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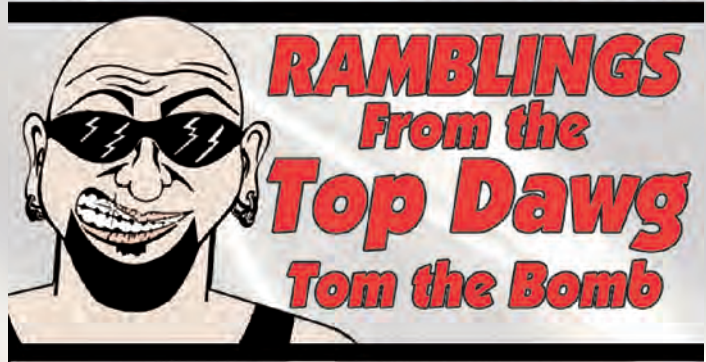
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First off, I have a little bragging to do. If you've been following along in the magazine, you know I purchased a practically new Harley-Davidson Electraglide from Mountain Creek Harley-Davidson a while back. I got on it in my garage last month (on my way to cover a motorcycle event) and I was faced with total frustration. My bike wouldn't start. I pulled the spark plugs, checked the wiring, made sure there was gas in it (don't laugh – it happens), but nothing I tried seemed to get me any further than I was. I called Mountain Creek HD's manager Keith Morrison, more or less to see if my bike was still under warranty and ask for his advice. To make a long story short (which is not my strongest attribute), Keith and the staff at Mountain Creek seriously hooked me up. It seemed like less than an hour passed when I saw a technician ride by, test riding my bike! The fact they got my bike running so quickly (although it was great and wonderful in my eyes) pales in comparison to the manner in which I was treated. Everyone went out of their way to make sure I was taken care of. Visit Mountain Creek Harley-Davidson when you can and you'll see what I mean.

I'm one of those people who truly enjoy riding my motorcycle. In the last week, I've had several people (people I thought I knew pretty well) ask me if I owned any other form of transportation (other than my bike). I do. I have a four-wheeled vehicle that I drive to the store (or another short trip) once or twice every couple of months, more or less just to make sure the battery stays charged and the fluids get circulated (or maybe when I have to carry a load that simply won't fit on my bike). I wasn't always that way – but I've been like that for years now. I think I just made a decision

CONTRIBUTING WRITERS

"Tom the Bomb" Blevins	Eddie Rahm
Reverend Booger	The "RUB"
Sandy Hodges	"Joe Cool" Wiram
Ronnie "Rock" Land	Robert Zorn
Rah Rah	YOUR NAME HERE

CONTRIBUTING PHOTOGRAPHY

"Tom the Bomb" Blevins	Ronnie "Rock" Land
Jimmy "Moleman" Cornett	HippyChicKim Teems
Alan "BooBoo" Kelley	YOUR NAME HERE



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one day that I preferred two wheels to four, and, since I believe life is too short to be unhappy, I just started riding instead of driving. It's gotten me several strange looks and comments over the years because most people don't understand where I'm coming from. I've had grandmotherly types see me pull up somewhere in a downpour and say things like, "You poor thing! You must be miserable!" Most of the time, I'll thank them for their concern and move on, but the whole time I wonder what kind of expression would come over their faces if I explained that I had other options, but chose to ride that day, and had no regrets.

I find myself looking for (and finding) parallels between riding a bike and everyday living. For instance, I think, in a large way, we are all just heading down life's highway in the exit only lane, and every mile-marker we pass is a gift from God. At times I find myself stuck behind one of life's chicken trucks, holding my breath (as not to breathe the nearly toxic smell), hoping and praying there won't be oncoming traffic when a passing zone comes up. It's times like those I try to remind myself that any day on this side of the dirt is not that bad.

Before I go completely overboard and take up the rest of my editorial talking about my personal philosophy, I need to mention a few points of interest. Even with our event calendar filling up and tons of activities going on locally, the members of the staff and I are all buzzing from excitement

over the upcoming Road Rash Biker Bash (August 14-16 in Martin Springs, TN). I don't know of another rally that is more friendly, fun, or convenient, and I don't know of another rally that offers so much for so little. Do yourself a favor and come this year. Don't make any excuses. Come for the concert, games, camping, party or just to relax. You don't have to ride a bike, dress a certain way or be into what everyone else is. It's still a good time waiting to happen. You can get discounted tickets on our Web site right now for \$30 a person. That admission price includes all entertainment, contests, primitive camping, hot showers, RVs and support vehicles (all weekend). We will have food and drink vendors available, but you are welcome to bring your own and enjoy it anywhere on the event site for the entire weekend. If you know of a better deal than that – let me know, 'cause I'll go there too!

In closing, I want to encourage you all to support our advertisers and all of the local events you can. If we stick together and support those who support us, there is no limit to what we can accomplish!

Keep it rubber-side down and twisted!

*Tom
THE
Bomb*

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ROAD RASH STAFF



"Tom the Bomb" Blevins
Top Dawg / Editor / Partner

TomtheBomb@
roadrashmag.com
423-322-0223



Ronnie "Rock" Land
Managing Editor / Partner

Rock@
roadrashmag.com
423-400-6419



Jimmy "Moleman" Cornett
Distribution / Partner

Moleman@
roadrashmag.com
423-400-2635



Alan "BooBoo" Kelley
Sales / Partner

Alan@
roadrashmag.com
423-903-2068



Julie "Pebbles" Land
Proof Reader &
Den Mother

(423) 400-5217



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One of Our Own Legend Series

Robert Partee
by Rock



Robert "Stroker" Partee (L) with his friend Joe "Joe Cool" Whitson

I will start this article with the words of Robert himself that appeared in the Chattanooga Times Free Press on August 8, 2008. The article was entitled "I Love My Job."

I love my job, because I am able to use my skills and talent to help people. After 38 years in the corporate world, I decided to retire and open a business, which truly fuels my passion for things mechanical and the personal satisfaction I gain from helping people.

In July of 2006, I moved back to Chattanooga from Raleigh, North Carolina, where I was the district service manager for a major corporation. I had ridden and worked on motorcycles for 46 years as a hobby. So on July 5, 2006, I opened Stroker Cycle LLC in Harrison, Tennessee.

After 38 years in the service business, I had learned that customers want quality work at a fair price when it comes to repairing anything. It is a simple formula for success, which often is not as simple to deliver when you are attached to the corporate structure. You don't always have that direct control over quality service.

I have a true passion for working on motorcycles and my God given talents and abilities have afforded me the opportunity to have a job I truly love. You have to love what you are doing in life to be good at it. If you are lucky enough to find a job where you can do that, you will never work another day because it isn't work if you love what you do.

Since opening my business, it has grown to the point where I had to expand and build another shop in 2007. Word of mouth is the best advertising any small business



can have and the old saying where "one satisfied customer will tell three and one dissatisfied customer will tell ten" is true. That is why I am so meticulous in my work and pay attention to details. I also repair a customer's motorcycle like I would want my own repaired. When a customer picks up their bike, I have full knowledge that the repairs have been completed to the best of my ability and it has certainly paid off. I receive many phone calls from my customers, complimenting my work and the way their bike performs and handles after it was picked up. This is the true reward for my business: The phone calls from customers with their satisfaction and the knowledge that I made someone's life better through my efforts.

