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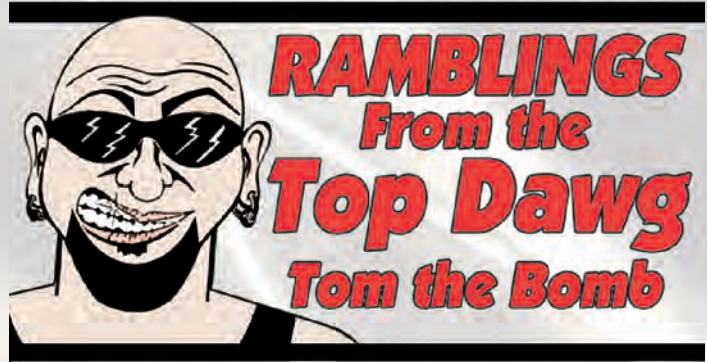
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By the time you read this, a lot of you will have pretty much recovered from another successful Thunder On The Rock Rally and be gearing up for The Road Rash Biker Bash (August 14-16 in Martin Springs, TN). I hope so anyway, because it's turning out to be our best bike rally yet!

All sorts of people come to the Bash – and quite a few of them don't bring a motorcycle (whether they have one or not). Yes; it's an old-school bike rally – but it's also an outdoor concert, campground party and motorcycle rodeo rolled into one. No one is required to be a "biker," and everyone is welcome! You can ride a bike, drive a car, truck, motorhome, or dunebuggy... Heck, we'll even let you in if you decide to walk. Our only requirements are that you be over 21, and not bring four-legged pets, weapons, glass containers or bad attitudes. If you get your tickets online now – they're only \$30. That's a great price to camp for two nights and see over ten live bands... not to mention the contests, games, bike show, vendors, and campsite shenanigans! Throw in the fact you are welcome to bring your vehicle, camper, RV, ATV, as well as your own food and drinks (which will also be available for sale on site), with no extra fees – and it's the freakin' deal of the century. Did I mention free hot showers? We don't price gouge people or give them ridiculous rules. We expect everyone to be respectful of others and have a good time. If that's what you're into, come on out and show your support. We'd love to have you!

Speaking of getting your Road Rash Biker Bash tickets in advance (which you can do online), we've recently made a few changes with our Web site (www.roadrashmag.com) I'd like to talk about. If you've been to our site lately, you've

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probably noticed we are really trying to encourage people to sign up for our email list. If you haven't done so already, please do. The email list is being generated with the sole purpose of informing our readers of late-breaking news that cannot be communicated through our printed magazine (missed our print deadline, etc.) and needs a quicker response time than what we could get from simply posting the information on our Web site. For instance, if an accident victim needed blood donations or a grieving family requested motorcycles be involved in a funeral procession – we would send out a short message with the basic information to let our readers know. We are creating the email list in an effort to better serve our readers and the community. You can help by signing up today.

Speaking of helping out, we have always had a policy in place to help promote local charitable events. For instance, we do not charge a dime to post event information on our site, and print that same information in our magazine. All we ask is that we are provided specific basic information. I'm quite proud that our site, www.roadrashmag.com has the most complete and up-to-date local motorcycle-related event listings available anywhere. We've recently made changes to clarify exactly what we need from event organizers. So, if you know of anyone who is planning an event – be sure to tell them to go to our

Web site first. That way, they can avoid competition for participants, and get free publicity.

We have also been streamlining and clarifying the system we use to qualify worthy charities for free or drastically discounted ad space in the magazine. All of the details and requirements are now spelled out clearly on our Web site.

There is a wealth of information contained in this magazine and on our Web site. I often answer my friends' questions by saying (tongue-in-cheek), "The answers to all of life's questions can be found in Road Rash Magazine or on roadrashmag.com." They usually look at me like I'm a crazed lunatic, and then I pull out a magazine or pull up the Web site, and prove myself right. Road Rash is your magazine, and roadrashmag.com is your Web site. Don't leave them sitting in the garage, use them for the purpose they were intended. Get 'em out on the road and open them up!

So, your homework this month is simple: Browse through your magazine and around your Web site and think about what they can do for you – then let us know. Also, try to visit at least one of our loyal advertisers and tell them you saw their advertisement in Road Rash. Lastly, keep it shiny side up, rubber side down, and twisted to the max!

*Tom
THE
Bomb*

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ROCK'S TWO CENTS



I can't believe it's already June. As I write this our big trip to Glacier is only 60 days away. Our reservations have been made for over six months and the countdown continues. We are looking forward to our friends and family following along with us again this year by viewing our daily blog and pictorial updates at roadrashmag.com. As usual Pebbles will be snapping pics as we gobble up the miles.

Since my announcement last month that I purchased a Honda Gold Wing to add to my stable, the comments have been unrelenting. You would have thought that I had peed on the Pope's robe. Everywhere I go I get another opinion. What's funny is that the most critical comments are from the Harley riders who only ride their bikes to and from some yuppie golfer bar on Brainerd Rd. Most of their bikes have rarely been out of the state (maybe Rossville) under their own power. Yeah, they've been to Daytona and some have even been to Sturgis, but their bikes have not been ridden to these places, they have just been ridden at those places if you get my drift. For your information: Most people's opinion of what I ride means absolutely nothing to me. You need to ride more and keep your infantile comments to yourself.

Like I said last month, I love my Harley-Davidson. I have owned nine or ten dressers, a couple of Road Kings, a couple of soft tails, a Dyna Wide Glide, and a Sportster. I plan on owning more in the future. I have never had a bad

one (since the horrible AMF years. Just because you can make good bowling balls does not mean you can build quality motorcycles. We Harley riders found that out first hand). I have logged more than 300,000 miles on Harleys in the last ten years alone and I have been riding for 40 years. There's no telling what my actual lifetime mileage is. My Harleys have always gotten me where I wanted to go and I loved every minute of every trip. There is nothing like the feeling you get astride a Harley-Davidson motorcycle.

As my close friends know, I was also "bi-brand" in the seventies and eighties. I tried to always have a Harley and a Honda in my garage. I had a Honda 750 Four, a CB 900 (the first shaft-driven Honda), and a V65 Magna (which now sits in the basement of the Barber Motorcycle Museum in Birmingham). I have ridden and loved both brands for decades. From 1993 to 2009, however, I have ridden Harley-Davidsons exclusively.

