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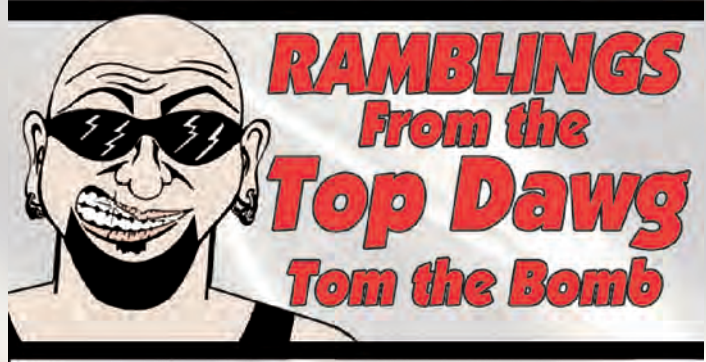
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The weather has been crazy lately. Hopefully, by the time this magazine goes to print, things will have leveled off – but right now, it's hard to guess whether I will be able to ride in a t-shirt and jeans, or if I'll need to break out my winter gear. One day it will be sunny and in the mid 70's, and the next day, it'll be raining and cold. Being April, I'm sure I will have my share of rainy days where I arrive at my destination soaked to the bone and be forced to drip dry. It happens every year. I know April showers bring May flowers and all that – but I wish it would only rain when I'm sound asleep. Do you think maybe we could fast-forward through these "drip-dry" rainy days and get right into "raccoon eyes tan line" Summer? I long for the days when the sun warms my back and the smell of honeysuckle vines meet me around every other curve. I know, I know... If it weren't for the rainy and/or cold days, I would probably start taking the really sunny and beautiful days for granted.

I told someone the other day that I try to avoid watching the weather reports altogether. I mean, unless there is some seriously tumultuous weather heading straight for me, I'd rather just not know. I mean, whether there is a 10 percent chance of rain or a 70 percent chance – I'm one of those guys who is just going to ride anyway. I am lucky enough to ride a bike with a lot of storage space, so I just try to bring along enough protective clothing to get me through most things Mother Nature could throw at me. A lot of the time, the forecast is incorrect anyway, so why worry?

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Everyone knows someone who is really into weather, and can always spit out the highs and lows for the next week or so, even giving details as far as wind direction and speed, etc. I know a couple of people just like that. I will admit – when I’m caught in a thunderstorm and trying to decide if I should head out or hang out – I’ll call one of those guys and just start a random conversation. In no time, without me even asking, I know they’ll tell me how strong the storm is, which direction it’s heading, and how long it will last. It’s like having my own personal weather team, only when I need them. Give it a try next time!

The only time I really pay attention to what the meteorologists have to say is when I’m planning a big outdoor event, and I’m worried about the weather affecting the turnout. Then again, a lot of times, once the planning ball rolls past a certain point, there’s nothing you can do. Several event organizers I know have decided against “rain dates” because their existence seems to hurt turnout when the weather is “iffy.” Apparently, if it’s cloudy, and there’s a published rain date – there’s a certain percentage of people who automatically assume the event will be cancelled. Come to think of it, from my experience, once an event is rained out, participation always seems less than expected

during a rain date. Therefore, I think all events should be “rain or shine” and just take their chances. Besides that, a poker run isn’t really as much fun unless you get soaked once or twice in the process...

Speaking of events... Our event listings have really taken off this Spring. The warmer the weather gets, the more people are out on their bikes, and the more events seem to crop up from out of the woodwork. We have the most complete and up-to-date (constantly updated) listing of local events on our Web site. So, please check out our online Event Listings (www.roadrashmag.com) before you make plans.

As always, I’d really like to encourage all of our readers to blatantly support the Road Rash Magazine advertisers. In order for this area to become more bike-friendly, the motorcycling community has to show support for local bike-friendly businesses. Support those who support you!

Keep it twisted!

*Tom
THE
Bomb*

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One of Our Own Legend Series

Charles "Charlie Brown" Neal by Rock

I haven't known Charles "Charlie Brown" Neal for long, but since meeting him at the Soddy Daisy Toy Run at Butch Burrough's Charlie's Restaurant in Soddy Daisy last year, our paths have crossed on numerous occasions. It's amazing how two people can grow up and live in the same town and have many of the same interests, yet their paths have not crossed. I did find out that we both attended a James Brown concert at the Memorial Auditorium in 1967. Charlie is a strong supporter of most toy runs and other charitable events in the area. The day we met was cold and he was riding his 2002 Honda VTX1800 (our cover bike this month). His bike caught my attention immediately. I liked the retro look he had achieved with his Honda. I was also looking for new prospects for our One of Our Own series and I thought Charlie would be a prime candidate. We set up an appointment to meet for an interview. After talking with Charlie at length in the Road Rash office, I quickly realized that he more than filled the requirements for our "Legend" series. (While anyone who rides will be considered for our One of Our Own series, our Legend Series is reserved for people that have been involved in motorcycling for more than thirty years and are accomplished in the field). I was blown away with the all the familiar people Charlie talked about and the life he had lived. Charlie Brown had a story to tell, and luckily for me, I was the one that was going to tell it.

Instead of starting at the beginning, I'm going to start with the 2009 World of Wheels in Chattanooga. Charles Neal was given an award by the ISCA (International Show Car Association) this year. Charles was given a Longevity Award, which means that he is the longest

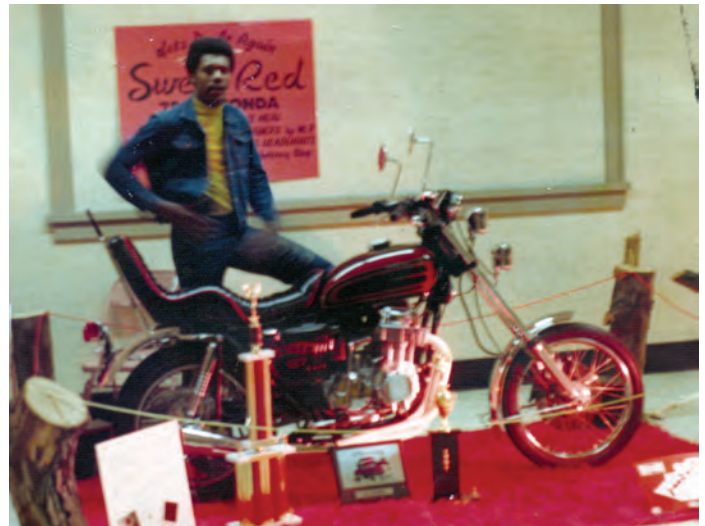


continuously competing entrant in the annual Chattanooga World of Wheels. Promoter, Sonny McClain, and Charlie's old friend and mentor Carter Hamilton presented the prestigious award. Carter Hamilton has been Charlie's friend for well over four decades and (as you will read later) was instrumental in Charlie's first admittance to the World of Wheels.

Charlie has competed for 40 straight years in the local event. This year he entered his Honda VTX1800 trike. It took the first place in the Custom Trike class.

Charles Neal was born in 1947 in Chattanooga, Tennessee. He attended Orchard Knob Elementary and Junior High schools and graduated from Riverside High School in 1966. After high school, Charlie worked at Standifer Motors on Dodson Avenue from 1966 to 1975. He worked as a mechanic and then a new car prep and installation tech. He continued working at Standifer off and on after they moved to their Chapman Road location up until 1995. Charles worked at Siskin Steel from 1978 till 1989. From 1989 to present C.B. has worked at Erlanger Hospital as a hospital police officer. He currently is working at Erlanger North. Charlie also owns a car detailing business. His clientele have their vehicles picked up and delivered after Charlie's masterful touch of detailing is completed. On a more colorful note, during the early '70s he also worked for the infamous Billy Hull of the Lion's Den and Castaways Clubs on Brainerd Road. Charlie told me that local legend "Chattanooga Charlie" and Carter Hamilton were both great inspirations in his life.

Like many of us of that era, his first two-wheeled experience was on the seat of a Sears moped, which he





“co-owned” with a friend. He told me he rode the tires off his piece of two-wheeled history. In 1968 he purchased a 350 Honda from Honda of Chattanooga on Glass Street. He kept that bike for a year and a half and then moved up to a Honda 750 in 1969.

That Honda 750 was where he got his start in customization. Charlie painted the bike red, put on six over forks, four into one Hooker headers, and had Vance Dobbins on Rossville Boulevard do the paint and pin stripping. He dubbed the bike “Sweet Red” and it was his first entry in the World of Wheels in 1969. In 1977, Charlie purchased a Kawasaki LTD 1000 from Moe’s Kawasaki on Hogan Road in Rossville.