There are many challenges in starting your own business today, especially in our present economic situation. But, if you find that one thing that you are really good at and passionate about, you can be successful beyond your wildest dreams. Don't let others tell you that you can't do it. Eliminate your doubts and fears. Hard work, being passionate about what you do, and treating your customers like you want to be treated will always pay off.

My boss is a pretty good guy too; he is also the owner and chief mechanic – Robert "Stroker" Partee.

Well, Robert has told you a little about himself and his business philosophy. I will try and fill in the gaps and tell you a little more about him. Forgive me if I repeat something he's already touched on.

Robert "Stroker" Partee is the owner, operator of



Stroker Cycles (see his ad on page 16). Robert is a one-man show. In his immaculate shop he services mainly Harley-Davidson motorcycles. He also will mount tires and do other basic maintenance on any brand. His "old school" shop is located on Thatch Road, behind his house in the Harrison area. It is reminiscent of times past. He designed, built, and decorated the building to resemble the small motorcycles shops of the '50s and '60s long before they became boutiques. The shop is complete with two rocking chairs on the covered front porch. You can check out his unique building at www.strokerscycle.com. Stroker Cycles is his pride and joy and is a culmination of his 40-year love of motorcycles and understanding how they work. Robert is entirely self-taught, and a voracious reader. He reads every service manual or tech article he can get his hands on. His years of training in commercial heating and air conditioning, being deep in electronics, has helped Robert with the newer highly electronic motorcycles. Robert has a loyal clientele and his business grows every month based on his skills and honest business practices.

Robert was born Humbolt, Tennessee in 1948. He grew up on a farm where he learned early on how to get his hands dirty and fix things. When he was eight, their house burned and the family lost everything. His dad loaded up the family and moved to Memphis in 1956. Although they were poor by most standards, his dad bought him a Honda 50 when he was 13 years old. At the time you only had to be 14 to get a driver's license for any cycle under five horsepower. Even though he was only 13, he drove it anywhere he wanted to go until he was able to obtain his license. The times were much different back then.

When Robert was 15, he bought a Triumph Tiger Club (200 cc) in a basket, literally. He read manuals and ended up rebuilding the engine and the entire bike.



He later turned the Tiger Cub into a drag bike, which he raced at the Lakeland Drag Strip in Memphis. In 1967, he purchased a 650 Triumph Bonneville and

chopped it. During this period, he met Bob Cobb (a legendary local mechanic) who was working at Taylor Harley-Davidson in Memphis.

Robert worked as a pickup man for a local laundry while going to the University of Memphis. One of his stops just happened to be Graceland, and one occasion he got to meet Elvis personally. The "King" even took Robert



into his garage and showed him his collection of Harleys.

Robert was drafted in 1969 as the Vietnam War was waning and he was shipped off to Germany. His specialty was heavy artillery. Two years later he was back in Memphis. Since he didn't have enough money for a car and bike, he opted for the bike. He bought a 1970 Yamaha Enduro (street and trail). Of course he just couldn't keep his hands off it and before long he



had bored the engine and started racing motocross. During that time, Robert took a job with Sears as a commercial heating and air conditioning technician. He continued in Memphis riding dirt and trail bikes until he moved

to Ooltewah in 1992 when Sears had promoted him to service manager. Sears moved him again in 2002 and Robert was off to Raleigh, North Carolina.

In Raleigh, Robert became acquainted with Ray Price the famous Harley drag bike racer. Ray Price invented the wheelie bar for motorcycles and held a record of 226 mph in 6.8 seconds. Don't try that at home. Robert got to travel to races with Ray and even got to watch some races from the timing tower.

In 2006, Robert retired from Sears and moved back to the Chattanooga area with his wife Nancy and started Stroker Cycle. In his spare time (when he's not fixing other people's motorcycles) he and Nancy ride their Harley-Davidsons. Robert is now living his dream, getting paid for working on motorcycles in his own shop. When you're out in the Birchwood Pike area drop by, meet Robert, and do some rocking on the front porch. I know he'll be glad to meet you.

ROCK'S TWO CENTS



Before I get started I want to thank my friend and colleague John "Hitch" or "Rub" Hitchens for his great articles over the past three years. I always enjoyed his great wit and how he started every article with a line from a song. Hitch has been very dedicated and always delivered you something interesting each month. I've truly enjoyed our little skirmishes over the years and will miss reading his monthly commentary. Thanks Hitch, I'm proud to call you my friend. One last thing John, the gig is up. A "RUB" you've never been.

O.K., I'll admit it, after all it's all over the streets. I just bought a brand new 2008 Honda Gold Wing. Her name is "Lear", as in jet. NO, I didn't ditch my Harley; I just added a racehorse to the stable. Harley-Davidson motorcycles are a part of my life and my love and loyalty for them will never waiver or change. My blood will always run orange, Harley-Davidson orange. Now, I simply have a girlfriend on the side. A girlfriend that even my wife approves of. A wise man once told me. "There is a place and a time for both bikes. I think everybody should own one of each!" I'll second that statement, I love both bikes.

Now here is the real story straight from the horse's mouth. I'll start at the beginning. Every Wednesday I play golf (a.k.a.: ride motorcycles). One Wednesday, a friend with a black Gold Wing joined our threesome for a gaunt on the Cherochala and the Dragon. For some reason the sleek lines of his jet

black GW caught my eye. Earlier GW styling really had never appealed to me, but this low slung, graceful machine was different. Anyway, it caught my eye. I thought for months about test riding one. Finally, I called my friends at Southern Honda and they arranged for me to take one out for a day. I could see them chuckling as I pulled out. I know they were thinking, "We've hooked another one." They were right.

The first thing I noticed was that the speedometer's top speed read 150 m.p.h. Having owned a Honda V65 Magna in the early 80's I knew that Honda was not just trying to pad their resume. The GW steering is different from my Glide. When you turn the handlebars of a Glide the entire fairing moves because it is attached to the front end. The GW on the other hand is akin to the Harley Road Glide. The fairing is attached to the frame. This makes for a much smoother ride because turbulent air doesn't buffet the front end causing shaking. They did tell me to make sure that I had it straight before I hit the gas, I soon found out what they meant. I felt awkward as I pulled out, not being used to the seat position, the steering, and the awesome power, but I adjusted quickly. She was nimble and very, very fast. The speed and handling were intoxicating and very exciting. I was amazed how quickly it accelerated from 80 to 120 mph. I'll admit right here that I didn't push her any further, but I can tell you that she had more to give. It was borderline scary. I loved it.

Anyway, I bought one ten days later. My ownership was exciting from the first minute. It was raining when I picked her up. She was all shiny and sitting just inside the door. The smooth concrete floor is inherently slick and I didn't notice the small puddle of water beneath the rear tire (from it being freshly washed). As I took off the rear end broke into a slide and my right mirror was heading for the door frame. I rode it like a dirt bike barely missing the frame and exiting the

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building in style. Lear had left the building. I'll bet they don't see many wings exit the building like that I thought. I might have been sliding, but I kept her up without bouncing off any obstacles. Whew!