I didn't buy a Gold Wing because I was dissatisfied with my Harley-Davidson. The fact is I just love machinery, especially motorcycles. Just as a Ford or Chevy man can appreciate an exotic Ferrari or Lamborghini, I appreciate the high tech features of the Gold Wing. It's the yen and the yang. Harley-Davidson will always be the quintessential traditional motorcycle. It's big, it's tough, it's rugged, it vibrates, and it's loud. Today, its rough image has been softened somewhat by the fact that there are so many "no riders" owning them. Buying a Harley-Davidson does not make you a tough guy or mean that you are a rider; you gotta earn that with saddle time and mileage. Anyone can do it. Just do it!

The Honda Gold Wing is not your traditional motorcycle. It is a two-wheeled high tech hybrid. Most of its' traits are the opposite of the HD. It's still big, but the seat height is 1.5" lower than the Electra Glide. It is 25 pounds heavier than the

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EG, but it has a lower center of gravity. It's balance makes the extra weight unnoticeable. It is much quieter, but has the high pitch whine of an Indy car. After all, it does have a 1832 cubic centimeter 6 cylinder, water cooled engine that delivers 125 horsepower. It is as nimble as an eighteen-year-old gymnast and just as much fun (not that I know that first hand). The GW is really a sport bike for grown ups. It's kind of funny to me that us old guys that are riding GWs (whose speedometer registers 150 mph) are looked down on by HD owners. They won't look down long, because they will be looking ahead - watching those Honda taillights disappear, leaving them in the dust. It has all that power without even making a squirrel jump when it flies by. Not only is the GW quiet, but it is smooth beyond belief. The power band between 80 and 120 is unbelievable. Just when most motorcycles acceleration starts to level out the GW takes off. It has scared the crap out of me on more than one occasion. Fear can be fun at times.

I have also found it interesting that most Gold Wing riders are just as aloof when it comes to their brand. Most of the winger's I've talked with actually look down their noses at Harleys. Winger's are fiercely loyal and just can't understand why someone would want a Harley after riding a GW. I have also noticed that the GW riders are not into the "tough" thing. You know, ...buy a Gold Wing and now you're suddenly a bad@##. They are more about the riding and the comfort things. They have all kinds of functional gadgets, wind deflectors, and other stuff attached to their bikes. They are just as bad as HD riders when it comes to chrome. You can go blind by even looking toward a pack of Gold Wings in the sun, and no matter what time of year it is, it always looks like a toy run. Wingers too have their special attire; you just don't see nearly as much leather. To me, most of them dress entirely too casual. Motorcycling, even on a GW, is serious

business. No one rides on either of my motorcycles without boots. The only part of you that should ever touch the ground on a motorcycle is your feet. Why some wear lightweight footwear is beyond me. I've seen people on both brands in tennis shoes, boat shoes, and flip-flops. I've even seen one moron barefooted. I guess what I'm trying to say is that if you walked into a restaurant filled with both Harley and Gold Wing riders, you could instantly pick the two groups out by appearance. I can tell you this much, these wingers love to ride. Now I don't want to get something started, but I don't know if the Harley clubs around the country would want to compare total mileage ridden with the Wingers. It would be an interesting, but potentially embarrassing, tidbit of information. Can anyone help me with this? I'm just naturally curious.

I have always believed that riding is the most important part of owning a motorcycle. In my almost eight years of writing for this magazine, I have never been critical of what brand a person rides. Years ago, I coined the phrase "I'd rather ride with Wingers than trailer with Hogs" and that holds even more true today. If your fragile identity is so dependent on what brand you ride instead of your love of riding and the places you've ridden, then all I can do is feel sorry for you. If my critics spent as much time on the highway as they did in the bars then they too could rack up some miles. People that have glass garages should not throw stones.

So, which is better? Better for what? Better for who? I can tell you this without hesitation: Both is better for me. I love them both. The old Harley slogan sums it up best for both camps. "If I have to explain, you wouldn't understand."

LTRNTT,
Rock

Send comments to: rock@roadrashmag.com

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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.



TWO OLDEST TEENAGERS IN RHEA COUNTY DIE TOGETHER IN MOTORCYCLE ACCIDENT ON HWY 60

On April 26, my brother and I spent the last hours of the day at an accident site in north Hamilton County where our parents left this earth. They were the lead bike in a "pack" of three. Behind them on the other two bikes were their best friends and my brother and sister-in-law. A 24-year-old female driving a full-sized pick up truck completely crossed the centerline and struck them head on. Both were pronounced dead at the scene.

As I stood there in shock with my husband, trying to comfort my brother and sister-in-law and friends, who had all witnessed this horrific event, we all kept telling each other the same thing. At least they went together.

Preston and Pat Laymon had raised three children and witnessed multiple grandchildren and great grandchildren arrive into their lives. They both worked hard and had finally retired several years ago to pursue their dream of seeing as much of the country as possible. My dad was a jack-of-all-trades and a master of everything he showed an interest in. Along with riding bikes most of his life, he was an amazing horseman, could fix or build anything, was a talented artist, a successful taxidermist, a former bail bondsman, and finally retired while working as a police officer in Spring City, TN. My mom had worked for the Krystal most of the years before and during my childhood. During that time she owned a successful awards business in Middle Valley and was a part time chauffeur to my two brothers and me. When they moved to Rhea County in the nineties, she got a job at the courthouse as a court clerk and retired while working there.

Many times during my work week I would get a call and it would be one of them telling me that they were out of town and staying a night or two. They would just leave home in the morning, on their cherished Goldwing, with only a direction of travel in mind and would land somewhere that they wanted to spend a little more time.

They enjoyed doing charity rides and took a lot of planned trips with friends to many areas. But the one trip that shows how they were to us, they took alone. A couple of years ago, they rode far up into the eastern part of the U.S. and had started back into the south. They called me every evening to let me know that they were okay and where they were staying. So I got a call on Wednesday evening from Myrtle Beach, SC. Daddy said that they had wanted to do some deep sea fishing but the party boats weren't running through the week so they would be heading home in the morning. When I got a call from them on Thursday night, they were in Panama City, FL. The next day started the weekend and they were going to wet some hooks. They made life work for them and laughed their way through most of it.

My brother, Jim and I both ride with our spouses and we want to thank the bike community and all of the various law enforcement agencies for their support during the funeral. We also want to thank all of my parents' friends who not only loved them but were true friends to my brother and me as we planned and executed the arrangements. And finally, a big thank you to Moleman for driving out to Soddy Daisy and taking pictures of the procession and site service.