Those of us who are old enough to remember know that race relations were almost nonexistent in the '60s. According to Charlie, “Black people stayed on the downtown side of the McCallie tunnels and rarely ventured into Brainerd.” I say all this so you will understand what happened to Charlie when he applied to his first World of Wheels taking place at the Memorial Auditorium in 1969. He submitted the application and pictures of his bike by mail and sent in his application fee. He was pleased when he found out that he had been accepted to participate in the show. On the day of the show Charlie showed up with his bike and



paperwork, but was turned away at the door because he was black. It seems that there had never been a black man in the Chattanooga World of Wheels. Well, as it worked out, Charles Neal would be the first and would be around four decades later.

Charlie called his friend and mentor Carter Hamilton and told him what had happened. At the time Carter had some pull with the powers that be in the World of Wheels and went to bat for Charlie. He told the World Of Wheels that they WOULD let Charlie participate in the show. Charlie was then admitted and shown to his display spot – in the basement, in the hall, right across from the elevator. Carter had some pull, but he wasn’t a miracle worker. Charlie didn’t complain or make waves, he just set up his display. He told me that he didn’t want people to know that it was a black man’s bike so he would stand away from his bike and watch the people as they looked over his pride and joy. Guess what? Charles “Charlie Brown” Neal won first place in the mild custom division with Sweet Red. He was off and running in his long career of customizing motorcycles and cars.

Charlie showed various motorcycles in the W.O.W. from 1969 to 1977. From 1978 to 2003, he showed his various custom cars. He started showing bikes again from 2004 until receiving his Longevity Award in 2009. In 2008, his Honda VTX1800S won the Honda Hoot in Knoxville and Charlie and his bike were featured in Honda’s Red Rider magazine. His VTX trike also won second place at the 2009 Easy Rider Bike Show in Knoxville.

I want to thank Charles “Charlie Brown” Neal for letting me feature him in our magazine. It was an honor for me to tell his story and I am proud to have him as a friend. If you see Charlie out and about, ask him to sign your copy of Road Rash Magazine. Charles Neal is definitely a Chattanooga legend.



ROCK'S TWO CENTS

Reprinted from June 2007
in Memory of Ellen Pitman



My regular readers know that I've mentioned a lady on a pink scooter that I see on Brainerd Road every morning. She rides in the rain, and she rides when it's 20 below. I finally got in touch with her and here is her story. Before I introduce her, I want to tell you a funny story. It was absolutely raining cats and dogs as Moleman and I stood under the awning at Quick Tees. The forecast was 100% rain for the day and our trucks were sitting out front. Suddenly we heard the whining of a scooter and here she comes in the driving rain in a bright yellow poncho blowing in the breeze. I looked over at Moleman and said, "I guess this means we're wimps" We both laughed at the humor of the situation. Take notes leather wearing, toy owning wannabes, Ellen is a real biker. Now, here's Ellen Pitman's story, in her own words.

Let me tell you my story - My brother had a motorcycle (325 or something along that size) and he TRIED to teach me to ride it over 20 years ago. I couldn't get over the surge when you shift gears and said I would NEVER ride a two wheel motor vehicle again

I have a job at Eastgate Mall and when I got hired I

didn't have to work Sundays so I used the local bus (Carta) About three years after getting hired we changed clients and Sunday was now required. If you know anything about Carta you know the bus service on Sunday is extremely limited even with the very few routes that do run. I tried looking for rides (from Hixson) and that only works if you work the same Sunday as someone willing to pick you up. I tried cabs and even with the discount they give to regulars it was \$50 round trip. My brother rides a bicycle now and told me it would not be feasible to ride a pedal bike all that way, so I looked into a scooter. The automatic transmission did away with the surge fear and all I had to do was get over the fear of traffic, speed without protection and weather.



My first scooter was a 49cc TNG. Stan (Scenic City Scooters) delivered it to my home 9/2005 and told me to ride it around the parking lot until I got used to it (maybe a week). I took it to

church three days later. Riding around in circles gets old very quickly. After that I only rode it to work when I had to and was still taking the bus the rest of the time. We had

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a training class 2/2006 and I had to be there before the bus could get me there so I had to ride it every day for a month. At 5 a.m. there is very little traffic but at 3 p.m. it is almost rush hour. Once I rode daily I got over my fear of traffic and started riding every day all the time. I had a couple of 'near misses' that let me know lack of heavy traffic does not mean lack of dangerous drivers in cars. The thing about a 49cc and the S curves on Hixson Pike is that it is dangerous because the uphill drive is too slow. I would be doing 20 mph in a 40 mph zone and drivers don't like that. They tolerated me, though, because I always stayed in the right lane.

When I was tired of being a slowpoke and sure I could handle something bigger I traded in the 49cc for my pink Buddy 125. I still don't need the motorcycle endorsement on my DL and I can keep up with traffic now. I have ridden in rain, cold, fog, and wind. I learned to ride in the rain when I didn't take the 49cc out of Hixson unless I had to. Rain makes me nervous but I'm not afraid. I just drive careful and expect everyone else on the road will just as courteous as they always are and that they probably can't see me. I picked the pink because I thought it would be a more visible color than black or orange (the only other colors in that model at the time)

As a transplant from Chicago in 1992 the cold only bothers me on the scooter because it is hard to keep your hands warm. You can layer and bundle everything but your hands and face.

Wind is scarier to me than rain (unless I get them together) because it is harder to control the bike especially

on Veteran's Bridge. I just hang on and keep on scootin'

I've ridden in fog a couple of times. Patchy fog is OK because even if it is thick you're not in it very long. We had a thick fog a few months ago and I expected it to clear before I got out of Hixson. It only got worse. I was very fortunate that a Bellsouth truck was in front of me most of the way and was one of the few vehicles driving slow and smart. I was comfortable with his speed and with the distance I had between his truck and me. I have decided if we have that kind of fog again I will pull over and be late for work

I don't think I'm anything special because I ride the scooter no matter what. It is my only transportation (other than public) and I like the freedom of getting home in 40 minutes as opposed to two hours. I also have found that I enjoy the ride (even when I'm nervous about the wind or rain) You can't beat the price to fill up either because my Buddy gets 90 - 100 mpg. If I had known it would be this much fun I would have done it as soon as Scenic City Scooters opened



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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.



I was sad to hear that Ellen Pitman had died as a result of a wreck on Brainerd Rd on Friday, February 27, 2009. She was hit by a careless driver who "didn't see her". Ellen was on her way home from work on a drizzly Friday night. Tom the Bomb called me as he passed the accident and we wondered if it was Ellen. In my heart I knew it had to be because I couldn't think of

anyone else that would have been out on a scooter in that kind of weather. Doctors had to amputate part of one of her legs and she died the next morning. I was honored to do an article on Ellen in June of 2007. She was an inspiration to me and anyone else who saw her riding to work in rain or 20 degree weather. I will miss seeing her bright yellow parka passing Quick Tees every morning. In memory of Ellen I am reprinting my column with her story on page 8. Ellen, you are now riding with the angels. - **Rock**

My name is Ken McVey. I am Ellen Pitmans Brother. I had the opportunity to meet you at Ellen's funeral and I wanted to take this time to say thank you and all the other "bikers" who came to give her the send off she deserved. I would also like to thank you for honoring her by leading her to her new home. I know some of you didn't know Ellen personally, which is something I have been thinking about since all this happened. In a way, you knew her better than I did. What I mean by that is, we (Ellen, myself and my brothers) all live in different parts of the country and even though we knew each other, we didn't know the day to day personal things. A lot of people saw her every day coming and going on her scooter. Someone said that she'd become a symbol of sorts with the color pink that is used so much today for things such as breast cancer research and other charities. I myself feel she also symbolized a sense of freedom and independence that so many take for granted. For those who were privileged to see her on the road every day, I envy you - because you were able to see the Ellen I didn't get to see. We were always worried about her being alone and by herself, but with all the people she touched, she never really was, and I thank you all for that. Well, I think I've rambled on enough, again thank you.

Ken McVey

Rock,

Thanks so much for letting me know about Ellen's tragic death while riding her scooter. The two-wheel community

in Chattanooga has lost a sweet, sweet woman and we have lost a friend who was part of the scootering family in Chattanooga. It is so unfortunate that someone who apparently didn't respect their privilege to drive a car enough to carry the legally required insurance could take another persons life in the blink of an eye.