The next day was Ultimate Cycle's Kickoff Party. I worked organizing my garage in the morning while it was raining. While working I put Lear on accessory and listened to some tunes, not thinking that the bike had been in a box on the top shelf of Southern Honda less than 24 hours earlier. My friends at SH had assembled the bike, added a few accessories, and had it ready for me in less than eight hours. I wasn't thinking that they didn't really have time to charge the battery fully because of the rush delivery.

Moleman met Pebbles and I at the house and when we got ready to leave I heard the dreaded "click... click... click..." when I hit the starter button. Moleman was laughing his butt off as they pushed me to the edge of the driveway. Great... then I thought I'd roll it off down the hill to start it. Wrong! There was not enough juice to run the fuel pump for the fuel injection system. I was pi@@ed but uncharacteristically calm. Moleman brought my jumper cables down in my truck and within minutes I was off and running. Knowing me as well as he does, he didn't say a word, he just pitched in to get the problem solved. There is a time for laughter and a time for support and action and a true bro knows the difference. Thanks Jimmy. I will hear about this for the rest of my life. It is just another story to add to my life long saga of motorcycling. A quick trip to Cleveland and back and I was charged to the hilt.

I have been asked if my attire will change now that I am bi-brand. Will I get a Honda jacket and wear Dockers and boat shoes when I ride? Will I put a little stuffed animal on the luggage rack? I haven't dressed like the Harley folks

(leather chaps and jacket) for more than a decade and I only carry stuffed animals on Christmas toy runs. I have my own style of dress, which I adopted from my friend Lewis Leach and modified to fit my needs. I wear black Dickies insulated coveralls (with a Road Rash logo on the back) with my heated Gerbings jacket liner and boots in the winter. I wear boots, full gloves, and whatever strikes me in the summer. I will still wear my chrome carbon fiber lid and let my tattoos fly in sleeveless shirts. How about all those Harley t-shirts in my closet? I'll wear what I want when I want; no matter what bike I'm riding. I do not and will not coordinate my attire to fit the motorcycle I am riding.

Lastly, my sometimes nasty attitude will most likely not change. I know you older folks remember the 1962 Honda slogan, "You meet the nicest people on a Honda." Well, I hope I don't set that back forty years. If you cut me off or try to run over me while talking on your cell phone, texting, putting on makeup, or smacking your kids in the back seat, you will still get the finger. Sorry, but that's just the way it is and the way it will always be. I take someone trying to squash me like a bug seriously, so don't expect me to be nice.

I want to thank John Gore, Anthony Sims, Neil Highfield (my salesman), Garry Griffith, Pam in finance, and the guys in the back that put it all together for me. If you need a Gold Wing or any other great Honda machinery, give Southern Honda a call. Their prices are unbeatable. Make sure and tell them that Rock sent you and that you saw their ad in Road Rash Magazine.

Until next month,
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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.

According to the Georgia State Patrol, Michael Wayne Mooneyhan, 32, was involved in a motorcycle crash April 5 on New Home Road in Dade County, Georgia around 2 p.m. After being airlifted to Erlanger Hospital in Chattanooga, efforts to save him were unsuccessful.



Michael Wayne Mooneyhan was a son, brother and uncle as well as a best friend to half of the people in North Georgia spreading all the way to Chattanooga, TN. He worked as a medical technician, helping others with their problems with drugs and alcohol abuse and even just plain out crazy folks! He was fearless on his motorcycle. He washed it every chance he could and rode like the wind. He may have even come across a little police action due to getting a little carried away. He loved him some women... and flirted every chance he could.

Moon loved his family and loved his friends, and they loved him just as much. He never met a stranger and could talk to possibly anyone, like he had known them for years. He loved taking pictures of himself... He'd even throw in a little flex every now and then for the camera. Moon is missed by many... but we all have those crazy memories of Moon to talk and smile about every day. Rest in peace Moon... We love you!

Andie Bost

On February 27, Corey Hughes the 19-year-old stepson of Midge Adams (Road Rash Magazine's North Georgia sales representative) was involved in a serious truck wreck. This wreck left him with critical brain injuries and spinal injuries on top of various other internal injuries. He was in a coma for a period of time. He is currently at home and recovering but could still use you thoughts and prayers. Midge would like to say a special thanks to CMA and Walker County Stocking Full Of Love for their support and prayers.



Reverend Booger

I wanted to let you know about my dad James Bullard who many of you will know from Dexter's Hide Away, Riders Bar & Grill, a previous member of the Unwanted MC and owner of J.W. Enterprise.

On March 20, 2009 my dad and myself (for a change) were able to get off work early and decided to come home, get the bikes out to take advantage of a beautiful day and go run some errands. After we completed our errands we met up with dad's girlfriend Sherry Ray and decided to come back to the house for dinner. About 6:45 we were headed north on North Market Street and went into the first sharp right turn headed up the hill (where it changes into Dallas Road) when dad's right floor board hung up on something in the road – causing his bike to stand straight up in the turn. Dad at that point lost control of the bike, which slid and hit the concrete median and both him and his motorcycle were thrown into the oncoming traffic lanes. Luckily, all the traffic coming down the hill was able to get stopped in time and he was not run over. Dad was laying in the road unconscious and bleeding from his head. Sherry and I had been following behind dad and watched as the accident happened so we were able to immediately call 911. To the credit of the Chattanooga Police Department and EMS they arrived in approximately two minutes. By this time dad had come around and they stabilized him and transported him to Erlanger's Trauma Unit. Dad took most of the accident's impact on his head. His sunglasses embedded in his forehead which fractured his right sinus orbital, he separated his left clavicle, and suffered from bleeding on the brain as well as road rash. He spent 18 hours in the emergency room at Erlanger before being moved to his own room where he stayed for the next three days. Dad is home now and recuperating. He still suffers from headaches, shoulder pain and dizziness but we expect a full recovery in time.

Dad wants to send his love and thanks to all the friends and family, who came to see him, sent him cards or just simply called to let him know he was in their thoughts and prayers. A lot of the calls he received were from his biker brothers of the Unwanted MC, Freedom Riders MC, Outlaws MC, and Black Pistons MC.

As many of you know, dad is self-employed and due to the high cost of insurance did not carry personal insurance. The medical bills have started coming in and are quite excessive and will continue for sometime while he continues to be treated by the orthopedic doctors and neurologist. We are planning to hold a benefit ride on June 6, 2009 to help him cover some of his medical expenses. There will be more details to follow in the next month's issue of Road Rash Magazine.

Chris Bullard

Please remember these people and the others we haven't mentioned who are going through sickness, pain and suffering. Keep them in your thoughts and prayers and send them all the positive energy you can. None of us are promised tomorrow.

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Paul Dwight (part owner and manager of Thunder Creek Harley-Davidson) and his lovely wife Lynn are the proud new parents of another little biker! Named Mateo Stone Dwight, the little bundle of joy pictured here was born on March 18,

2009 at 4:22 p.m. weighing 6 pounds and 2 ounces. He was 19 inches long. Mateo joins his dad Paul Dwight, mom Lynn and big sister Alexis.

