slid sideways for a few feet, got it straightened out, avoided both the telephone pole and the truck, and laid it down nice and easy. I wrestled with it, trying to keep it up, but I just didn't have the skills to keep her vertical. Now my first reaction was less than kind. I was feeling a little bit scrappy and let the driver know my displeasure. I'll admit that my reaction didn't set a soothing tone for the encounter. Fortunately Rick was understanding and didn't take offense. In fact he was tripping over himself to make sure I was okay and apologized profusely. After a moment of adrenaline fueled rage I realized that I was unharmed and could safely pull my head from my butt and cope. Rick offered to call the cops for me. Three things occurred to me. One: I was okay. Two: The bike seemed okay. Three: No offense to the fine folks in law enforcement, but I tend to try and avoid cops. Maybe it's my tattoos or my blue Mohawk. Maybe it's my natural aversion to authority. But a good friend of mine heard that I was writing for Road Rash and offered me a little gem of wisdom. He told me to never, ever, ever call the cops. He assured me that no matter what the situation, no matter how bad it seemed, things will always get worse after the police get involved. No need to debate that, feel free to agree or disagree. I'm just saying that his advice came to mind.

# SMOKE HOUSE LOST TAG CONTEST

We will be hiding the Road Rash lost tag each month. Find it and win a **FREE CABIN FOR A NIGHT, DINNER FOR TWO, and a SIX PACK** from our good friends at Jim Oliver's Smokehouse.



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Take 41 Alt N 15.1 mi. then go left. Go 3.4 mi. then turn left. Proceed 16.3 mi. to the XXIX mile marker. I'm within XV paces of the bike in the pic at right. Be nice and leave a note telling the next person that the tag has been found. You might need to brush up on those roman numerals



Turn the LOST TAG in to the cashier at the Smokehouse to redeem your prize & get your pic taken with JD Oliver for the next month's magazine. You are only eligible to win once a year.

Factoring everything together I assured Rick that I was okay and that we didn't need to hassle our good civil servants over such a trivial encounter.

But I did want to get out of the road. My shifter was bent a little, so I had to kick it to get it straightened out enough to drop into neutral and push the bike out of the road. What did I do next? I looked the bike over very – very – carefully, started it up, stuffed my broken mirror into my pocket and rode on into work. I rode down Brainerd listening and feeling every vibration and shudder. Seemed fine to me, so on I went. It occurred to me somewhere around Moccasin Bend that if I were to discover a problem with my ride on Brainerd when I was going 40 it would suck. If I were to find the same problem on 24 while doing 75 it would be a very bad day. I slowed down a little at that point, but not much. Tough and stupid. Then I realized I was bleeding. Not much, just enough to remove a few skin cells and allow a little fluid to seep through. I must have scraped my leg on the brake pedal or something. That didn't slow me down either. No sir. No Sponge Bob Squarepants band-aid for me. I even skipped the tourniquet. See how tough I am? I'm so tough that I didn't even know that my tank was dented until a buddy of mine went out to look at the damage and told me about it. And if it had been leaking? Maybe I would have smelled gas, or maybe not. Wonder how tough I'd feel practicing my human torch act....

The good news is that Rick is a standup guy. He met me at Ultimate so we could get an estimate. Now this is a good looking bike if I say so myself, but it ain't no show bike. If you recall my August article, I'd already laid it down once (second day I owned it) so it wasn't exactly pristine to start with. I told the fellas that we didn't need to replace every last piece of chrome on it. A little scratch here, a ding there – who cares? Call it character and move on. But I will need a new

clutch perch for my mirror. Some of you are too tough for mirrors, but I actually like to look and see if I'm about to be crushed before I change lanes. I'll do a head check, but the mirrors are nice. They let me see who's flying up on me with the intent of running me over. I'll also need my shift pedal replaced (or hammered flat again) because I've noticed that it occasionally gets hung up since Rick and I tangled. The big question is my tank. I see no need to replace it – almost \$800 was the estimate – but if I get it fixed they tell me that they'll have to paint it and I'll lose my neat-o red pinstripe flames. I'm kinda partial to them.....but I also wanna get rid of the unsightly blemish. It's not as big around as a baseball, and not even a half inch deep. But a dent is a dent, and character or not, who wants that?

Rick said that he wants to make things right and fix the bike – down to the last penny. While I appreciate that, I don't see any need to take his money to fix everything. And I'm not going to take advantage of him and upgrade my bike and accessorize it on his dime like a few friends have suggested. Since we didn't call the cops – my choice – insurance won't help him. As of right now I'm going to get half the estimated cost of repair from Rick and cover the other half myself. Seems fair to me.