Ellen was known around the city as "the lady on the pink scooter" and there are very few people that didn't see her at some point in time, somewhere around Chattanooga. She wore some pretty outrageous outfits from time to time but as she said, it was so that she would be seen by other drivers, and seen she was.

Ellen rode out of necessity, as she never owned a car. She rode all year and in any kind of weather. The only thing that stopped her was snow, and she didn't like fog very much. While she had a driver's license, she was just not comfortable driving a car. Up until five years ago, when she purchased her first scooter and began her trek from her home in Hixson all the way to downtown on Hixson Pike and out MLK through the Brainerd tunnel to Eastgate Center where she worked in a call center, she had never ridden anything with two wheels.

Before she got the scooter, it would take her two hours by bus to get to work. The scooter cut her commute to about one hour and the scooter gave her the freedom to get around without relying on a friend for a ride or the bus. Plus, she truly loved riding the scooter having logged over 20,000 miles on her pink scooter in just three years.

She loved posting on the various scooter bulletin boards and offering guidance that her years of riding experience had taught her, always stressing safe riding and keeping your scooter in top shape

Ironically, she had begun taking Highway 153 to Lee Highway in the morning to further reduce her commute time. I cautioned her to be very careful on 153 and she told me that she only goes that way in the morning when the traffic is fairly light and still takes her regular way home in the evening so that she wouldn't hold up traffic.

While we never know God's plan for us, I would be willing to bet that he has put her to work as a two-wheel rider's guardian angel... Look around and she will be riding right there with us.

Hugh Schein

Pink Helmet

I am attempting to introduce you to what the Pink Helmet means in 2009. Ellen Pitman wore the pink helmet she rode a pink scooter. We buried her last week. She was killed on Brainerd Road on her scooter. She was a leader and pioneer in the spirit I am going to try to explain. A feeling all motorcycle riders share: the knowledge of riding on the edge of danger with a reward of being in control of your choices and destiny. I feel that I should qualify myself as someone who knows this feeling. I am a Chattanooga and have been riding for 40 years. I started on a bike you had to kick-start: a Panhead. I got my schooling in places known as The Rustic Room,

Neighbors, and Buds. I met and looked up to role models who had infamous handles like Spider, Squirrel, Big Mike, Case, Crook, Waterbed, etc. They were old school riders who taught me a code. I learned that men treated their bikes, families, and women with care and respect. They often had grease on their hands; early day pioneers with a renegade spirit. These men and their families lived their lives around their scooters. They had good work ethics, and enjoyed their lives.

This spirit of the modern day woman rider, who can wear any color helmet or ride any style of bike, is a reflection of a person who does not accept the status quo. Never settling for less than the best they can do. Our country is ripe for the subtle revolution that is occurring in the family. Our men are strong and supportive of the new woman riders. They feel the term "Go get them girl" works. These men respect that these ladies are taking the same risk we are, and feel the same pride when riding down the street. There is still a strong feeling of rebellion in today's riders. The motorcycle rider is more popular now. It looks to me like we are all freer and proud when we run along side a string of bikes on the road in our cars giving the "go get them" support to people of all ages who wish they could be riding in the wind. We will miss seeing Ellen riding in Brainerd. In a lot of ways everyone who saw her was riding on the back. She deserves the recognition of being a pioneer herself. And anytime you see a lady who has taken up The Pink Helmet spirit, please remember that Ellen would say "try riding yourself." In fact she is probably riding a pink scooter right beside us all. Thank You Ellen Pitman.

Coots



This is an update on Lewis Leach. For those of you that may not know him, Lewis is my fiancé. He was an avid motorcycle lover and rider. Close to the time before we were to be married, he was in a terrible motorcycle accident. He has been in a coma since that day. Here is an update of how he has been doing.

April 30, 2006 was the day Lewis Leach had his motorcycle accident. It will be three years that he has been in a coma this month. Lewis is receiving care at the Health Center at Standifer Place. He is in Room 619B, by the window. His room is located on the bottom floor of the main building in the C Wing.

Lewis has remained strong during his time in a coma and continues to show progress each day. His progress is slow but it is progress. He has overcome so much trauma. He will continue to succeed which will involve great challenges for him. Lewis is very fortunate to have so many friends that pray for him, which God can't ignore!

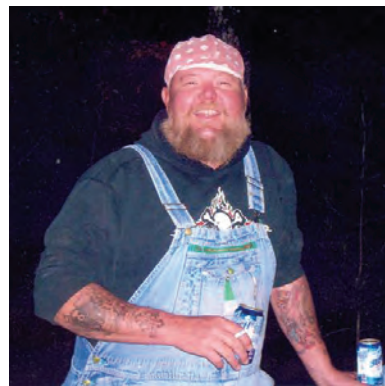
His personality still shines through by his wonderful expressions. I think I speak of them to everyone but I am so thankful for them. He makes my day when he smiles or smirks at me. Yes he still points his finger and of course you have to take it! I can tell when he is happy, worried, sad, thoughtful, complacent and hurting. Lewis cannot talk yet or communicate but he is trying so hard. Lewis is definitely determined to speak and is beginning to express anything he does not like loudly which proves he is aware and hears everything going on and he whispers too when conversation is going on around him. Lewis can be stubborn, as we all know. He may not always react as

I wish or expect him to but he definitely hears everything said to him.

Thank you, everyone, for your love, support and encouragement and the visits you have made to Lewis over the last three years. I am with Lewis in the evenings after work and on weekends. If you don't want to come alone I will make time to be there with you. I know most of you have wonderful stories about Lewis. Please come by and share those stories with Lewis and tell him who you are. It will help his memory to hear your voice... and if you want you can read him Road Rash Magazine.

Please call me if you would like to hear more about Lewis or directions to Standifer Place.

Elaine Wolfe
423-309-9621
God Bless You.
Elaine Wolfe and Lewis Leach



On February 19, 2009 "Big Joe" Thompson lost his battle with cancer. Big Joe was a Mom/Dad to his little girl, which he raised on his own for 13 years. He was a wonder dad, friend and very well known and missed by all of his biker friends. Anyone who knew Big Joe knew he would give the shirt off his back to help them whenever they were in need. He always

had a smile on his face and a good sense of humor. Even up until the day he passed, he always had a positive attitude and made sure unfinished business was taken care of. We know if there is a Panhead in heaven, he'll be riding. We love and will miss you. R.I.P. Big Joe.

Steve and Dawn Mullis



Family and friends of Douglas "Wedge" Morrison gathered at the Sugar Creek Cemetery to Honor his memory and admire the the magnificent headstone now in place. It was a comforting occasion and the family is grateful for all the support.

HERE'S THE RUB

"Awww Baby, Me Gotta Go Now!"
Louie Louie, by the Kingsmen

I have thoroughly enjoyed writing for Road Rash. I think, however, that I may have simply run out of interesting things to say.

This was never meant to be a monthly column. It started out as a tongue-in-cheek alternative to Rock's staunch stance on never towing a motorcycle on a trailer. It escalated into a see-saw battle with each other on topics like riding in cold weather (or the rain), what constitutes a "biker," the importance of keeping your ride clean, wearing "factory approved" apparel, that new bike smell, which side of the motorcycle you mount the bike from, and a whole slew of topics where if Rock said black, I naturally countered white. Readers seemed to enjoy this on-going rebuttal as if we were the Yin and the Yang of the motorcycle world. There seemed to be at first a never-ending supply of material, as you just had to pick any motorcycle-based subject and you could figure out our two opposite viewpoints (road bells; Rub loves them, Rock despises them!). Truth be told, we were really more like



two sides of the same coin and there was a little "professional wrestling" spin in our exchanges. As we got to know each other, we found we had more in common than either of us would publicly admit. The thing we had most in common was our mutual friend, Jimmy "Moleman" Cornett. Moleman and I ride together a lot and he leaked back to Rock that I really wasn't the Rub (Rich Urban Biker) persona that I was pretending to be (actually, I think I was, but Rock cleverly used Jimmy's friendship subversively to turn me to the dark side). My original writings were meant to be more of a "letter to the editor" and not a three-year run of private thoughts on a public address system.

Looking back, it is easy to see that "The Rub" facade died sometime back and my topics morphed from weekend-warrior riding reviews to that of my latest Iron Butt runs; running the Canadian border and making it back home in a three day weekend or crossing multiple time zones in sub-freezing temperatures. I ride regularly with "Rah-Rah" and "Reverend Booger," two of the other regular staff writers. The female synopsis of our journeys or the perspective of a genuine road-dog will certainly be of more interest than anything I might have to say; but don't be surprised if you detect a little of my viewpoint in their future missives, as I intend to serve as an unofficial editor, proofreader, and storyline generator for both of them.