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MCIC NEWS

NEXT MEETING:
May 7 , 2009
@ 7pm @ Riders Bar

This month's MCIC was called to order April 2 at Riders Bar and Grill. Clubs present are as follows: Outlaws, Black Pistons, Steel Brothers, Freedom Riders, Black Angels, Southern Souls, Front Runners, Underworld, Southern Journeymen, U.S. Military Vets, Aggressive Behavior, CMT/ABATE and the Christian Motorcycle Association.

"Tom the Bomb," from Road Rash Magazine, went over last month's minutes. A copy of Roberts Rule's of Order was passed around to possibly be implemented to better organize the MCIC meetings. Derrick Pendergrass, from the Steel Brothers, is creating an MCIC calendar to be handed out with the previous month's minutes.

The Black Pistons party April 10 at the Cleveland clubhouse was announced and everyone was invited all to attend.

Aggressive Behavior is holding their First Annual Help the Homeless Cookout on May 2. This event will start at noon at Farrow's Service Center, 600 Georgia Ave. There will be free food, a bike wash and raffle prizes. All proceeds go to help the homeless in Chattanooga.

Mike, from American Motorcycles of Chattanooga, stopped by to let everyone know he is opening his new store at the old American Cycle location at 3208 Rossville Blvd. Mike is holding a swap meet on May 16 and has \$49.95 oil changes this month to celebrate the opening. Check out American Motorcycle's ad in Road Rash Magazine.

Gerry, from the Freedom Riders, spoke about the Make-A-Wish poker run on April 25. Gerry also wanted everyone to know Cowboy, of Freedom Riders, was in the hospital on April 1 for possible stress related issues. He is at home now and recovering.

Derrick, from Steel Brothers, spoke about the Big Hearts for Little Hands Motorcycle Rally on May 16. The event starts at Thunder Creek Harley Davidson. Registration is from 2 to 3 p.m., and the first bike out is at 3:30 p.m. The run ends at Ultimate Cycle with food, prizes, a bike wash, auctions and live music from local favorite, Downstream.

Big Daddy's Dogs and Deli will be hosting a Soul Survivor Steak Night every Thursday from 6 to 9 p.m., except for MCIC meeting nights. The \$10 per person charge includes a 10 oz. rib eye, baked potato, and salad with all the fixings. This also includes music entertainment from the Soul Survivor band.

The Front Runners announced their coming out party on April 25 at Chattanooga Drink and invited everyone to come out and welcome the new club to town.

Tony, with the CMA, invited everyone to attend the 2009 Blessing of the Bikes on April 11 at the Tennessee Riverpark. The Ringgold Rotary Club's Charity Poker Run, also on April 11 was announced.

Yog, with CMT/ABATE, updated everyone on the helmet bill. Unfortunately, the bill was denied due to lack of a second motion. Without a second motion, the bill proposal is not heard.

Gerry, from Freedom Riders, gave an update on Harley Charlie. His blood oxygen level is low and is back in the hospital. Harley Charlie does appreciate the money donated to him.

"Little R" stepped down from the MCIC table to help address problems within the MCIC, J.P. took has taken his place at the table. Money collected at this month's meeting was \$127.37, our total is now \$797.39.

The next MCIC meeting is May 7, starting at 7 p.m., at Riders. Please join us. All are welcome!

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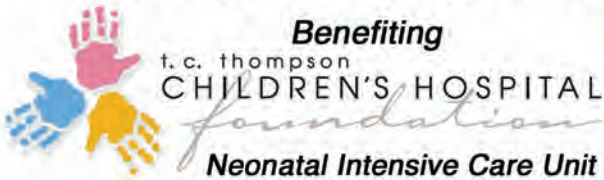


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I hope that by the time you are reading this the weather has decided to be warm. Right now it seems to be having a hard time deciding between winter and spring. I'll enjoy two days of nice riding, then the next thing I know I have to get my thermals back out and plug up my electric gear. Even though that when this issue hits the stands we will be four months into 2009, as I write it we have only completed three. So I decided to look back over the first three months of this year and see what has happened. Well, three very important changes have happened here at this magazine since 2009 started, so I think I will discuss them. These three changes are, no more biker chicks on the cover, Rub stepped down as a writer, and rumors are out that a "hardcore" Harley rider connected to this magazine bought a non-Harley motorcycle. Okay, let's take a look at each of these changes

Ok, the Biker chick thing; I know from hearing people whine at work that this was not a popular change. Don't get me wrong, being as I myself am - a red blooded straight American male, I enjoy seeing a barely dressed young lady draped over a nice bike as much as everyone else. But the reality is this is a free magazine and revenue generated by advertisers gets it published. We must do what advertisers say. Plus it is a motorcycle magazine, so



as cool as it is to see a young lady posing by a bike, you would think that most people reading it were interested in motorcycles. As I close this part I will say now what I said to a coworker that kept whining and crying about there being no more biker chicks. If you want to see young ladies in various state of undress sitting on and around custom bikes take 7 to 10 dollars and buy one of several magazines that show this. If

you want to read about local motorcycle related issues and news, pick this magazine up for free

As most of you know Rub is a longtime friend of mine, I know him as "Hitch." I have known him since around 1991. I have to admit it was with sadness that I learned of him dropping his by-line in the magazine. I will have to admit that I think his article was labeled wrong, because he was not your typical RUB character. In his defense I have been told by people that would not read his article because they thought he was really a RUB type person, these people fall under same category of the people that will not read my article because they think it is religious. He is about as close to being a true Rub as I am to being a real preacher. My suggestion is if you have not been reading Rub, go find all the back issues you can and read up, and then you will know what we will be missing now that he is gone.

Now finally, the rumors that a non-Harley has been bought by someone connected to this magazine. To protect his identity I will not name this person, I will only say his name rhymes with "sock." Also, I will not name my source, but his name rhymes with "soul man." Now personally I

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have no problem with this, most of you know I care a lot more about why and how you ride than what you ride. As far I am concerned he can buy any motorcycle he wants. Also I am not sending this out so people can harass him. The reason I think that this is an important change at magazine is. Over the years I have had several people tell me they will not read Road Rash because it is only for Harley riders. Now that one of the owners may own a non-Harley... nananananana to all of you. It has been said before and I will say it again, this magazine is for all local riders of all different bikes. There folks. Feel free to email me with your thoughts and suggestions.

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

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This & That



Yes, the sun did shine Saturday. Yes, the hordes were out. But did I anguish over missing a ride? No. I was performing the annual spring-cleaning ritual – on the scooter, that is. And I must admit I was rather impressed with the beast. I thought it was white. Well, off-white would be more accurate. But to my surprise, the thing is actually pearl white metallic. When I washed the front fender and saw that, I was as impressed as the day I first laid eyes on the bike. It made me want to clean it even more just to see what was under there. Wow! More pearl white! And chrome! Well, that sucks, because now I gotta polish the stuff. Polished chrome reflects glare everywhere. The gas cap reflects in the windshield. The chrome master cylinder covers create glare when the sun is just right. Chrome handlebars do the same. Maybe I need a rat bike. All paint and no chrome. Hmmm.