At this point, we know only what the investigators tell us and suspect only the rumors that we hear. It will be quite some time before all of the facts are in but there is a truth that gets our family through every day now. They were a testament to how to love someone for all of your life and they are still together doing so.

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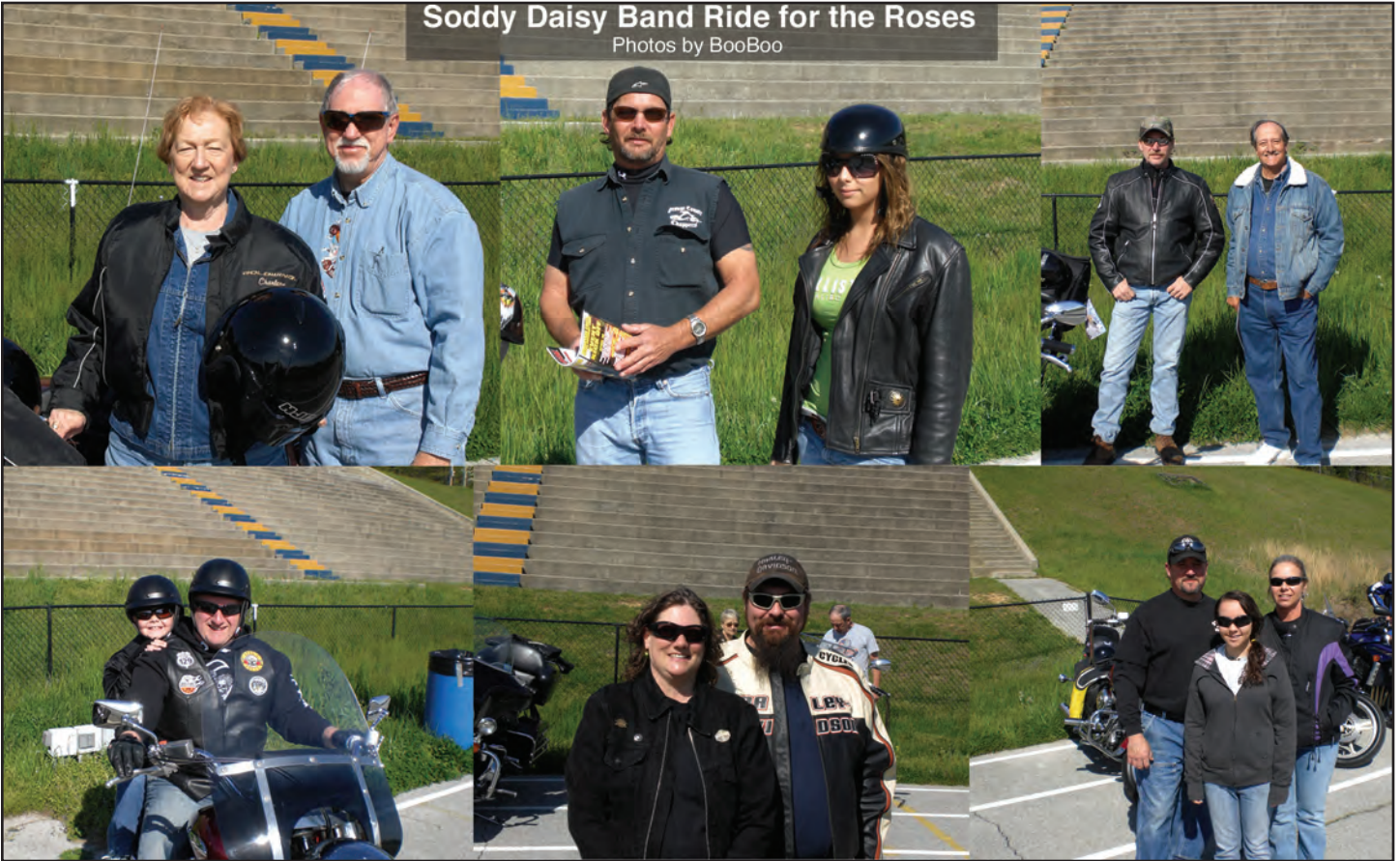
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REVEREND BOOGER'S TWO-WHEELED PULPIT

Hello humans! Okay, this isn't Reverend Booger speaking to you this month; you are reading the words of the bike known as "The Boogster." If I am not mistaken, there should be a picture of me on this page showing me in all my glory. First off, I am not happy with the name my human has given me, I would prefer "Smoke" or "Blackie," but since he owns me and puts gas in me - I guess I have to settle with what he calls me. Now I would like to share how I've happened to become the bike I am today.

I started off life unhappy; I was a pearl white 883 Sportster and had settled into life being a "ladies bike." I was dressed up with all the chrome you can imagine. I spent most my time in a garage not getting ridden much. This went on until the winter of 2006, I knew I was up for sale and I figured some other nice lady or beginner would come and buy me. But as fate would have it, this strange looking human came and checked me out. I could tell he was more interested in my performance than he was my shiny stuff. He had an edge to him; on the test drive, he wound me up tight and shifted hard into second. Nope, he wasn't a beginner. My life had taken an exciting turn for the better.



After I was bought, it wasn't long before chrome started coming off me like tiaras in a beauty pageant catfight. I was taken down to a strange garage and a nice man pulled my engine and when I was put back together I felt stronger and faster. From what I overheard I, was bumped up to 1200 and my heads were ported and polished. I was stripped of all my metal and when I was dressed again, not only was my tank black, my seat was a fiberglass racing seat, and my front fender was an old school racing brace. I realized I had found the owner of my dreams. He not only knew how I wanted to look but he knew how I wanted to be ridden.

I stayed in this form til somewhere around December 2007 and once again I was taken to the garage and my engine was pulled back down. This time I got .005 over racing pistons and new cams to help me breathe. Well, this was all fine and dandy. My human took me out several times and broke me in... and right about the time I was ready to ride hard and fast I developed an ignition problem. I was again sent back to the garage to be checked out. Okay, I was sitting there minding my own business waiting to be worked on when all of a sudden a fire broke out. I tried honking my horn but it was too late. I was one of the five bikes that was left in the garage that day and from the way I looked I thought my days of riding were over.

I was rinsed down, pulled out and covered with a



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RAIN DATE: SAT. JUNE 27th.