Now all I have to do is avoid laying my bike down for a while longer. Capt'n Mike has threatened to name me "RoadRash" if I don't stop. Good name for this rag, but not so swell when I'm tagged with it. Just remember: it helps to be tough if you're going to be stupid. See you on the road.

**Angel**  
roxy.n.angel@gmail.com



# Busa Doe Tech Tips

## Motorcycle Drive Systems:

You should understand what makes your bike move, and how to keep it moving!

In the pursuit of riding bliss, we often forget the part that makes it all go forward. The drive system is a crucial component of having a fun day on two (or three) wheels. So, let's talk about a few things you should know about your drive system.

There are four basic drive systems: 1) belt, 2) chain, 3) shaft, and 4) happy feet.

1) A belt drive system is basically two pulleys and a really strong belt. Now for you really technical folks reading this, yes there is more to the system, but we are just talking basics here. These belts are not cheap, and usually made from a compound that includes Kevlar, which makes them really tough. However, as anything under this much stress, these belts can wear and/or break with time. A belt drive system has guidelines you must follow. The following are some basic guidelines, and by no means meant to be a complete service guide for belts and pulleys. You should refer to your favorite service center for more specific maintenance guidelines for your bike.



The pulleys and the belt need to be visually inspected each time you ride, and a full inspection made approximately every 3,000 to 5,000 miles. But at home, you can do a good basic inspection approximately every 1,000 miles in between the service intervals. The belt and pulley should be checked for dry rot, excessive wear, and damaged teeth. A belt drive system has to have a certain amount of tension to work correctly depending on the application. Check your owner's manual for proper free play in order to let the swing arm travel appropriately. If the belt is too loose, it could damage the belt and/or pulleys. If the belt is too tight, it could severely damage the drive system by placing too much tension.

Proper adjustments to this system are critical to even belt wear and pulley health. Also, riding two up will play a role in the adjustments, so make sure either do the homework on the spec for your bike, or you point out your riding habits to your favorite service center when adjusting the drive system. If you do it yourself, consult your owner's manual for your model for specs on drive system adjustments. To do a basic inspection service on your belt, you only need a clean rag and a bike stand. I recommend not using lubes or even cleaning solutions on your belt (unless extreme grease/oil is present). I know there are those that recommend this, so do as you will, but my experience has been those items cause more issues than they fix. If you find oil or grease on the belt, clean it off as soon as possible with a rag. Then follow the evidence to try to determine where it is coming from. Oil or grease, if left on the belt, will decrease the longevity of your belt significantly.

While you are down there, take a look at the pulley in

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the rear and check for broken/missing teeth, fractures to the metal, deep abrasions, or evidence of "belt wobble." Check the belt for broken teeth and dry rot or unusual wear markings. If you see such evidence, contact your favorite service center to get a full inspection of the drive system. Normally, you can't see the front pulley and if you are seeing such damage to the rear pulley, the whole system may be in danger. Belt drive systems are considered very smooth rides. It has less noise and less back drag when serviced properly than chain systems, thus if you notice sounds and/or vibrations coming from this type system, you should again have a full inspection. Replacing a belt can get pricey, as you many times have to remove the swing arm, primary cover, replace lost fluids/gaskets, and realign the pulleys on some models in order to change it a belt. Just taking the time to do a quick inspection now and then can save you money and even an accident from breaking a belt.

2) A chain drive system is what many of us are used to seeing on our bikes, especially if you have been riding for many years. Bikes since the early years have used chains for drive systems because they are fairly reliable, and fairly economical. But in actuality, the use of a chain is for simple high performance. Chains are able to put more power to the ground faster. Chain manufacturers have put a lot of effort in developing new designs in chains that increase strength and performance. Some of these performance chains can be very costly, but give the rider a big jump in performance. The chain drive system is not really all about quiet, smooth power. Chain tension and service limits vary from chain to chain. So, you need to check your owner's manual for these specifications prior to doing service yourself to a chain. The "two finger" press method of checking a chain is not really what you need to do.