Goes back to the days of the original chopper – not the chopper of the “weekend warriors” of today. You know, the “this was built by...” bike that gets pampered on a daily basis, then ridden every weekend to the bar or café and back where the owners stand around. Some have that “don’t you wish it was yours” look. They all stand around documenting conspicuous consumption to each other in leathers, do-rags and the latest shades. That’s okay, I guess, as long as they personally enjoy riding. Riding a hard-tail can make you shorter in stature over the years. You won’t catch any of those guys riding to Daytona, Sturgis

or the late-great Myrtle Beach. However, they can trailer the thing, unload it and pretend they rode to the scene! I personally know folks who have their bikes flown to within a short ride to Sturgis, have them unloaded by their personal attendants, and have the bikes waiting at their motel for them to ride: the great pretenders playing tough-guy. It’s the essence of the thing. Just be real.

Am I intolerant? My wife thinks so. Opinionated? Probably. But most people I know ride to every event they attend. We’ve left for Daytona in the wee hours of the morning in below freezing temps. I’ve left while it was snowing. Heroic? Hardly. Nuts, perhaps. It boils down to this: if you’re going to portray a lifestyle, it is of intrinsic necessity that you live that lifestyle. If it’s raining, don rain gear and ride on. If it’s freezing, don cold weather gear and ride on. Don’t pretend. It’s the essence of the thing. Just be real.

Getting out of the city and riding the back roads is the only way to see and experience this great country of ours. We got completely lost on our last ride. Well, not completely lost... We knew approximately where we were, but the highway simply stopped with a detour sign. The problem was, there were no other signs indicating where to go. We rode a few miles, made a few turns and finally gave up. County roads seldom are named and few are actually on a map. Yes, I carry maps and actually try to use them. So shoot me. You will never see me with a G.P.S. though. I prefer the old way. It’s comforting. At any rate, we stopped at the site of an old dude (I say old, he was probably our age) selling fruit from the back of his truck. He gave us specific directions and some local history, and we were on our way. We saw things that are completely off the radar in modern America. This is the real America: county back roads, old barns, school houses and rusted-out Chevy pickups

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(Fords don't seem to have that problem!). Despite all the shenanigans going on with the economy, Wall Street and Main Street are irrelevant to the backbone of this nation. Country folk will survive. I did not intend to reference the song... this is simply a casual observation. America will survive. It may not survive as the international powerhouse it's been up until now, but within our own borders? Absolutely! It will take more than a bankrupt government to affect the little man.

Ride the scoot. See and appreciate what there is to see. And appreciate the abundance of what this country still has to offer.

Ride on,
Sandy Hodges



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THE SPOTLIGHT

STEREO CITY

Dennis "Johnny" Lewchuk grew up in Nebraska. He was introduced to a guitar at a very early age and went on to spend years in the music industry. The lifestyle was taking a toll, and in 1980, he decided that it was time to get out. He and his wife Joy loaded up the family in a blue bus and headed East . . . destination unknown.



While passing through Chattanooga, he got lost and ended up in Cleveland, Tennessee, where he found a campground on Highway 64. He and his wife liked the area and thought it might make a good home for a while. Dennis drew upon his love of music and decided that

selling stereo systems at a local flea market (that he helped start) might put some food on the table.

The business was a real success. Dennis looked around for more opportunity and discovered that getting lost in Chattanooga was a great thing. The city represented a large potential market. He moved his operation to 24th Avenue and 23rd Street. It was a move that kept him there for many years.

The business continued to grow and ten years ago he moved to the East Ridge Flea Market. This provided a chance

to open a retail store that stays open seven days a week. Stereo City has been in its new home for over 5 years. They offer a huge line of stereo systems for all vehicles (Panasonic, Pioneer, Alpine, and JVC just to name a few). His two sons, Frankie and Johnny, offer installation daily. They pride themselves on providing first-class products at the best prices around.

Stereo City is looking forward to another successful year. With the current recession, more people are keeping their current cars and making upgrades. Taking an older vehicle and spicing it up with a new sound system is money well spent and is cheaper than purchasing a new car.

I'd like to thank Dennis for taking the time to be in the spotlight. His life story could fill hundreds of pages. For all you music fans, take the time to Google the Nebraska Music Hall of Fame and check out Dennis' profile. He was inducted in 2001. Stereo City is open seven days a week and is located at 6725 Ringgold Rd. Suite B - next to the East Ridge Flea Market.



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LaFayette, GA
THUNDER FOR HUNGER BENEFIT RIDE
Bethesda Baptist (Highway 151 North) - 10 a.m.
Danny Hobbs: 706-397-2107 or tsredden@windstream.net

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Marion County Food Bank - FBO:10 a.m. (CST)
Joe McAllister 256-608-9719 or Louis Marler 423-309-9759

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Chattanooga, TN
RUN FOR THE SON
Sportsman's Warehouse - 10 a.m.
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MAY 9
Chattanooga, TN
RUN TO THE FALLS
Sportsman's Warehouse - 10 a.m.
Wayne Polk: 423-309-4226 / roadcaptain@cmachattanooga.com

Cleveland, TN
RIDE FOR THE RED (HIWASSEE CHAPTER AMERICAN RED CROSS)
American Legion Post 81 (227 James Asbury Dr. 37312) - 9 a.m.
Michele Hammonds: 423-472-1595, ride@hiwasseearc.org or www.hiwasseeredcross.org

Elijay, GA
HOTROD'S N HARLEY'S CAR AND BIKE SHOW
Hotrod's N Harley's - 9 a.m.
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Atwood, TN
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164 Clay Farm Lane
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MAY 16-17
Scottsboro, AL
MOTORCYCLE RALLY & SWAP MEET
Jackson County Fairgrounds
W. Cox: 256-599-9903 or G. Thompson: 256-451-1218

MAY 16
Chattanooga, TN
MOTORCYCLE SWAP MEET
American Motorcycles of Chattanooga - 11 a.m.
423-698-2500

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TENNESSEE STRAWBERRY FESTIVAL POKER RUN
Rhea Co. Court House Annex (corner of 3rd and Church St.) - 4 p.m.
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BIG HEARTS FOR LITTLE HANDS RALLY POKER RUN
Thunder Creek Harley Davidson - FBO: 3 p.m.
steelbrothersmc@yahoo.com or myspace.com/bigheartsforlittlehands

Ringgold, GA
BLUE KNIGHTS RALLY IN THE VALLEY
Remco Business Center - FBO:10 a.m.
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The Low Down:

**Make/Model: 2005 Redneck
Engineering Mutant Drag Chopper
Engine: 1200 H-D Buell EVO
Owner: Brent Skiles - Dunlap, TN**

Brent Skiles was looking for something "different" in September of 2007 when his friend "Crunch" from Sequachee Valley Motorsports pulled up to his Dunlap, Tennessee shop with a trailer full of bikes he'd bought at an auction in Wisconsin. Brent fell in love with this strange little bike and bought it on the spot, before it was even unloaded. What you are looking at here is basically a motor, transmission, front end, wheels, and brakes from a 1200 Buell donor bike meshed with a Redneck Engineering frame, a lot of hard work and some aftermarket and homemade goodies. It's camelback frame, 40-degree rake, 18-inch seat height, and angled Sportster



tank give this ride a decidedly wicked stance, while the high-horsepower engine and advanced technology put this chopper way out in front of most stock Harleys performance wise. The 42 millimeter Mikuni carburetor, and Crane Hi 4 ignition help it shoot down the road like a scalded dog, and the internal wiring and braded cables and lines keep it looking cool while it happens. Brent has done some work on this beast in the last couple of years, mostly just replacing tires and brakes and adding new controls and other small things to personalize it to his taste. Brent says he gets a lot of attention when riding down the road, and is constantly amused at the people who walk up to this bike in gas station parking lots to get a better look. Brent says he would be interested in selling it if he could find something even more unusual to ride, and says anyone interested could inquire at Sequachee Valley Motorsports (423-949-8354 or crunchescycles.com).