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LOOKOUTS

JUNE

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MTG 14	MTG 15	OFF 16	MIS 17	MIS 18	MIS 19	MIS 20
MIS 21	HVL 22	HVL 23	HVL 24	HVL 25	HVL 26	HVL 27
CAR 28	CAR 29	CAR 30				

■ Home Games
 ■ Away Games

tarp; I spent the rest of the spring and most of summer under that tarp, thinking I was done for. Then one day I was pulled back out, rolled into the garage and parts started coming off of me. I thought this was the end. Yep, I thought I was being split up and sold like a butchered cow. What I didn't know was my weird owner and his nice mechanic friend had big plans for me.

I stayed in pieces for the rest of the summer then little by little I started to feel whole again. My frame was blasted and painted; my engine was painted all black. That went on throughout the winter. Whenever the mechanic would get time, he would carefully put me back together. I could tell that he wasn't just slapping pieces on to get me done; he was putting thought into every move. Well, here it is spring and I am done. And you couldn't find a happier motorcycle if you tried. I am now the bike I've always wanted be. It was always my dream to be a no-nonsense black, plain and simple motorcycle and that's what I am. It was as if the mechanic, my owner, and I were all thinking on the same wavelength. Now I know I won't get ridden as many miles as Dyna sitting next to me (and he will go on and on about it), but I know our owner has a purpose for each of us and mine is to go out, grab a handful of throttle and scream down the road. As far as I am concerned, that's enough to keep this sporty happy!

As my owner says, "Ride safe, ride smart, and ride often!"

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This & That



I have gotten a bit of flack over the last article I wrote. Seems I came down a bit too harshly on what I refer to as the pretenders. Well la-de-da. I saw one today. He arrived on this purty custom hardtail, dismounted, then looked in the bike's mirror and brushed his hair. At a biker joint, of all places. It's all about appearance, you understand.

The feedback did get me to thinking though (a large feat in and of itself, I'll admit). It is stated that there is a time and age for all things. Perhaps I missed the pretender stage. A writer in another current publication called this the MLC (mid-life crisis). One reaches a stage in life when one thinks life is passing by, so one grabs for the early Brando or Easy Rider image. You know the type: purchase a custom bike and then pursue the ride-to-the-eatery-and-back quest. If taking a short trip on your machine is uncomfortable, then you own a creation that has no purpose. After I restored my '56 Corvette, I used it as a daily driver as well as for long trips. That's why machines are built in the first place: to be driven or ridden.

Motorcycling as a pursuit has many facets. One generally advances from stage to stage through a fairly logical progression. Take dirt bikes for instance. Motocross really is more fun than a barrel of monkeys. A 50 cc is often the first bike one gets. Off-road riding safely (relatively) teaches balance, hand-eye coordination, perseverance, stamina, courage (catching large air is not for wimps) and

self-confidence. Competition and camaraderie are other invaluable aspects to growth and maturity that many kids do not get to experience. Motocross really is a family pursuit, and lifelong friendships can be forged at the track.

Then there's dirt track racing, hill climbs and scrambles. Hill climbs take an incredible amount of courage and specialized skill. And trials. The skill of the accomplished trials rider is impressive; nothing short of astounding I think.

Then there is road racing. The number of competitors drops considerably in organized sports as one ascends the ranks. Super-bike racing holds a carrot beyond the skill level of almost all of us. Real-road racing is another story, at least in this country. Inexperienced "squids" (squirrely kids) purchase a crotch rocket and think they are related somehow to V. Rossi. I think kids confuse fun with adrenalin rush; one does not necessarily require the other. Pursuit of an adrenalin rush on public roads is simply stupid. Great fun can be had by pushing any machine to its limits. If I were in my teens or twenties, however, I must admit I'd probably be on a rocket doing exactly the same thing they're doing. I like to think I'd be a bit more cautious. Take a closed-circuit high-performance riding school or something. I personally think trying to learn basic cycling skills on a crotch rocket borders on insanity. Probably makes for an immediate adrenalin rush, though!

Then there's the touring/cruising crowd. This group of folks encompasses several demographics. There's the ride-to-the-café type (ride to eat), the weekend event rider, who enjoys organized group rides (usually two-up), the weekender crowd that takes short weekend trips (usually 2-up) and the distance crowd that goes out for longer durations as vacation time permits (still usually two-up). This latter group also has the most diverse bikes. You can see

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everything from Softtail Classics to Electraglides and all the equivalent foreign bikes. I would include the Wing riders in this category, although categorizing a Wing as a motorcycle is a tad unfair. Trikes fit in this category, too, although I'm not sure that qualifies as a motorcycle because your riding style has to be relearned. I suppose that when balance becomes an issue, I, too, will drive one. But not until then!

Then there is the adventure tourer. Now this is riding as a lifestyle. These guys ride anywhere and under any conditions and preferably on back roads. By back roads I mean gravel and dirt. They get to see things the rest of us will never see, whether in an auto or truck or on a bike. And they camp. And carry all that gear with them. I'm actually jealous of this group. This is real riding as far as I'm concerned. They'll spend weeks riding paved or unpaved roads and trails – rain or shine. Apparently there are only a few bikes manufactured for – or even adaptable to – that type of riding. Of course, domestic issues must be factored in; if I weren't married, that is the type of riding I would pursue.

One should note that the overriding theme here has been the motorcycle and the pursuit of a type of riding that is age-appropriate. Tracing the demographic of a dirt biker through to a trike rider reflects the devotion riding has for those who try it. We all have our differences (thank goodness) and those differences are what make this pursuit last a lifetime. Very few other pursuits can claim this lifelong devotion by such diverse demographics as grease monkeys to corporate CEO's.

Ride on,
Sandy Hodges

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Helen, GA

USRIDERNEWS REUNION RUN

City Park - noon

Sylvia Cochran: 888-374-3371, usridernews@gmail.com, or www.usridernews.com/reunionrun.asp

JUNE 4-7

Newport, TN

RALLY AT THE STRIP

English Mountain Dragstrip - 3 p.m.

Glen Almany: 865-322-2449, rallyatthestrip@yahoo.com or rallyatthestrip.com

Loudon, TN

SMOKY VALLEY RALLY

Loudon Municipal Park - 8:30 a.m.

Kristi Ingram: 865-458-7525, kristi.ingram@cityofloudon.tn.gov, www.loudonparks.com or www.visitloudoncounty.com

JUNE 5-7

Tellico Plains, TN

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423-337-8390, 423-836-2641, 423-836-0936, 423-404-4164 or tellicobikerrally.com

JUNE 5

Dalton, GA

TWIN CAM JAM

Mountain Creek Harley-Davidson - 7 - 9:30 p.m.