After purchasing a new bike or putting on a new chain, it is important to check chain free play after 50 miles or so, and adjust if necessary based on given specs. You can do so again with just a bike stand or jack to free up the rear wheel and a clean rag or two. First, clean the chain with a rag (hint: use a little kerosene or a good chain cleaner). Dry it off using a clean rag. When you have the correct specs dialed in, lube the chain with a good chain wax or lube. When lubing the chain, be sure to check for kinks, damaged/worn links, loose pins, or stretch spots. Always inspect sprockets for damaged or worn teeth, cracked metal, "sprocket wobble," and unusual wear patterns. Be sure to lube the inside chain parts as well as the outside. Oh, and please be careful not to get your fingers caught in the sprocket as you turn the wheel... (I did that one time... luckily it was not Sunday due to what I yelled out loud). I guarantee that if you do it once, you'll be extra sure to not do it again. I recommend that a chain needs to be serviced not just lubed. A clean chain that is serviced correctly as above will last a long time. Chains should be visually inspected before every ride, and fully inspected approximately every 300 miles, or before you leave to ride on a long trip.

3) A shaft drive system is strong, quiet, fast, full of encased small metal gears spinning with a lot of tension placed on them, not easily inspected at home, and did I say expensive to replace? ...Need I say more? While anyone will tell you this is a wonderful type drive system, and the riders using it will say it is "simply the only way to ride," understand you should just leave maintenance of this type system to your favorite service center. You should visually inspect the casing and shaft area now and then to look for damage or leaking grease/oil. However, do not take the casing apart at home and expect it to be easy.

4) A happy feet drive system is probably the oldest system out there... It is reserved for when the other types of system may not be working. This was the case during a recent ride to the Dragon where a major malfunction in the drive system caused us to activate the "happy feet" system. In this type drive system, simply make sure you are not in your Sunday church shoes, and inspect the surface of the road for slippery oil or grease. Then just pump your feet for a while and experience the ride!

If you have any of these type systems (even a happy feet drive system), and need advice and/ or service to your system, stop by Ultimate Cycle in Chattanooga and let me assist you.

Be safe, ride far, and come see me!

Robert Zorn  
"The Busa Doc"



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## THE VIEW FROM THE WING



It's Christmas time in the city. I know, I know, Christmas already? It seems as though we just got done with Labor Day. Merchants in a rush to shore up their bottom line are shoving Christmas down our throats a mere four weeks after Labor Day. That means that I better get serious about my Christmas planning. Let's see; ride today, ride tomorrow, ride the next day. This isn't so hard after all.

I started to think about my Christmas shopping and what to get people. It is such a hassle to go shopping and such. I just hate it. I would prefer that we would just have another Thanksgiving for Christmas. No expectations of a white Christmas, no running up credit cards to buy that perfect gift that will be forgotten in three weeks. No disappointments because some spoiled little brat only received a brand new Toyota for Christmas while her best friend got a new BMW. It's the sad and tragic Christmas stories like that that just bring tears to your eyes.

Thanksgiving, as it is, is the perfect holiday. American's celebrate Thanksgiving regardless of their faith. It is a great time to stop and thank God (for those who are wise enough to acknowledge his existence) for the many blessings that we have living in this country. Even today, in this economy, with greedy insurance companies and even greedier lawyers causing our healthcare to be in crisis, (of course, no mention of tort reform in our healthcare package), and with the earth melting away thanks to flatulent cows, we have plenty to be thankful for. We can be thankful that our president won the Nobel Peace Prize. He watched college football last weekend and is now the leading candidate for the Heisman Trophy. I just hope that he stays away from the Miss America Pageant.

Thanksgiving is not without work as it can be a real trick to put together a "perfect" Thanksgiving. Thankfully the NFL usually supplies the entertainment so that we can avoid actually talking to each other after eating. If your team wins, it's a perfect day. Unfortunately, we still have to watch the Detroit Lions.

There are hours of food preparation, hours of setting the table, hours of travel, minutes of food consumption, hours of clean up, and hours of sleeping in our chairs after putting on "buffet pants" (sweat pants). Thoughtful family and friends will invite you to either wear or bring your buffet pants so that you will comfortable after the meal is consumed. That way,

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everyone can expand, er, relax. Or we used to.

But not now. There's no more time to relax. We have to hurry and get home and so certain members of the household can get up at 3 a.m. and hit the stores on Black Friday! It's free-for-all shopping, stores open at 5 a.m., and you had better be in line for the good stuff because they just won't make any more. The invasion of Normandy had less strategy than some of these shopping excursions. It cost a lot less, and there was less loss of life. Would you want to be a Wal-Mart greeter at the opening of Black Friday? Maybe marketing executives should handle that job – they created the situation. So thank you, retail merchants, you have now ruined Thanksgiving also. In fact in the Chicago area stores are now opening at midnight so that you can avoid the Black Friday rush. YUK!

I avoid the Black Friday rush by going riding. I head for the hills. No matter what the weather is, it is a good day to get out of town. Of course I love just riding so any excuse works for me. But under no circumstances will I get close to Hamilton Place Mall for the next five weeks. That's not riding, that's parking. And though I am a regular shopper at some of those retail establishments I will not spend a dime there in the next five weeks.