Special thanks goes out to Brent for delivering this bike despite the trouble he's been having lately with his ligaments, and to Crunch for setting aside the time and space and doing what needed to be done to help this shoot go smoothly. Photography was performed by "Tom the Bomb."



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CHATTANOOGA'S MOTORCYCLE MAGAZINE



Born on January 28, 1890 in Seattle, Robert Stroud was destined to be probably the most famous prisoner in the history of the United States prison system, yet you probably do not recognize

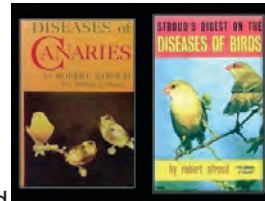
his name. In 1909 at the age of 19, Stroud brutally murdered a bartender for his failure to pay a close friend of Stroud's for her services as a prostitute and subsequently to the McNeil Penitentiary in His record at violence, fellow inmates, his transfer to Leavenworth Federal Penitentiary in Kansas. Although highly intelligent, he was regarded as a difficult, scheming, and a violent sociopath, who at 6'-3" was intimidating to the prisoners and guards. At Leavenworth Stroud continued his reign of terror on inmates and guards, culminating with the stabbing to death prison guard, Andrew Turner, with a homemade knife after Turner had reported him for breaking prison rules. Previously Stroud stabbed a fellow prisoner for simply stealing food. Stroud was found guilty of first-degree murder and sentenced to death by hanging for the murder of Turner,



Stroud was sent Island Federal Washington. McNeil reflected behavior and threats to resulting in the maximum

but his devoted mother was able to convince then President Woodrow Wilson to commute his sentence to life in prison, without parole (spent in solitary confinement).

Over the course of the next few years Robert underwent some drastic changes. With only a third grade education he began to enroll in correspondence courses, which included astronomy, structural engineering, and physical science. To the surprise of fellow inmates and guards alike Stroud earned exceptionally high grades for his college level classes, which would lead to even greater accomplishments in his future area of interest. Stroud also studied art leading to his creation of greeting cards sold to the public, with the proceeds going to help support his mother. But the biggest change in Stroud's life came about after a walk in the prison recreation yard following a severe thunderstorm. Stroud stumbled across the remains of a nest on the ground containing three baby sparrows, injured but were still alive. Robert built them a makeshift nest, to nurse them back to health. He checked out every bird related book in the prison library and even trained his feathered friends to do tricks. He developed a bond to his feathered fellow cellmates and consequently over the course of the next 30 years of confinement at Leavenworth developed a keen sense of interest in canaries. Stroud would be allowed to maintain a



containing three which had been still alive. Robert back to his cell, makeshift nest, to nurse them back to health. He checked out every bird related book in the prison library and even trained his feathered friends to do tricks. He developed a bond to his feathered fellow cellmates and consequently over the course of the next 30 years of confinement at Leavenworth developed a keen sense of interest in canaries. Stroud would be allowed to maintain a

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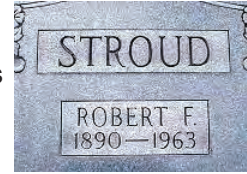
makeshift lab in his adjoining cells, breeding and studying the birds habits and body physiology, and even created medicines to counteract bird diseases. The warden actually encouraged Stroud's new interest because the presence of the birds had a calming effect on the cellblock with a history of violence. Stroud would ultimately raise nearly 300 birds while at Leavenworth and go on to author two highly respected books concerning canary diseases, with extensive detailed information used today. He also bred and sold the birds to the public; one purchased by FBI chief J. Edgar Hoover for his mother. Unfortunately, Stroud would lose the rights to keep and being caught with a mini-still he built to brew alcohol. Stroud would eventually be transferred to Alkatraz where he acquired the nickname "the birdman" though contrary to the of Alkatraz", even movie account, Stroud never housed any birds while there.



We have all made mistakes in life, some carrying more severe consequences and penalties than others. Except by the grace of God, given the wrong circumstances and influences, we could all end up in prison. No matter what the circumstances there is always time to change and head in a new direction. For those of you who have done some terrible things that you may regret, I have some great news. The God who made you and loves you more than anyone (including yourself) is there to forgive you and offer a way out. He can change your life just by your asking, to a life that has meaning and is full of an inner peace. I recently ran into a friend at a local cycle event and he told me the Feds had been

hosting him (prison) for the past 18 months. It was good to see him and I now I have him on my daily prayer list. For any of you who may have been playing around with activities that may get you into trouble, I want to encourage you to get out while you can. Life may not be overly exciting to you but at least you are free, plus the rest of us fellow bikers want you to be around.

In his later years, due to declining health, Stroud was transferred to the Medical Federal Penitentiary at Springfield Missouri, where he died in 1963. I would like to be able to end the Stroud's heart better, prior to his have no indications the case. A life in life in hell is worse. ending to this story but with you. No things you have done, there will be people in heaven who have done much worse. If you have not asked the Lord into your life, it is my prayer that you will, because freedom in the Lord is freedom at it's ultimate. Now let's go out and play in the streets! Freedom, it's great!



Eddie Rahm
Road Rash Magazine
HYPERLINK "mailto:edtennga@bellsouth.net"
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P.S.: Even though the "Birdman of Alkatraz" movie was introduced before Stroud's death, he was never allowed to see it.

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"In Betweens"

Life is full of "in betweens" and we all have had our fair share. In between jobs is the most common one suffered by Americans today. I've been there several times over the years, but right now I'm driving a semi-truck and I'm "in between" loads, so I have time to get this article written. I've been in between relationships, jobs, residences, cars, pant sizes, meals, etc... You get the picture. No matter which "in between" is happening at the moment, it seems like that one is the worst. As you know from last month's article, I'm "in between bikes" and it feels pretty tragic for me. I do believe, however, the next motorcycle will be better than the last and all the fretting I did during my 'tween time was for naught. I am trying to keep that in mind as I muddle through life without a bike.