706-370-7433 or www.mountaincreekharley.com

JUNE 6-14

Byrdstown, TN

DALE HOLLOW LAKE POKER RUN

Any of seven marinas - 8 a.m. - 6 p.m.

931-864-8666, dhlpokerrun@dalehollowmarketing.com or www.dalehollowlakepokerrun.com

JUNE 6

Chattanooga, TN

JAMES BULLARD BENEFIT POKER RUN

Riders Bar and Grill - reg.: 11 FBO: noon

Chris Bullard: 423-400-9216 or Sherry Ray: 423-290-5995

Chattanooga, TN

AMERICAN DREAM CHARITY RIDE

American Dream Home Lending (4710 Hixson Pike) - FBO: 10 a.m.

Mike Morrison: 423-875-9611, mike@americandreamhomelending.com or www.americandreamcharityride.com

JUNE 7

Atlanta, GA

RIDE FOR KIDS

800-253-6530 or www.pbtfus.org/rideforkids

JUNE 12-14

Chatsworth, GA

IRON HORSE RODEO

Murray County Saddle Club - noon

Sharon Apodaca: 706-581-7483, info@abategad1.org or www.abategad1.org

Milledgeville, Georgia

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2949 Hwy 441 South - Gates open 12 p.m.

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JUNE 12

Chattanooga, TN

SUNDOWN AT THE CREEK

Thunder Creek Harley-Davidson - 7-9:30 p.m.

423-892-4888 or www.thundercreekharley.com

JUNE 13

Chattanooga, TN

NOCCALULA FALLS RIDE

Sportsman's Warehouse - 10 a.m.

Wayne Polk: 423-309-4226 or roadcaptain@cmachattanooga.com

Chattanooga, TN

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Lafayette, GA

NO DESTINATION POKER RUN

Wal-Mart - 8 a.m.

Ga. ABATE Dist.1 West: 706-260-5594, www.gabated1w.com or Eugenebell2000@yahoo.com

Dayton, TN

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or alr81sec.tre@hotmail.com

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JUNE 19

Dalton, GA

TWIN CAM JAM

Mountain Creek Harley-Davidson - 7 - 9:30 p.m.

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JUNE 20

South Pittsburg, TN

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Chattanooga, TN

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Elks Lodge #91 (1067 Graysville Road) - FBO: noon

Reeda Hall 423-240-3506, Gary McCullough 423-304-8417 or

mcculloughgw@yahoo.com

Chatsworth, GA

RIDE FOR THE RED

American Legion Post 167 (N. 5th Ave.) - FBO: 10 a.m.

706-695-7605, 706-581-5060, rkpayne@windstream.net or murrayredcross.com

Lafayette, GA

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JUNE 26

Chattanooga, TN

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Thunder Creek Harley-Davidson - 7-9:30 p.m.

423-892-4888 or www.thundercreekharley.com

JUNE 27-28

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CUMBERLAND FALLS STATE PARK, KY. RIDE

Shoney's (Cleveland Hwy.) - 8 a.m.

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Rossville, GA

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Kim Blair: 423-424-9738 or Marie Jackson: 706-996-3421

Dayton, TN

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The Low Down:

Make/Model: 2004 Aprilia Tuono RSV 1000R

Engine: 998cc DOHC V-twin

Owner: Eddie Rahm - Chatt., TN

The Italian Aprilia Tuono ("thunder" in Italian) has been labeled the "Ultimate Street Fighter" by several motorcycle publications since its inception, and is distinctive in looks and performance. To many in the world of cycles it is the yardstick by which the other bikes in the "Naked Bikes" class have been judged since the Tuono was introduced in 2002. Aprilia created the Tuono by altering their Mille sport bike by raising the handlebars, re-locating foot pegs, removing some of the side plastic, and leaving the Mille 998cc DOHC 60° ram-air induction V-twin engine unchanged. The engine is made by the Austrian Rotax Corporation, which also makes the new Buell Helicon engine. According to one of the sport bike magazines, "Since it first appeared on the motorcycling scene, the Tuono has embodied Aprilia's genius and amazing technical know-how, accumulated through victory after victory in motorcycle racing. It has proved unbeatable as a road bike, and the factory version has been invincible on the racetrack, literally dominating the Italian naked racing scene. The Tuono is a street fighter with racing in the blood." Road Rash's own Eddie Rahm's 2004 Tuono RSV 1000R came stock from the factory with 130 horsepower, but with addition of the Leo Vinci full race system exhausts, air box flow modifications, a new performance computer ECU chip, and a future dyno tuned Power Commander, Eddie expects to see around 150 horsepower. Off the showroom floor the 400-pound bike is capable of a top speed of 160 mph, making the standard Brembo Gold brakes with braided stainless steel brake lines a good thing to have. The engine is kept cool by two radiators (one for each cylinder), plus an oil cooler, and is also equipped with Aprilia's patented power-assisted slipper clutch. The track-ready instrumentation includes features such as a rider controlled lap timer, top speed and average speed memory indicators. With the advent of Chattanooga's new customer focused Aprilia dealer (Chattanooga Cycle and Scooter) you may want to give Aprilia a strong consideration if you are in the bike market. And for those readers who think performance can't be obtained from a bike with V-twin power, Eddie recommends, "Go Italian."





For many of you who like to “get away from it all” and enjoy this area’s great riding (and who doesn’t), the backdrop for this month’s cover and center spread should look very familiar. Jim Oliver’s Smokehouse Restaurant is a terrific destination, and has been since the '70s. This restaurant, motel, trading post, cabins, resort and real estate office has an outstanding reputation for having excellent food, interesting items for sale, and clean, comfortable and affordable accommodations. It is located at 850 West Main Street atop Monteagle Mountain between Nashville and Chattanooga off Interstate 24, Exit 134 (just one exit North of the Road Rash Biker Bash event site). I cannot say enough good things about the good home-style cookin’ you can get at the restaurant. I’ve never eaten anything there that wasn’t absolutely delicious. As a member of the National Best Western franchise, the lodge boasts 85 oversized rooms equipped with double, queen or king beds. They even offer an outdoor pool, shuffleboard, tennis, volleyball and basketball courts, fishing, a playground for children – and they allow pets! The big selling point for me would be the 14 very affordable cabins out back (sleeping four to six people). Each one features a mini kitchen, wood-burning fireplace, king or queen bed and a laid-back front porch. Oh... and they all have hot tubs too!