I strived to throw Rock a curveball each month, and it was flattering when the topic of many of my columns spurred further discussion by other writers. I am proud during my tenure that other new writers began to write

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columns, the magazine started featuring motorcycles other than Harleys, it went from black and white rag-stock to shiny-gloss paper with color pictures, and additional advertisers came on board. I don't think my writings had anything to do with this growth. Rather, I credit the wisdom of a management team that was not afraid to publish writings that differed with their own thinking and also being wise enough to make other shrewd business decisions. It took courage recently to seek a format in print that was more suitable for display in business and homes. The magazine is evolving. The thing that I hope will never change is their commitment to remain "local" and to their roots. There are a ton of "motorcycle advertisers" out there and new ones seem to pop up every day. I like that "The Rash" publishes local writers, covers local events and features local riders. I browse the other publications but toss them in the garbage because they contain little to hold my attention or warrant saving. It has been fun to run into people who have read my column and have said they could relate, or that it generated discussions amongst their friends. Many people tell me they read the magazine "cover-to cover." This is good, as advertisers need to see a return on their investment. Chattanooga and its surrounding area has an active "biker community" that wouldn't be the same without Road Rash! With their coverage of local events, anyone from the area can open the magazine and see someone they know or even themselves. You don't get that with other bike publications. I like that this magazine features "real" motorcycles that are ridden and "real" riders that are out enjoying themselves – not posers.

My ego would like to think my departure will leave some void, but it will probably be more like pulling a hand from a

bucket of water and looking to see what kind of a hole it left behind. I encourage you... Yes you to seriously think about sitting at the keyboard this month and pounding out a blog or toting your camera to the next event, and declaring yourself a freelance Road Rash writer or photographer. It is that easy. But don't be surprised if it changes your perspective and a different personality emerges as you become more involved in the Chattanooga area's true motorcycle scene. Oh, by the way just for the record, Rock has only been right about 90 percent of the time! Most people would be happy with that kind of track record but the 10 percent of the time he is not right drives him crazy. Of course, Jimmy and I will always be there to rub it in! So, one last time...

I am the Rub... and I am out of here!



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MCIC NEWS

**NEXT MEETING:
 April 2, 2009
 @ 7pm @ Riders Bar**

The March MCIC meeting was called to order March 12 at Rider's Bar and Grill (on the corner of Brainerd Road and Lee Highway in Chattanooga). The clubs that were in attendance are as follows: Outlaws, Black Pistons, Freedom Riders, Aggressive Behavior, Southern Souls, Southern Journeyman, Christian Motorcycle Association, Steel Brothers, Road Benders, Underworld, Alhambra Easy Riders, Black Angels and A.R.M.

"Tom the Bomb" (from Road Rash Magazine) went over last month's minutes. Danny Thompson of the Freedom Rider's MC spoke of their fifth annual poker run for the Make-A-Wish Foundation on April 25, 2008. (If you would like more information you can call Gerry Vandergriff at 423-304-0640 or ask any Freedom Rider). He also offered donation buckets so that any of the other clubs could place them in their clubhouses or offices to help collect donations for the children.

John Rider from "Rider's Resort" spoke to the group about his new 50-acre campground made mainly for a nice place for bikers to go. The great ride there is near the Cherokee National forest and full of beautiful scenery. Rider's Resort has great food (and beer), cabins for rent, refreshing scenery and all of the roads are paved. Please join them for a lot of fun.

One of the owners of "Triple D Cycles and Trading Post" (just off 58 Highway, near Gant Road) stopped by to let us know he has just opened. If you need cycle repair or a good place for food and beer, stop by and join them.

Charles from the Alhambra Easy Rider's spoke to the group about his friend Chuck's visit home from the hospital. There were over 200 bikers that showed up to say "hi" to Chuck and give him hope to keep hanging in there. For those who do not know, a car ran over Chuck and left him on a respirator and in a special hospital for the rest of his life. So, kudos to you Chuck!

Charles also wanted to relay that his running buddy Dan, who many of you know, was found dead at his home on March 6, 2009, at the age of 52. Charles says that although Dan won't be literally riding beside him he will be riding with him, always.

"Harley Charlie," who has been in the biker community for as long as most can remember and is a member of the Freedom Rider's MC, recently had two heart attacks. He has been out of work for several weeks, and as most of you know, the bills don't stop coming because you can't work. A motion was put forward to the MCIC board that we donate funds from the treasury to help Charlie out. The board voted to give Charlie \$500. The owners of Rider's Bar and Grill (Randy and Debra), also made a donation to Charlie. We hope that he will recover quickly and can get back to doing what he does best.

We talked briefly about Ellen Pitman's funeral ("The Pink Scooter Lady"). About 14 local bikers made an appearance for support and the family asked if they would lead the funeral procession to the cemetery, which they proudly did. The family stopped by the Road Rash Magazine office a few days later and dropped off a thank you card to those bikers. Most of the bikers didn't even know Ellen but, they respected "The Pink Scooter Lady" for her independence and dedication. It's time that we promote "biker awareness" even more than before.

Tom the Bomb explained the sign up box on the new Road Rash Web site homepage (www.roadrashmag.com). By entering your email address, you are automatically signed up for Road Rash Magazine's updates and will be kept better informed on late-breaking news such as Ellen's funeral. Also, Derrick Pendergrass from the Steel Brothers MC volunteered to create a new MCIC MySpace page and keep it updated.

Tom the Bomb reminded everyone the Biker Tees For Troops campaign was still going on and asked everyone to contribute their new or like new motorcycle-related t-shirts to injured servicemen and women. You will find collection barrels at several Road Rash Magazine advertisers including Rider's Bar and Grill.

Derrick Pendergrass with the Steel Brothers spoke to the group about their Big Hearts for Little Hands Black Jack Poker Run in May. He explained that all money is kept local and goes to the unit taking care of pre-mature babies. It begins at Thunder Creek and ends at Ultimate cycles with food, drinks, live bands and awards being given out.

Yog from CMT/ABATE addressed the group, talking about the helmet bill. He explained that Tennessee area insurance companies are fighting against it. We have until March 24 to call or e-mail our representatives to let them know that we want it to pass. He also made informative literature available to everyone.

Tom the Bomb explained they are gearing up for the Road Rash Biker Bash August 14-16. There will be lots of food, vendors and bands. He explained that advance tickets were on sale via roadrashmag.com and that clubs or groups who want their own port-a-potty could pre-arrange them at cost (\$100 per unit).

The next MCIC meeting will be held at Rider's on April 2. If anyone would like to speak to the group at that time, please let us know ahead of time. We welcome any newcomers.

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Okay folks, I just got in from bike week and my deadline was yesterday - so I have to get some words on paper. I thought all week about what to write and to be honest, I came up with a great big blank. So, after several starts and deletes, I decided that after 11 years of going to Daytona every spring, I would give my advice on how I think everyone should "do" Daytona. Now, keep in mind that this is my opinion and it's exactly worth what you paid for it.

Let's deal with getting there first. Now, I am not going to go on a rant about riding versus trailering. I have done it both ways and like to keep my options open. My most favorite way to go is to load up the bike, go somewhere south of Valdosta, unload, ride all over the state, then come home. Being as I have gone solo for the last five years, the advantage of having a truck two hours away can be a lifesaver even though this is the first year I've had that safety net during that five years. As long as you get there, it really doesn't matter how you do it. Heck, as far as I am concerned, you can disassemble your bike and ship it UPS. The method I like the least is to haul bikes all the way into Daytona, unload them, and ride back and forth to Main Street (I will get into my problems with Main Street and such in



a minute).

With that said, I will move onto where to stay. I personally like staying an hour out of Daytona. Rooms are cheaper, places are less crowded, and you get the chance to ride a good bit every day. Some of you might be thinking, why go to bike week if you're not going to hang around with other people on bikes. The one thing I have learned in the time I have been going is that

bike week is not limited to Daytona. The entire state gets invaded with motorcycles. No matter where you go, you meet other people riding and it's that type of interaction I like. I have met people from all over the world just by stopping for gas on my way in and out of town.