So, now I'm shopping for my next bike. I'm not the only one shopping, either. My friends are looking, too. I think it hurts them almost as much as it hurts me that I'm without a bike. I have cool friends. My former bike, a Sporty, kind of fell into my lap. I wasn't really looking and it just came to me. I loved that bike, had a great time riding it and have some of my fondest memories connected to it. It was a good first bike for me. Now, I want something bigger and louder. That was my only complaint about that bike. It just wasn't loud enough. After all, that sound of a Harley was what I fell in love with over 40 years ago. I do want another Harley. I'm not one of those who think Harleys are the only bike anyone should ride but for me, it is. I looked at some Honda's, for example, before I got my Sporty and when I sat on one, I felt like I was cheating or something! I know, it's silly, but that is how I felt.

If you love your Honda, that is great for you. Another reason I want something bigger is that, well, my other vehicle is a Freightliner. It's a little embarrassing to drive a big truck and ride a small bike.

I like black Harley's. Again, that's for me. I like pretty paint jobs on your bike and my next bike might have one, too. But, black is Harley. I'm not looking for a big touring bike but I want something comfortable enough to travel on. That shouldn't be difficult for me. I was comfortable on my Sporty on long distances. I would want bigger saddlebags to carry my stuff in. You should have seen my bike last summer on the Canadian trip. I think I had about 40 pounds of stuff bungee-corded to that little sissy bar. Bigger saddlebags would be a nice feature. I like ape hangers, too, but not too big. But, having a stereo in a faring would be really cool. Not having to connect my IPOD and adjust the volume would free up several important minutes as I am used to hearing a chorus of "Let's go RahRah" when I am holding up the pack! I like to listen to music when I ride.

I don't know... I will stay open-minded about the whole thing and wait for the right moment, the right price, and the right bike for me. It will come and thus end my "in between" stage, once again. I will feel complete then – until the next in between stage of my life comes along... and it will.

So, for all of you who are in between something, keep in mind that, like so many things in life, we go through stages of "in between." You may think it's a good thing or a bad thing. It really ain't either. It's just a thing. Look at it as a chance to breathe, rest, reflect, and most of all learn something about yourself. The end of the "in between" is the glorious beginning of something better.

Ride often and be safe!
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Joe Cool's Biker Health



Road Rash readers, I wish to convey to you some exercise principles that I have endorsed and promoted for a very long time; the principles of exercise through natural movement, which improves strength and stamina for everyday activities for a lifetime. Using this concept of functional exercises will better your overall fitness and lower the degenerative arthritic effect of exercise. Natural or functional exercise makes growing older easier.

The human body is an amazing mechanism of organic components that allow for free movement. The bone structure supports the body and it serves as a scaffold, which supports and protects organs and anchors muscles. Muscles are fibrous tissue and their function is to produce force and cause motion. Muscle and bones are connected through tough collagenic tissue called tendons. The moveable parts of the body are bones brought together by ligaments creating joints. Our bodies have incredible capacity for movement. But most exercises done through unnatural movements can cause more harm than good over time. It is understood that regular aerobic and anaerobic exercise is beneficial for ones health. The purpose for regular activities is to help one to grow old gracefully and have the strength and stamina to enjoy one's life without physical limitations for a lifetime. However, exercises that are not functional or mimic every day movement, over time, are unnecessary and harmful.

For example: the "lunge" exercise. The lunge is believed to exercise the major muscles of the hip girdle and knee flexors and extensors. But it will also cause a great deal of harmful stress on the hips, knees, ankles, and lumbar. The lunge exercise is a movement that is done stationary or traveling with or without added resistance with hand weights. The lunge is performed by stepping forward with the right leg greater than the normal stride, then bending the knee of the left leg (which is behind your center of gravity) until the knee is flexed beyond 90 degrees (and nearly touching the floor), then returning to the start position and starting the process again by striding forward with

the left leg. If you can envision this movement... When was the last time you walked through the mall in this fashion? When have you seen anyone walk anywhere using the lunge technique? One other example of common exercises that does not support functional movement is the "lateral raise." This exercise is designed to create stress against the anterior deltoid, which is a major mover of the shoulder joint. With weights in hand, raise the arms straight up from the sides to shoulder level then lower back down. This is a simple movement that is well within the shoulders range of motion. The problem is when the exerciser uses too much weight. That is when it becomes unnatural and harmful. When was the last time you picked-up a gallon of milk using the lateral raise technique and carried it to the checkout counter? The shoulder was not designed for that kind of stress. The possibility of damage to the smaller rotator cuff muscles will increase. These are examples of many exercises that are not functional movements. They are not movements that are natural in your daily life. They do not improve your ability to move as you would do each day. These are examples of exercises that will

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cause degenerative joint damage that will hinder your physical capacity later in your life.

During our early years of life our bodies gain strength and stamina easily. The youthful body will regenerate damaged tissue caused by exercise quickly and the stronger bone structure can better withstand high impact stress. But, as the years go by, our body's ability to heal itself diminishes. The synovial tissue in our joints wears away and does not repair. If one over exercises, or uses poor mechanics or techniques in the exercise movement, then degenerative arthritic conditions will restrict exercise and activities during their senior years. Be smart. Exercise in ways that are not harmful but helpful. Instead of lunges, do chair squats that strengthen the muscles that let you sit and stand without assistance for your lifetime (nothing worse than not having the physical capacity to get off the pot on your own). Instead of lateral raises, do overhead presses (military press) this will help you put your own groceries away after you retire. It will also keep you raising the roof, even if the roof is on fire.

Keep strong by training your major muscles as well as the stabilizer muscles using natural and functional techniques. Whether you are 15 or 75 years old you will stay free from degenerative injuries and decrease the possibility athletic injuries. The day will come when your hair is gray and your skin is wrinkled. You may look older but you will feel more youthful for keeping natural and functional exercises a regular part of your life. Take care of yourself. Because, if you won't, who will? See you on the road.

"Joe Cool" Wiram
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Senator David Zein is one of a few to reach a million miles on a Harley. Easyrider Magazine was with him for the event. They left Madison, Wisconsin Monday morning at 5 a.m. to finish the last 2,400 miles needed to complete his journey. On the way back, he had mechanical problems and stopped at "Mountain Creek H-D" for repairs. Interesting enough, they installed the sixteenth stator his bike had seen. It is also on the seventh remanufactured engine. The last engine was installed in October. It has also had the tranny rebuilt numerous times. He completed his mission on Monday April 6, 2009 in Milwaukee at the H-D "Juno" plant for festivities, and picked up the keys to a new (2009) FLTR Road Glide from Harley corporate. His million-mile 1991 FXRT (nicknamed "Suzanna-a-La-Sha-Luck-a-Lay-Ya") will be retired to a museum in Sturgis.

David holds several long-distance motorcycle records and (certification pending) 117 World Records including riding 31,068 miles in 31 days, three 100,000-mile years (two yet to be certified), 6,200 miles in five days, 3,032 miles in 48 hours, 1,616 miles in 24 hours, and is the high mileage leader in the HOG mileage contest. He has also ridden coast to coast in 50 hours and rode from Mexico to Canada in 32 hours. He even

MILLION MILE HARLEY

holds a record for the most rides included many first-time riders that were over 100 years old. organizations: HOG, CMA, GWRA, of Wisconsin/Michigan, World the first lawmaker elected from the spearheaded over 100 flagpoles, dedicated to bikers. He has also seven of them, he was carrying a He's pushed his Harley through most was four parades in one day) parade backwards. He has even Thunder Parade in Washington, while standing on his floorboards. with deer.