I’d have to say, the best thing about Jim Oliver’s Smokehouse is the fact everyone there seems to really care about whether or not people are enjoying themselves. It has a laid back atmosphere and a lot of friendly, helpful people – especially the boss man James Oliver (or J.D.), Jim’s son, who is working hard to make the most of his father’s dream. A hands-on kind of guy, James is constantly working on improvements and thinking of new ways to succeed.

The next time you have some time off and want to get away, think about taking your friends and family to Monteagle. It’s a great place for a mini vacation, or even a club retreat. You won’t be disappointed. Tell ‘em Road Rash Magazine sent you!

Special thanks goes to Eddie Rahm for taking time out to ride his bike to our shoot location and moving it around from place to place a ridiculous amount of times, J.D. and the staff for doing everything they could to accommodate us, plus Sandy Hodges, Rock and Boo Boo for showing moral support and helping put a dent in the restaurant’s inventory.

Get more info at
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Welcome to the Club!

This article continues a series highlighting motorcycle clubs/ministries/fellowships in the Road Rash coverage area. Every third month I will highlight a different group in Counter Steer and will publicize your group if you send me an invite at edtennga@bellsouth.net. The only requirements are you must have regular meetings, a back patch, and have a positive impact on the community



The Christian Motorcyclist Association Chattanooga (Choo Choo Wheels of Worship)

Recently, I visited the monthly meeting of the CMA, Chattanooga Chapter (Choo Choo Wheels of Worship), at Wally's Restaurant in East Ridge. During my meal I enjoyed my

fellowship with Mickey Blevins, who is not just a fellow biker but also a friend and a member of my church. It was also special seeing my friends John and Cynthia Dunn, who are members of the Cleveland Chapter, but attend the Chattanooga Chapter meetings



when possible. Of course the dinner buffet at Wally's is always a challenge in discipline, whether to go back for that one extra plateful, or just call it quits with only one plate piled up like a replica of Clingman's Dome. After supper, the official meeting started with prayer and then a report on the annual Blessing of the Bikes, which the CMA sponsors.

The visitors were introduced and then new members were prayed over by the laying on of hands during the prayer, a Biblically accurate procedure not often practiced by Christian groups today. Then began a series of reports on finances, future purchases, and issues regarding future needs or activities of the group. At that point there were a series of reports on various activities members of the group had participated in, and there were numerous reports. It quickly was apparent to me how involved this group is in every type of cycle function in our area. Certainly this group is part of the backbone of Chattanooga's cycle community and is to be commended for their self-sacrifice. After the reports, there was discussion regarding future rides and prayer requests. Praises were shared, and then



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there was a short devotional. The closing prayer was offered and it was time to head home. Certainly this is a group that most anyone seeking Christian fellowship and an opportunity to serve the Lord would feel comfortable with.

The following interview is with Gary Scruggs who is the President and Donna Gibson who is the Secretary of the group.

Tell me how and when the CMA was started, what your goals are, and how long the Chattanooga chapter has been in existence?

CMA was chartered in 1975 when Herb Shreve began riding and attending rallies and realized that there was a vast population in the motorcycling community who had never heard the gospel. CMA's vision is "Changing the world, one heart at a time." CMA chapters provide a place for fellowship among Christian riders, opportunities to grow in faith, and a place to serve and reach out. The Chattanooga Chapter was chartered in the 1970's.

How many chapters do you currently have worldwide and about how many members do you have in the Chattanooga chapter?

There are over 1,000 chapters in the US, as well as chapters in 18 other countries, forming chapters in six more. The Chattanooga chapter has over 50 members, about 40 of which are very active.

How often do you have meetings and what is the meeting format?

We meet at 7 p.m. on the first Monday of the month at Wally's in East Ridge. The officers present membership and financial reports, members report on events/rides attended and the calendar for the coming month is reviewed. We have a time of prayer and our chaplain presents a short devotion.

How often do you have group rides and what were some favorite destinations?

The chapter hosts a ride on the second Saturday of each month, April through October. These rides leave from Sportsman's Warehouse at 10 a.m. Our longest-running ride is The Ice Cream Ride in August to Mayfield Dairy. We also host a New Year's Day ride, which is attended by a large segment of the riding community.

How do you determine which service projects or charity events to participate in?

CMA's goal is to share Christ by building relationships and serving. Therefore, we try to participate in as many different groups and events as possible. This frequently means dividing into small groups to cover all of the events. It takes a team effort to effectively serve at large events such as Trail of Tears or the Road Rash Biker Bash. The CMA hosts one large event each year, the Blessing of the Bikes on the Saturday before Easter at the Tennessee Riverpark.

What are your membership requirements and costs?

The only requirement is that members have a personal relationship with Jesus Christ and be members of the CMA National. There are no dues or fees. The chapter receives an offering at each meeting.

What are the types of bikes ridden by your members?

Just about all types of bikes are represented in CMA... cruisers, tourers, and sport bikes. All are welcome. We have members who do not even own a bike but want to serve.

Tell me about your colors (patch) and what the requirements are to obtain it?

Triangle Shape = Father, Son and Holy Spirit
Praying Hands = The way God would have CMA grow.
Cross = The message and statement of faith (1 Corinthians 2:2).
Bible = God's direction for CMA.
Blue Color = The way of the cross leads home (to Heaven).
Yellow Color = The crowns and rewards that will be for the faithful Christian.
Red Outline = The blood that makes everything it encloses effective

After joining CMA National, members order a workbook and complete a DVD ministry course. Part of the course is done by all members, and part involves choosing an area ministry you wish to focus on. Once you complete the course and send in the answer sheet, National notifies you that you have earned your colors and may wear the CMA back patch.

What is the age variance in your group (youngest to oldest)?
Our current ages range from 11 to 71.



Who are the leaders of your group and what is the contact info for our readers who may be interested?

President – Gary Scruggs 423-991-0962
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I would like to offer my thanks to the CMA for their hospitality and special thanks to Gary and Donna for taking the time to answer the questions. If you find yourself interested in this group and believe they represent your calling in life, why not give them a call and visit a meeting? I'm sure they would be honored to say "welcome to the club!"

Now lets go out and play in the streets!