That brings me to my last and final subject: what to do while you are there. Now most of you know I don't drink, but if you want to that's okay with me. Just stay off of your bike and don't run me over. The way I see it, Main Street has three main purposes: drinking (I think you know why I don't go to main street for that), people watching (while this is interesting, my legs start to hurt after awhile and finding a place to sit on main street is near impossible unless you are drinking), and spending money (I have enough black t-shirts and leather for now). The way I do the one or two days I hit Daytona is to get an early start at the North end, hit Destination Daytona and the Iron Horse, move on to make the required cruise down Main Street, then go by the Krispy Kreme near the speedway for coffee and a dose

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of sport bike insanity. Then I get out of town. The next day, I go South of town and hit all the high spots that are there (The Cabbage Patch, Pub 44, and The Last Resort), and then get out of town. That is about all of the crowds, traffic and hassles I can stand. The rest of my time I spend exploring parts of Florida that I have not seen. I have been to places that even people that live there don't know exist. In fact, this year, I even found a Pittman Florida. And since that is my last name, I thought that was cool.

Before I close I have one last thing to say. It was with great sadness that I read last night online about Ellen Pitman "the pink scooter lady." I personally never got to meet Ellen, but for a person to impress two grizzly old bikers like Rock and Moleman she must have been something real special. This type of tragedy is exactly what I was talking about last month. Listen people, it is time for us to stand united. People are getting killed and punishment is not happening. Yes, I know, I don't know all the facts. What I do know is that Ellen was hit by a driver that failed to yield, that driver violated the Tennessee insurance law, and the Chattanooga police are still investigating. From what I saw online last night, we had a scooter rider and a bicyclist both killed in a week's time. It's time for our lawmakers to forget the lobbyists and start punishing people that do this. In closing, my thoughts and prayers go out to all of Ellen's family.

Until next month, ride safe, ride smart, and ride often.

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This & That



I really hope all of us appreciate the area in which we live. The scenery really is spectacular year-round. Our terrain being somewhat mountainous, seasonal variations can be more pronounced. I'm not sure any individual season is more impressive than any other; we have remarkably temperate weather, and each season produces both concerns and joy for riders. Of course, safety and defensive riding should be the paramount consideration when we ride.

In my humble opinion, summer evening rides are the greatest! Daytime temperatures can produce slippery tar snakes; they are just waiting for you to lean a little more than you should. Riding in city traffic can be almost unbearably in the summer. Nighttime riding can cure that problem, and is great fun, but that presents another slew of pitfalls. There is an abundance of events and group rides. I'm uncomfortable riding with groups; I prefer to ride either alone or with two or three other riders. I feel much safer as I know the folks I'm riding with and have insight as to their riding abilities and individual styles. Summer is usually good for about 10,000 miles, and of course transcontinental rides rule! But I digress.

Fall is a really neat season for riding. Fall air is crisp, clean and invigorating; the incredibly blue sky when seen through remaining leaves can be awe-inspiring. And I don't mean that in the same sense as the currently over-used "awesome." It's the awe-inspiring that demands that you stop riding simply to appreciate the moment. An inordinate amount of time can be spent stopping and observing. But then, no one should be in a

hurry when riding among such outstanding surroundings. And you must be aware of falling leaves! Quick directional adjustments while on leaves can be devastating. It's almost like being on snow.

And speaking of snow: winter is actually my favorite time to ride. There is very little traffic and the views are unobstructed by foliage. I find this combination irresistible. The only drawback is the added amount of time required to prepare. I weighed all the riding apparel the other day. Helmet, balaclava, goggles, long sleeve t-shirt, additional sweater, riding jacket with quilted liner, heated gloves, leather bottoms over jeans, double socks and weather-tight riding boots: 24 3/4 pounds! That's on top of my questionable beginning weight. Come to think of it, I alone could be exceeding the max weight suggested for the motor! But again, I digress. The roads open up in winter; you can see farther ahead. You discover lazy sweeping turns that aren't there in other seasons. Traversing "the Dragon" is much quicker in winter since you can actually see through to the next couple of turns. Winter on the Cherokee Skyway is remarkable. You meet perhaps one auto and a couple of motors on the entire 50 miles. It is imperative to be aware of the weather on the Skyway. Unexpectedly seeing snow piled up on the side of the road when you're aggressively leaning into a turn is pucker-inducing! Winter's version of summer's tar snake is the ice snake: a thin melted-snow line that has crossed the road and frozen over. High pucker factor when you cross one of those! And then there's the fog. Once it was so thick... How thick was it? ...It was so thick that we could see the centerline only by looking straight down. We couldn't see anything in front of us. It was below freezing and beginning to drizzle so we couldn't stop or we'd have been stranded. The only choice was to press on regardless. As we descended on the Tennessee side, the weather began clearing. If you are prepared, and expect the unexpected, the unexpected becomes expected. I guess. At any rate, it serves one well to be prepared. We probably log as many miles in winter and fall as in

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summer. But again I digress.

Spring is probably the most anxiously-awaited season for most folks, probably because of some ancient genetic imprint. Our ancestors in the old countries celebrated the arrival of the new planting season. I can appreciate that, but not being a farmer, I celebrate other aspects of the season. The winter-riding garb gets stowed (hooray!), the motor gets its annual bath (whether it needs it or not) and polish (whether it needs it or not). It may sound obscene to some, but it doesn't bother me that the chrome has a scuff mark or that the fenders have road grime. When the ride gets gross, I'll rinse it off. Frequent oil/filter changes and regular lubes keep the scoot happy and running well. I actually think it's happier when it's dirty. Rather like a sweaty kid on a summer evening. Another spring-time phenomenon is the onset of allergies. Nothing like an unexpected sneeze in the middle of an aggressive lean angle to wreak havoc on the serenity or your ride! Spring is also the time to be aware of the onset of the fair-weather horde. Many folk have minimal riding skills at best, even by the end of summer; emerging from hibernation, these skills have yet to be reawakened and tested. Believe it or not, the skill set required for safe riding cannot be relied upon after months of inactivity. I saw the ultimate example of arrogant riding this past weekend. A fellow was using a cell phone while riding! I don't care who you are, you cannot control a motor with one hand.

Does it seem as if I'm emphasizing all the dangers of riding? Hardly! There are many more dangers out there, to wit, the lady on the pink scooter. Yes, accidents can happen. And the consequences are usually more severe for the rider. But wittingly or unwittingly, we all weigh the advantages and disadvantages of riding. Many of us think the joy of riding far outweighs any potential peril.

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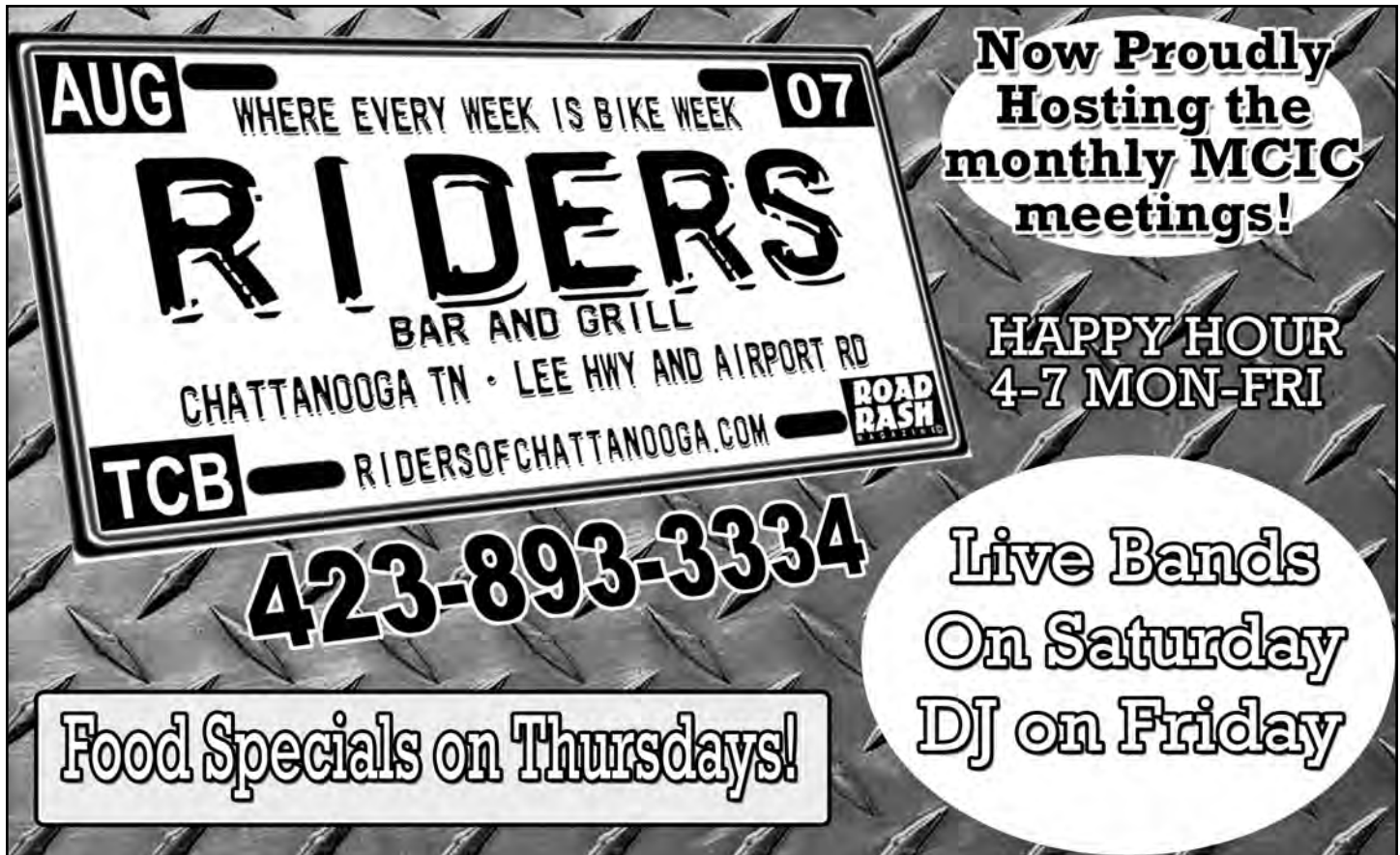
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Terry recently remodeled her showroom and has a huge inventory of products. Her staff is friendly, helpful, and ready to assist customers. Customers can shop during regular business hours or book a private retail party. Terry also hosts parking lot parties during the year. In addition, Terry and her staff of beautiful women have many