It looks like this dude has achievement? Appearing in Road to thank Charles Keith and the staff in Dalton, Georgia for giving us the us the above information.



given on a motorcycle, which including a couple of passengers He belongs to the following AMA, NCOM, ICOM, ABATE Federations of Clubs, etc. He was Freedom Fighter Movement, and flags and monument stones competed in 11 marathons, and in three-foot by five-foot American flag. approximately 45 parades, (the and even pushed it through one ridden the entire route of the Rolling DC and the whole Dragon's Tail He's even survived four collisions

done it all. And his crowning Rash Magazine, of course! We'd like at Mountain Creek Harley-Davidson heads up about David and sending



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Busa Doc Tech Tips Performance

Are you looking for better performance and don't really know where to start? Whether you ride a sport bike or a cruiser, performance is something we all want at our fingertips. Here's a tip: start by adding a performance exhaust, a Dynojet Power Commander (EFI only), upgrading breather components, and/or upgrading gearing. Then make changes to the carb/Power Commander based on professional dyno testing results. Changing the gearing is a cheap way to get going faster on many bikes. Performance motorcycles need to breathe more air and be able to pull sharp in all gears. If your bike has stock gearing, and you want a little more bottom end to pull off the line or in a corner, the easiest and cheapest thing to do is to go down one or two teeth on the front sprocket. That combined with breather upgrades will make you feel like you have gotten a new bike. Adding a Power Commander or making carb upgrades (along with professional dyno tuning) will make your bike run the most efficient possible. This process will normally also produce the most torque and horsepower.

The Dynojet Power Commander allows you to change the amount of fuel that your bike needs for better performance in all power bands, and allows the engine to run smoother with



the best fuel/air ratio. For best results, the Power Commander should be installed and dyno tuned by a certified tuner such as one of our staff at Ultimate Cycle in Chattanooga. Don't be afraid of dyno testing. Many false stories are passed around about how dyno testing can hurt your bike. The bottom line is that a certified tuner is not going to do anything during dyno testing that you would not do during normal riding, except getting a ticket from the police for excessive speed! If your bike can be ridden to the service center, dyno testing should not harm your bike. Obviously, you must use your judgment on the affect of putting an

aged bike, or one that is not in good mechanical condition through dyno testing. You should know that dyno testing is not designed to "add horsepower," as many would think. Most of the time spent on the dyno is designed for diagnostic testing or simply obtaining the most optimal engine running condition in various power bands. From sport bikes to Harleys, dyno tuning is the best way to mesh together all the performance components you have installed, and it gives you the peace of mind that your bike is going to run as optimal as possible. Yes, sometimes those new pipes will run fine with no adjustments, however, you may be missing much better rideability by obtaining real time data from dyno tuning. However, riders beware - there are many "fuel packs" on the market that are sold to you as a quick fix to add performance. Some of these packs unfortunately do not allow the reduction of fuel after it is increased during tuning. Thus, if you get the mixture too rich on the settings, some of the fuel packs cannot be returned to normal, and quickly become a nice paperweight! Dynojet

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This month is another case where we had the help of a real “insider” when it came to choosing a local motorcyclist to be featured in our “Hot Seat.” My friend Scott approached me and asked if it would be possible to get his father Mike White into the magazine. Scott helped us lure Mike out of his home in Dalton, Georgia, and the rest is history. Below are Mike’s answers to our infamous Hot Seat Questions. Let’s see how he did!

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

Most everyone knows me as Mikey. Some of the folks I work with call me “hang dog” because of a look that I have. My wife also calls me “Papoo” and “Poppy.” Papoo is an Indian word for Father. Being as I am part Indian, it sort of fit.

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

I started riding at the age of 13. It was a Sears moped owned by a friend of mine named Jimmy Nelson. My first bike was a Yamaha 175, but my favorite was the 71 Triumph. I have been riding for around thirty years.

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



I guess the longest trip I ever took was to Bell View Kentucky (just across the river from Cincinnati, Ohio) to visit my brother.

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

My wife also used to ride but sold her bike because of a fragile bone condition. My sons Scott and Anthony, and my daughters Sadonna and Ginger also love to ride. So I guess you could say “The family that rides together, and plays together, stays together.”

5) Have you ever had any serious wrecks?

Well, I’ve only had three crashes. In 1974, a guy in front of me decided to stop abruptly and I wound up on top of his car. That kinda’ hurt. Then, on Thanksgiving night in 2004, the driver of a pickup truck and myself decided to turn at same time and we sort of hit each other. But, of course, he said it was my fault. He didn’t even look before he turned. Then, while cruising on a Sunday afternoon, a fella came around a curve and figured he needed more road, so he tried taking half of my side. At first I thought he had missed me. But it didn’t take long to realize that he hadn’t. I remember thinking “God, this is gonna hurt.” He managed to total my Magna, and dang near totaled me. I ended up with some road rash and a few little broken bones.

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

I remember my wife and I took a little ride to Eastgate on Saturday afternoon and when we got off the bike my wife saw this little girl that was very intrigued with the bike and us. My wife, being the friendly person that she is, spoke to the little girl and smiled. That seemed to tickle that little youngun’ to death - until her mother grabbed her hand and scolded her for acknowledging my wife. She still managed to wave goodbye to us.

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

It’s easier to find a place to park a bike, and folks (other bikers) will stop and talk to you. Bikers really are more friendly than auto drivers. And most of the time, they are more apt to stop and help you if you are in trouble.

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

I like to ride on cool crisp mornings. And a mountain ride is hard to beat. I love to ride the Blue Ridge Mountains and Ellijay, on through Blairsville to Hiawassee. The route to the October fair in Hiawassee is a very beautiful ride. I also enjoyed the Dragon's Tail. I sort of got that one in without my wife knowing about it. The fall colors, the brisk air... It was just great.

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

I ride all year long. I guess I ride around 10,000 a year. But it's mostly local - just wherever I decide to ramble off to.

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

The drivers of automobiles... It's like they think we don't belong on the road. What folks don't realize is that bikers are people too. And we have a heart just as they do. Bikers raise more money for things like Toys For Tot's, and many other organizations. I wonder if they'd like people treating them the way they treat us bikers? The moral of this story is simple; two wheels or four wheels - each has the same right to the beautiful outside world. Parts of this world have enough ugly stuff in it, we don't have to be ugly to each other. Being in the Marine Corp and being stationed in Vietnam for 16 months, I can really appreciate beauty and the simplicity of riding. It gives a man a great feeling of freedom. And I most assuredly can appreciate that.

Mike went on to add, "By the way, speaking of beauty, what ever happened to the pretty young ladies that used to grace the centerfold of your great magazine? I sure do miss them."

As you might imagine, Mikey and I had plenty of stuff to talk about. I want to thank Scott for helping us out, and Mikey for his time and patience. If you happen to see Mike out and about, be sure to ask him to sign your copy of Road Rash Magazine!

If you know of anyone you'd like to see featured here, let me know! Email me at tomthebomb@roadrashmag.com, or call me at 423-322-0223!



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