Eddie Rahm
Road Rash Magazine
edtenga@bellsouth.net

Smokin' O.P.'s

What a life. It's just amazing how you think something is the worse thing that could happen to you and you turn around one day to find that the journey you are on has brought new and exciting adventures and experiences. I knew when I took a job driving a semi that I would not get to ride my motorcycle like I did last year (I rode everyday). It was a tough decision for me, but we do what we have to do. Then I found myself in between bikes and the idea of shopping for a new one lifted my spirits somewhat. I just didn't know how I was going to physically shop as you can't exactly pull a tractor-trailer into the Harley dealership and back it into a spot! I'm doing good to get it backed into the spots designated for rigs!



So, I'm driving an 18-wheeler around the country and shopping for a bike. Mostly, I shop online. Luckily, there are lots of Web sites out there so I can look at bikes online. But, that's just not the same as being able to see it in person and sit on it to get the feel. I can't tell in a picture if I can even touch the ground on a bike, which is an issue as I am not that tall. It's like ordering shoes or clothes online. You don't really know if it's going to fit until you get it. I much prefer to try things on before I buy. Thanks to the people in the organization I ride with, I am getting to "try on" different bikes around the country. I put the word out where I am going to be and they go to work to find me a bike to ride while I'm in their area. I did not grow up around bikes or in the biker world but I have always known that the relationship between a man/woman and their bike is quite intimate. You don't even sit on someone's bike without asking first. Much less, ask if you can

"borrow" it! Our bikes are an extension of ourselves. It is an honor and a great privilege when someone offers to let you ride their bike.

Now, just about two years ago, I was learning to ride my first bike. I have to admit that in the beginning, it did not come natural to me. That's a nice way of saying that I had my share of drops. One of my brothers in town likes to say, "RahRah doesn't drop her bike, she gets p/\$\$ed off and throws it down." Booger's favorite RahRah story is when he was riding behind me. We were going around a curve and I "forgot" to turn, running up into some kudzu. I even dropped it once for KitKat, who was even newer than me at riding and a little nervous about pulling her bike up hills. I was concentrating so hard on her success that I lost focus on mine. That's just a few of my drop stories. There are others. I'm sure that in my first year of riding, no one should have offered to let me ride their bike! Well, no one did. But today, pretty much wherever I go, I have offers to ride. I'm in Wisconsin right now for a couple of weeks (on my job). I've been here about five days now and so far, I've been offered to ride an Ultra, a Road King, a couple of Sporty's, a Vulcan, and a Goldwing. I even rode a Can-Am Spyder in a horrible rainstorm today. Now, that is an interesting machine! It looks like a trike turned backwards. It's fast and it handles really well in the rain. I will probably ride it again, but next time, no rain!

Last week, I was in Paris, TN and rode an 883 with a 1200 Screaming Eagle package. My Sporty had the big gas tank and this one had the peanut tank and no windshield. It was really fun but I do prefer a windshield. Thanks, Tunes! A couple of weeks before, Hitch let me ride his Streetglide. I loved that bike. I told him when he first bought it that it was going to be my next bike. Riding it was much different than riding a Sporty. One of the things I liked about riding it was the music in the fairing. No earphones! I'm not sure I like the footboards though. I kind of like the feel of the pegs under my feet. It was a sweet ride, though. I rode Glider's Softail, too. It was actually the first bike I rode besides my own. I was surprised at how easy it was to handle in curves and turns. It was quite comfortable. And, Booger has offered to let me ride his Dyna too, when I'm home and have the time.

So, now you know how RahRah shops for a new bike. I'll keep you posted on other bikes people entrust me with. I do appreciate so much all the folks who have enough faith in me (and my riding ability) to allow me to test-drive their bikes. I realize what an honor it is. You don't let just anyone jump on your ride and scoot!

It's summer. Now get out there and get a cool biker's tan!

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Joe Cool's Biker Health



Any biker knows the importance of regular maintenance and service for a motorcycle to keep it running smoothly. For your bike to be reliable and perform well on the road, regular tune-ups and oil changes are needed. With this in mind, why would you hesitate to see your doctor for a check-up? Just like your scooter, you need regular "tune-ups" to assure reliable performance of your physiological and metabolic systems.

Some riders only take the bike to the garage when something is wrong and do not consider seeking a qualified mechanic for preventive maintenance. As well as, some people only go to a medical clinic when they feel something is wrong and do not consider seeing a doctor for preventive care. The time-honored physical examination is still of the utmost importance. It is this close connection between physician and patient that creates a relationship that helps the patient maintain a healthy lifestyle.

A physical exam is preceded by a medical history so the physician can get to know not only the present problems, but also what has gone on before. Past records must be reviewed and detailed questions asked, not only about symptoms but habits. Expect personal questions about cigarette smoking, drugs, alcohol, sexual practices and emotional problems. The actual exam must be thorough and unhurried. Everything must be examined. Respiration, heart rhythm, reflexes, lymphatic glands, blood and urine samples are common examination practices that can indicate possible medical issues.

Your doctor will screen for diseases, assess risk of future medical problems, encourage a healthy lifestyle, and update vaccinations. Even if you feel fine, it is still important to see your health care provider regularly to check for potential problems. For instance, most people who have high blood pressure don't even know it. The only way to find out is to have your blood pressure checked regularly. Likewise, high blood sugar and high cholesterol levels often do not produce any symptoms until the disease becomes advanced. Blood sugar, cholesterol and triglyceride levels are checked from blood tests. You may also have chest x-rays, and EKG tests done, as well as prostate exams for men and mammogram, PAP smears and bone density scans for women. Your annual checkup is also the time to discuss any problems you are having. Just as you may have your trusted and reliable motorcycle mechanic, I recommend you maintain a relationship with a doctor that you are comfortable with in case of chronic or acute illnesses. It's better to be safe than sorry.

Recently, I took my bike to a trusted shop, where the owner and his experienced technicians gave my Royal Star the works; a tune-up, oil change, brakes, and tires. Now I feel more confident that my motorcycle will perform better on the highway for many miles to come. Also, I recently had a check-up with my doctor and I am running as well as a late model male can run. If you are willing to take the time and endure the expense to have your bike checked out - why not do the same for yourself? Remember to take care of yourself because if you won't, who will?

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METH

in the workplace

WHAT IS METH?

Methamphetamine is a highly addictive, powerful stimulant that negatively affects the central nervous system. Made with common household products such as drain cleaner, engine starter fluid, hydrogen peroxide, fertilizer and battery acid, meth is also one of the most toxic drugs on the market.