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Thanks to Terry and her husband, Roger, for being the first advertiser to be featured in the Road Rash Spotlight!

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770-881-7438 abatega.org or northatlantatradecenter.com

APRIL 9-11

Unadilla, GA
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www.angelcityrally.com

APRIL 11

Chattanooga, TN
CMA BLESSING OF THE BIKES
Tennessee Riverpark (Amnicola Hwy.) - 10 a.m.-2 p.m.
Gary Scruggs: 423-991-0962

Calhoun, GA
BRITTANY FOUNDATION RIDE FOR A MIRACLE
Gordon Central High School - 10 a.m.
Don Mincey: 678-986-6722, 706-625-1907,
dkmincey@bellsouth.net - www.thebrittanyfoundation.com

Cleveland, TN
TAYLORS POKER RUN
Taylors Ruritan Clubhouse(225 Old Kinser Road) 9:30 a.m.
Elizabeth Kalabus: 423-559-1674, taylorrytan@aol.com ,
or 2009taylors.webs.com

Graysville, GA
RINGGOLD ROTARY CLUB CHARITY POKER RUN
Up the Creek Campground (405 Lime Kiln Rd.) - 10 a.m.
Keith Longley: 706-965-1505 or klongley@gwbt.com

APRIL 12

Dalton, GA
EASTER SUNRISE SERVICE & BREAKFAST
Dug Gap Mountain (Water Tank) - 6 a.m.
Breakfast at Shoney's (Walnut Ave.)
Ga. ABATE Dist.1 West: 706-260-5594, www.gabated1w.com or Eugenebell2000@yahoo.com

APRIL 16-19

Unadilla, GA
ANGEL CITY MOTORCYCLE RALLY / MUSIC FESTIVAL
www.angelcityrally.com

APRIL 16

Dalton, GA
WOMEN'S GARAGE PARTY(TM) 101
Mountain Creek Harley-Davidson - 6:30 - 9 p.m.
706-370-7433 or www.mountaincreekharley.com

APRIL 17-19

Montgomery, AL
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205-426-2952 or www.alstatehogrally.com

APRIL 18

Chattanooga, TN
UNWANTED MC SPRING FOR KIDS RUN
Ultimate Cycle - noon
Skid Mark: 423-364-7469, baloonman685@yahoo.com or
www.spring4kids.com

Soddy Daisy, TN
SDHS RIDE FOR THE ROSES
Soddy-Daisy Highschool track: FBO - 11 a.m.
Michele Bowman: 423-779.6033 or www.sdhsband.org

Lafayette, GA
CMA BLESSING OF THE BIKES
Lafayette High School- 10:00 a.m. - 2 p.m. ?
Contact: Eddie Wilson - 706.861.4666

Ringgold, GA
BLESSING OF THE BIKES
Ringgold United Methodist Church - 2:30 p.m.
Keith "The Mayor" Kenney: 678-938-1386 or
themayor@charter.net

Lafayette, GA
JACK DANIELS POKER RUN TO LYNCHBURG
Wal-Mart - 9 a.m.
Ga. ABATE Dist.1 West: 706-260-5594, www.gabated1w.com or Eugenebell2000@yahoo.com

Chattanooga, TN
SPRING BREAK OUT RIDE FOR THE PREVENTION OF CHILD ABUSE
Thunder Creek Harley-Davidson - Reg: 9 a.m.
Charlie Peek: 423-899-1332 or 423-987-8487

APRIL 19

Buford, GA
RIDE FOR INJURED COPS
Gwinnett Police North Precinct (2375 Mall Of GA. Blvd.)
- 9:30 a.m.
Cpl. Chris Medved: 678-982-2988 or
rockonhogmountain@yahoo.com

APRIL 24-26

Milledgeville, Georgia
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2949 Hwy 441 South - Gates open 12 p.m.
478-453-7057, milledgevillethunderrally.com, or milledgevillethunderrally@alltel.net

APRIL 25-26

Commerce, GA
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APRIL 25

Chattanooga, TN
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Ultimate Cycle - FBO: noon
Cowboy: 423-313-7317 or MySpace Link

Chattanooga, TN
MDA RIDE INTO SPRING POKER RUN
Thunder Creek Harley-Davidson - Reg: 10:30 a.m.
Joannah Burkhardt: 423-855-0645, or
Jburkhardt@mdausa.org
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The Low Down:

Make/Model: 2002 Honda VTX 1800 RS

Engine: Honda 109.53 cubic inch V-twin

Owner: Charles "Charlie Brown" Neal – Chatt., TN

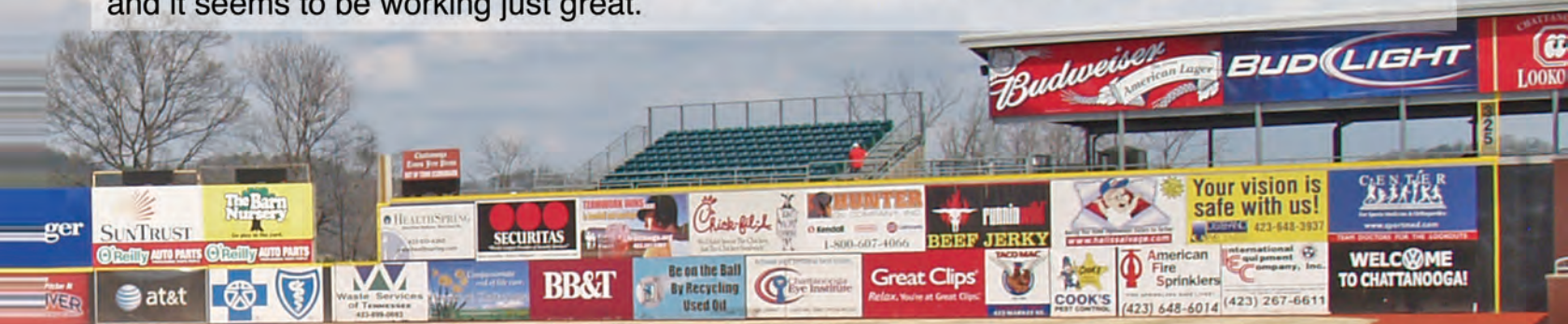
Upholstry: James – Grant's Auto Trim

What you are looking at here is the result of a lot of time, thought and effort.

"Charlie Brown" (this Honda's owner and the subject of this month's "One Of Our Own" feature) has been customizing bikes and cars for some time. Starting off with the one of the first 1800 VTXs that rolled off the truck, Charlie set about turning one of the largest displacement production motorcycles available into a rolling work of art. With an old school touring theme in mind, Charlie added a Hoppe Industries "Quadzilla" fairing, (complete with an Eclipse radio and four speakers), some Tsukayu "Strong" hard saddlebags, and a Corbin "Streamliner" trunk. He looked through the Honda Genuine Accessories and Kuryakyn catalogs and chose a ton of chrome dress up goodies. After adding a custom upholstered carbon fiber leather and ostrich skin seat, revamping the factory black paint, and adding some cool hand pen stripping, all he needed was some Dunlop Cruisemax whitewall tires to complete the look. After that, he upgraded the motor with a Cobra Fi2000 ignition box and started turning heads.