But I do need to get my wife, Kim, the perfect gift. Wherever shall I go and whatever shall I get her. After seconds of pondering what to get her, I decided to go to her favorite store, the one that sells motorcycles of course, and to get her something very special. I looked at the armored riding suits that would protect her in case of an accident... a new helmet? Chaps? Gloves? Heated gloves? Great ideas all of them, but I found what I wanted to get her: a set of valve stem covers that will send a digital number to a key fob with the exact tire pressures of both wheels. Perfect! She will just love them.

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Of course she does not have her own bike so we will have to install them on mine. Oh yeah, I know what you are thinking. What kind of self-serving jerk buys his wife a Christmas present to go on his motorcycle? Am I just an insensitive, self-absorbed greedy little weasel? Or am I really a loving and thoughtful husband looking out for best interest of my wife?

Of course it is the latter and not the former. You see if I were to have a problem with my tire pressure and not know about it, it could cause handling problems with the bike and we may even lose control. She could get hurt. Then who would cook? Or if the tire pressure is too low and I don't catch it right away, it would cause premature tire wear and that would result in spending more money on tires and she would have to work more hours, and again, who would cook? But the very best thing about this gift is that she no longer has to get on her hands and knees in the gravel before riding each time to check the air pressure. This will be a labor saving device for her. Am I not just so thoughtful? Also it will leave more time for her to polish my bike. Perfect. Tell me that I'm not the perfect husband.

Christmas is a great time to remind people of how we feel about them. Every year at this time each of us struggle to find the perfect gift to express our love. Every year many husbands make tragic mistakes by getting their wives presents that plug in. Or exercise equipment. Either one can be hazardous to your health. And if anyone should care, I find that I feel really loved with a new Gold Wing. Or cash. I can be made to feel loved with lots of cash.

But that is not what Christmas is about. Christmas is about the birth of Christ. The Savior. The Messiah. As C.S. Lewis said, "The Son of God became a man to enable men to become sons of God." Christmas is the time for us to

remember how much our heavenly father loves us. Even you. For Jesus was born into this world for you. Even before you were ever born, God wanted to have a relationship with you. He already knows you completely and loves you anyway. So this Christmas, give yourself the perfect present: a personal relationship with the very God that created you. It's easy to do. Just ask Jesus, He brings home strays all of the time. Doesn't matter where you've been, who you are, or what you've done. It was and is the perfect gift. And one size fits all.

*Note to Sandy Hodges: Congratulations on the most intelligent purchase of your new black Gold Wing. Of course you made the right choice and got the right color, unlike others we know. The espresso machine goes in the left saddlebag.*

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**14th Annual**

**NEW YEARS  
DAY RIDE**

**11:00 a.m.**

Leaves from Sportsman's Warehouse lot @ 153 & Lee Hwy. Ride is FREE and is led by the 2010 CMA Road Captain. A special pizza buffet at Pizza Hut will follow the ride for \$9 per person. ALL riders are welcome.

The length of the ride will be adjusted by the temperature of the day.

**423-322-4442**



My name is Joe "Bouncer" Crumley. I am married, with two wonderful children, and three awesome grandchildren. I do remodeling and painting. I am very active in the recovering Community and very proud to be a member of the Association of Recovering Motorcyclists (ARM). My most interesting hobbies are fishing and golf and riding my Harley.

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

They call me Bouncer. I got the name from my son because I used to be a Bouncer in a night club.

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

I started riding in 1976 and it was 350 Honda

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

2000 miles, 2 years in a row to Wisconsin. We were riding in a large pack and a tractor trailer almost ran us off the road. Both years.

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

Yes, my wife, daughter and our son. We have our own pack!!!

**5) Have you ever had any serious wrecks?**

A bolt came loose in the front end of the 350 Honda and it locked the bike down, which sent my knee through the windshield.

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

Not that I am aware of.

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

Freedom



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

Riding on the open back roads. The Blue Ridge Parkway is my favorite.

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

Probably 15 – 20,000 miles a year.

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

Helmet laws. I think everyone should have the right to choose.

We want to thank Joe for taking his time to sit in our infamous Hot Seat. He answered all our questions without a flinch. If you see Joe out and about, ask him to sign your copy of Road Rash Magazine.



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**ROAD RASH**  
CHATTANOOGA

**Kmart**

**Registration: 11 a.m. - ABO: 12:15**

**STARTS: HIGHWAY 58 K-MART**

**ENDS: ROSS' LANDING**

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