In the first two years, this bike won first place in the Metric Cruiser Class at the World Of Wheels. In fact, this same bike has won the W.O.W. Metric Cruiser Class five times consecutively. In 2007, Charlie's old school VTX placed in the top five in Best of Show in the W.O.W. In 2008, it won the Metric Cruiser Class at the Honda Hoot. This award-winning bike is truly beautiful, but like many custom bikes, it's always a work in progress. Charlie is constantly "upgrading" to keep the bike show judge's attention, and it seems to be working just great.



Special thanks goes out to Frank Burke, owner of the Chattanooga Lookouts, and the AT&T Field groundskeeper Bo for allowing us to use their baseball stadium as our studio space this month. From the pictures here you can see the field looked spectacular, but don't take our word for it – take your family to a game there and help support our local baseball team! Thanks also goes out to Charlie for taking time out of his day and constantly moving and turning his bike for our cameras. "Tom the Bomb" performed the photography. Check out many more pictures of this bike and others at www.roadrashmag.com!

Side note: Charlie said he was especially grateful to be straddling his bike on the pitchers mound during this photo shoot. As a young man growing up in Bushtown, Charlie says he couldn't afford to get in the stadium to see the games, but would peer over the wall whenever he could to watch the Lookouts play.



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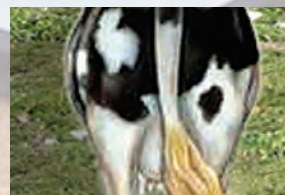
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The run still consists of five stops (starting at Thunder Creek Harley-Davidson and ending at Ultimate Cycle), so the regular poker hand players will draw one card at each stop (as usual). However, the blackjack players will draw their first card at the first stop, their second card at the third stop, then at stop number five, they will have two options: to "hit" or "hold." The player can hit as many times as he/she wants until they have "busted" (gone over 21). To clarify... there will be no splitting, soft hands, double downs, etc. Once all cards are turned in, the winning number will be determined (as to who was closest to 21 without busting), and all ties will be settled by drawing a "Joker." There will be a separate prize for the five-card poker winner and the blackjack winner, as well as food, beer, a bikini bike wash, door prizes and live music from the band "Downstream!"

So come out to Thunder Creek on May 16 and support a great cause, ride with a great bunch of people, and take a step or two out of that rut. Registration starts at 2 p.m., the "first bike out" (FBO) is at 3:30, and the music starts thumpin' at Ultimate Cycle around 6:30. I'll see you there!

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CHATTANOOGA'S MOTORCYCLE MAGAZINE



Since I didn't have a particular subject on my mind this month, I thought I would take the opportunity to layout my plans for the next twelve months of Counter Steer. After about 70 Counter Steer

articles over the last almost seven years, it sometimes gets a little tough being creative and fresh with new material, but as long as the ideas pop up, and the readers are not bored with my articles, I will carry on. Certainly feel free to let Tom or Rock know if my articles are getting dry and you would like to see something else by another author in my place for a while; they need your feedback to make it a quality reader-based magazine.

"Welcome to the Club" Series:

I will continue my series highlighting Road Rash area clubs/fellowships/ministries with four additional groups highlighted in the next twelve months. If you would like for me to highlight your group,



just send me an invite and hopefully my article will lead to some good free publicity for your group, and maybe some new members. I will visit one of your meetings, reflect on my observations, and interview a leader of your

group for specific group details. You must have a back patch and must have a positive impact on the community to qualify for the article

Track Day:

This Spring I will be participating with my son Tyler in my first "Track Day" and plan to give you a step-by-step account of the experience.

For those of you who have considered trying one of these, I will give you details regarding what is required of your bike, your riding attire requirements, where your current skill level fits, and a play-by-play account of my actual track riding adventure. Tyler will be riding his Aprilia SXV 550, which he has used successfully for several Track Days, and I will be using my Aprilia Tuono RSV 1000R, which performance wise should put me in the upper half of the pack. Unfortunately, my age of 58 does not put me in the upper half of the pack! I will also make some suggestions of various tracks and Track Day promoters if you are interested.



"Bikers' Dozen" Article:

I am currently working on a volunteer project (Bikers' Dozen) for the Chattanooga Convention and Visitors Bureau, with its goal to increase vacationing motorcycle riders to our area. This project will highlight thirteen scenic loops originating and terminating in the Chattanooga area.

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More of the Same:

The remaining six articles will be my standard Counter Steer format, their goal to present something interesting to you, how that may apply to motorcycles, and then how that may apply to your relationship with the Lord.

For those of you not familiar with the term "counter steer," it is the term coined for a emergency motorcycle maneuver whereby you turn your handle bars to one direction, instantly causing the bike to go to the opposite direction. Those who are able to master this unnatural feeling maneuver could have their lives saved because of it, in a panic avoidance situation. My Counter Steer articles are intended to challenge the reader to consider the Lord and his impact our lives, rather than continuing in our natural human way, hopefully counter steering lives to the super-natural direction of godliness. I trust the next twelve months of Counter Steer will entertain you, educate you, make you a safer rider, challenge you, make you a better person, and bring you into a closer relationship with the God who created you. You are special to me and that's why Counter Steer exists!

Now lets go out and play in the streets!

Eddie Rahm
edtennga@bellsouth.net
Road Rash Magazine

P.S.: My deepest condolences go to the family of Ellen Pitman, who died recently as a result of a careless driver on Brainerd Road. Better known as the "Pink Scooter Lady," Ellen is the ultimate example of a true biker and will be missed by all of us who ride bikes. We consider it an honor to have been her brothers and sisters on the road and from all I know of Ellen she is now riding a brand new pink scooter on streets of gold.



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Joe Cool's Biker Health



As a fitness/wellness professional, I spend my days training and educating others on how to make positive lifestyle changes. I encourage those who will listen to find health and wellbeing through nutritious food choices, regular exercise and yearly doctor visits. But, I feel like I am spinning my wheels on wet pavement and going nowhere due to the misrepresentation of weight I oss gimmicks.

The weight loss industry is a multi-billion-dollar-a-year business. To many people equate healthy living with staying skinny. That is a misinterpretation of fitness facts. Yes, obesity can contribute to physical and metabolic issues that can lead to cardiovascular problems. However, bodyweight is a relative issue. Not everyone who is considered overweight is unhealthy. It is all about fat distribution in the body.

The sick care system of America (notice I did not say "Health Care," that subject is for another article) uses a rating scale to determine one's obesity and risk for metabolic disorders. This scale is the Body Mass Index (BMI). The index is a statistical measurement, which compares a person's weight and height. Though it does not actually measure the percentage of body fat, it is a common tool to estimate a healthy body weight based on how tall a person is. However, it does have its limitations. It may overestimate body fat in

athletes and others who have a muscular build. It may underestimate body fat in older persons and others who have lost muscle mass. I am 5' 10" and weigh 210 lbs. My BMI rating is over 30; therefore, according to the scale, I am obese even though my body fat percentage is only at 11 percent (measured last fall in the "Bod Pod"). My body fat percentage is well within healthy levels for a man my age. So, what does this tell us? Do not put so much of your efforts in just losing weight but look to be more sensible in your quest for a healthier lifestyle. Do not be fooled into believing that taking pills or participating in fad diets is the way to a healthy lifestyle. Otherwise, it will be you who is spinning your wheels on the wet pavement.

If you really want to achieve a healthy lifestyle, if you really want to shed some unwanted pounds, look better and feel better about yourself: THEN THROW AWAY THE PILLS, GET OFF YOUR BUTT AND START MOVING! Sorry, I get passionate about this topic. If you lose weight fast through effortless gimmicks and diets, then the weight loss will be short lived. Your unhealthy choices of fast food and laziness will continue after you tire of the fad weight loss plan and so will your body's fat-gaining mechanisms. If want to shrink unhealthy fat cells and look and feel better about yourself, then you have to work at it.

Choose healthy nutrient dense foods, and start expending energy. Create a daily negative caloric balance in your life. That means you use more calories than consumed in the day. Not by abstaining from calories but embracing healthy calories in moderate portions through out the day. Please do not rely solely on the readings of your scale. Your scale can be a deceitful friend; a friend who tells you one thing today and

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another thing tomorrow. Trust your scales only once every seven days, and then you can be confident that the scales are being truthful. But, be patient with your friend because true weight loss takes time. A healthy weight loss that is apt to be permanent is one-to-two pounds a week. Look to a proactive approach to your life. Be willing to work for yourself and not cheat yourself. You do not deserve to be cheated by weight loss gimmicks and not by your own effortless attempts to lose weight.

The weight loss industry relies heavily on America's need to get fast results with little or no effort: Take a pill and lose weight without exercise. Increase the metabolism and burn fat, or eat all you wish and lose weight with the help of a powdered drink. These are just a few examples of snake oil pitches that suck the consumer wallets dry. The irony is, if you read the small print on the product containers it will state that the product should be taken along with a sensible diet and regular exercise. You do not need a pill for that, now do you?

Look for my weight management and exercise classes at the Chattanooga State Adult Continuing Education Department. These classes can get you started in the right direction for a healthy lifestyle. I promise: no gimmicks or fad concepts - nothing but solid information for a solid foundation to build a healthy lifestyle upon. Take care of yourself, because if you won't, who will?

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Busa Doc Tech Tips

Motorcycle Oils:

Why is motorcycle oil so expensive? Is automotive oil the same? Can I mix synthetic oils? Can I overfill the oil reservoir? These are common questions we hear from riders coming into our service center, and they are valid questions. Overall, my job is to make your bike the best riding machine it can be whether you ride a sport bike, a Harley, a metric cruiser, a trike, or any other wheeled good time. Though I specialize in making sport bikes purr very fast, I want all riders to have the safest fun they can... whatever they are riding!

In thinking about oils, you should always consider consulting your favorite experienced mechanic on the properties and usage of the oil chosen for your machine. Motorcycle oils usually cost more and are definitely not the same as auto oils! Mainly, motorcycle oils have additives that automotive oils do not. The average automobile keeps the internal parts moving, keeps the engine cool, and fights against friction. But most automotive oils are of lower grades designed for one purpose only: simply lubricating the engine. Most motorcycles, however, demand much more from the oil on board. Many have usages for the engine, clutch, and



transmission - all from one oil! Obviously, some motorcycles use different oils located in different places, but that is a whole other debate, which I will not get into in this space. But, even these type bikes demand much more from their lubricants than an automobile engine, due to higher RPM's, heat, oil volume, and friction. Motorcycle oil is designed for extreme heat and wear protection, in addition to cleaning the engine components, preventing rust/corrosion, and assisting with easy starting and quick circulation. It has properties to keep the engine cool, and extend the life of the engine components. You may not know

this, but the flow of the oil in a motorcycle engine is about two times faster than in an automotive engine. This high rate of flow, which tends to break down oils faster, and cause more wear on engine parts (regardless of make or model) is the main reason for the additives exclusive to your motorcycle's oil. You also do not need to "add" anything to your oil such as cleaners or anti foaming chemicals. These properties are included in most high quality motorcycle oils. Bottom line: Never add automobile oil to your motorcycle unless you enjoy pushing instead of riding.

Using high-quality oil and changing it regularly can do wonders for the continued "fun" you have on your machine! Ignoring the need for high-quality oil and regular oil changes can mean much quicker wear/failure of internal components, reduced performance, and even decreased fuel efficiency. Not to mention the financial factor of replacing engine parts instead of replacing lubricants! For good measure, I recommend changing the engine oil near each 3,000-mile

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landmark. Harley owners should change all three lubricants every 5,000 miles. And yes, the best thing going for motorcycles these days is synthetic oil. Many people have heard stories that synthetics will hurt the engine, pit cylinders, or make the clutch slip. However, synthetic oils have actually been proven to run cooler, run faster, make for smoother shifting, and even squelch that tapping sound that gets louder when you're in traffic at the beach! By the way, a good rule of thumb for oil temperature is that you should not run your bike with any kind of oil above 300 degrees. Obviously, you should check with your bike manufacturer for oil recommendations regarding oil type, application, and volumes, but most oils will suffer serious loss of thickness above 300 degrees. It is not recommended to mix different synthetic oils in your motorcycle, or mix conventional with synthetic oils. Beware; if you put automotive oil in a motorcycle you will have clutch problems for sure... and possibly more! Brands of oil are personal choice, but you should ask to see the latest stats from independent tests. Do your homework! The most important thing is to make sure you use high-quality oil that is "motorcycle specific" and then change it regularly - including a new filter. You should also check the consumption of oil approximately every 1,000 miles to establish normal usages for your bike. Normal operating oil temps will vary between 200 and 250 degrees, but if you commonly ride with oil temps above 240 degrees, you may want to check/change the oil more often. Increased consumption rates may be an indication of a top end problem such as rings or valve seals. Oil that has broken down will be also used at higher rates; thus, fresh oil on a regular basis is a must! Bottom line - Synthetic oils help the engine run cool, run fast, and are more efficient than conventional oils when used properly.

One last thought regarding oils. Please consult your owner's manual, or favorite experienced mechanic, as to the "correct" method of checking the oil levels on your bike. Believe it or not, all motorcycles are not checked in the same manner. Some are checked with the kickstand down, some with the bike upright, and others have additional ways to view correct oil levels. This is important so you do not overfill your oil level. Adding too much oil can result in many mechanical issues, such as blown seals/gaskets, which will in turn require you to spend more money than you expected at the service center!

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The Hot Seat



Although I had a couple of other potential Hot Seat victims nearly within my grasp this month, it was my partner Moleman who was able to reel this one on in. Our featured local motorcyclist is Mark Gasaway, a 47-year-old freight terminal manager who served four years in the United States Marine Corps. He's been married to his lovely wife Lisa for 27 years, and they share two children (Dustin and Dacie), a daughter-in-law (Trish), a son-in-law (Joe), and one two-year-old grandson (Dakota - also known as "Peanut") who loves to ride motorcycles. Besides riding his Harley, Mark says he loves attending NASCAR races and has recently begun hunting relics in his spare time.

As usual, we've asked Mark to answer our 10 infamous Hot Seat questions in order to get to know him better. Let's see how he did:

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

Believe it or not, I don't have any nicknames.

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

I first started riding as a teenager on a Kawasaki 900. I currently have a Harley-Davidson Street Glide and am building a custom Softail. My wife Lisa rides her own Harley Sportster.

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

Our longest trip to date was about 2,150 miles. We traveled from Chattanooga to South Florida and back by way of South Carolina.

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

As I said before, my wife Lisa rides her own Harley Sportster. Also, my grandson Dakota likes to go for "rides on the ike."

5) Have you ever had any serious wrecks?

My wife and I were riding the "Dragons Tail" in November of 2007 on my '07 Electraglide Classic when we were hit head-on by a car. Fortunately, we were not seriously injured.

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

Not that I have ever noticed.

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





Yes, most people seem to be very nice to us when we are riding. We've even had people offer us drinks and free food.

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

I guess I'd have to say riding in the country. We especially like riding in the mountains up toward the Smokey Mountains.

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

We probably average about 10,000 miles a year.

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

I'm not sure there is anything I would change. I believe the people who ride motorcycles are among the friendliest people you will meet. They look out for each other.

It looks like Mark did an excellent job answering our questions without even breaking a sweat. It must've been the training he received in the Corps. Still, it just doesn't seem right that no one has given him a suitable nickname. I mean, no red-blooded American biker should have to go through life without one, right? So... for those of you who know him well: You have an assignment!

I'd like to thank Mark for his time and trouble. I'd also like to thank Moleman for his help this month (I'll pay you back for the duct tape and phone cord later).

If you know of anyone who you would like to see featured here in the Hot Seat, shoot us an email or give us a call (contact information is listed on page 5). The only requirements are that they live in our distribution area and ride a motorized two or three-wheeled vehicle.

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Think it's not your problem? Think again.

- A habitual meth user can become paranoid and violent. The first to pay the price, in some cases, are the addict's co-workers.
- Substance abuse drains more than \$100 billion from American businesses every year. By some estimates, a meth-using employee can cost his or her employer \$42,000 a year.
- 38 percent to 50 percent of all workers' compensation claims are related to substance abuse in the workplace.
- Substance abusers are 2.5 times more likely to be absent eight or more days a year.
- It costs a business an average of \$7,000 to replace a salaried worker, such as a meth addict who disappears from his or her job.
- Substance abusers incur 300 percent higher medical costs than non-abusers, resulting in higher premiums for other workers.

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Statistics provided by the Tennessee Department of Labor's Drug Free Workplace Program and the Center for Business and Economic Research at the University of Arkansas.

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