Methamphetamine comes in a white, yellow or dark colored powder or rock-like form, and it can be smoked, snorted, eaten and injected into the blood stream with a needle.

Many addicts who first took the drug to give them energy and focus will tell you it was the worst mistake they ever made.

"HE SAID, 'IT'S KIND OF LIKE CAFFEINE, IT JUST KIND OF WAKES YOU UP.' BUT METH BECAME MY LIFE. NOBODY CAN HANDLE IT. IT WILL COST YOU EVERYTHING."

- Candace, recovered Tennessee meth addict

What You Need To Know

Tennessee has one of the worst meth problems in the country, and many of our state's meth users are employed. In fact, some meth addicts say they were first introduced to the drug in the workplace.

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.

FEELING ALERT AT WORK IS NOT WORTH THE PRICE YOU WILL PAY.

All drugs take a toll on the body, but meth users face even greater health concerns, including:

- * SEIZURES
- * HEART ATTACK
- * STROKE
- * TOOTH DECAY
- * DRY, GRAY SKIN
- * BRAIN DAMAGE
- * KIDNEY FAILURE
- * INTERNAL BLEEDING

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.

If you or someone you know needs help, please call the Tennessee Association of Alcohol, Drug & Other Addiction Services' (TAADAS) REDLINE at **(800) 889-9789**.

JOIN GOV. PHIL BREDESEN AND YOUR DISTRICT ATTORNEY IN THE FIGHT AGAINST METH.
www.MethFreeTN.org

Busa Doc Tech Tips

TIRES Just rubber circles?

Tires for motorcycles are an ongoing debate from every corner of our industry, and every segment of rider. Cruiser riders, sport riders, touring riders, etc, all have different opinions. So, I will not even start to take sides with anyone's brand. But we should all understand our tires and understand their function before we decide what brand, or type, to buy. When you get ready to buy, do some homework rather than walking in saying "give me some new rubber".

First and foremost, you should consult your owner's manual and/or experienced mechanic prior to changing tires from OEM size/type/brand. Sometimes the OEM tire is a certain type or size to achieve specific handling characteristics for your bike, and thus you may regret changing it without consultation.

Let us all understand that the tire under your machine is much more than a circle of rubber. Tires today undergo tremendous testing and are designed with specific uses in mind. You really need to research and decide on the best tire for you and your machine. For most of us, we need good dry handling and good wet handling too (yes most of us ride in



the rain). Dry handling is achieved by the tire's rubber and treads biting into the road surface. But wet handling is achieved by the tire venting water out through the treads. Water cannot be compressed, thus if you have low tread (or too much water to vent at one time) you will hydroplane or float on the road surface -not good. Tread design and depth is important to your riding habits.

Modern tires are much different than tires of yesteryear. We all know how those old nylons and hard single grooves were just "great" to ride. But today we have so many choices of size, tread design, speed rating, wet/dry characteristic, and rubber compounds. It can seem a daunting task to choose from. Multi compound tires seem to be the rage these days, and for good reasons. The harder compounds used in the center of the tire give long life to the tire and the softer compounds used in the sides of the tread give us great cornering. Single compound tires are still very good tires though, and some riders still prefer the same hardness of rubber all around the tire. Many riders love the multi compound tire abilities to perform and last longer, but some say the sides wear quicker than the middle, and make an uneven ride feeling. (probably these tires were less than the desirable tread depth and needed to be replaced). You should discuss these issues with your favorite tire dealer when you are ready to get new rubber. The top selling brands by numbers sold in our shop are Dunlop, Metzler, and Michelin. However, there are many different brands, designs, and price points.

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Most motorcycle tires will last between six and eight thousand miles depending on the rider. More aggressive riders will only get three to six thousand. Most rear tires will be replaced quicker. It is not recommended to mix tires on one machine. Most tires should be replaced at around 2/32's of tread wear. You can "estimate" this measurement by using a penny upside down in the tread. The tread should be no less than the top of Lincoln's head. If it does not at least touch Lincoln's head, you need to replace the tire. Also you can use this same penny test at several places on the tire to visually check for uneven wear in the tire. If you are interested in optimum venting of water and NOT hydroplaning, the tire should be replaced at 4/32's of tread. For that measure, simply switch to a quarter instead of the penny. If your tread is below the top of Washington's head you should replace the tire. *Some tire tread patterns do not support this type measurement due to the application of the tire for less tread, such as racing.

Do not just run the tire until it is "kinda bald" as many riders do. That is asking for an accident or a long walk. Check tire condition, pressure, and tread depth every time you start a ride. You should replace your tires if you see "cupping" in the tread, dry rotting (small cracks between the treads), or low tread.

New tires should be heated up and cooled down in average riding conditions for at least one hundred miles prior to the rider performing any aggressive maneuvers. The rider may be used to riding tires with much less tread. The lubricant used in the molds of the tire takes a while to wear off and could cause an accident. Never take a brand new tire and go aggressive into the corners!

The single most important factor in tires is something we all have a habit of forgetting: TIRE PRESSURE. Tire

pressure is important to the life of the tire and also to your safety. Most motorcycle tires will safely operate with approximately 30-40 psi, however optimum pressures may be to the top or bottom of these numbers. You should consult your tire's recommended pressures to make certain you are safe and achieving maximum tread life. You should do a safety inspection of your motorcycle (to include tires) EVERYTIME you ride.

In conclusion, I want to address one other aspect of tires: REPAIR. Motorcycle tire repair is something that really should only be a temporary fix to get to the house. Patch/Plug repairs can be successful if done by an experienced mechanic and tested. But even then, you should carefully monitor the tire and replace at first opportunity, especially if the puncture is more than 1/4 inch diameter. I do not recommend an external plug in motorcycle tires, or the injection of flat fix chemicals. These can be a safety hazard, mask other damages, and corrode your wheels. If the tire is patched/plugged, it should be removed and patched/plugged "internally", not externally like the plugs in car tires! Most repairs of less than 1/4 inch diameter will be fine if no leak or further damage is noted after 50 miles. During that time, ride slower and less aggressive. Replace the tire if you have any further problems.

Remember: You only have two tires to ride on and finding a spare on the highway is not always easy!

If you would like a free safety inspection, want to talk about tires, or any other needs of your machine, come see me at Ultimate Cycle in Chattanooga!
Be Safe!

The Busa Doc



Benefit Poker Run for James Bullard

June 6, 2009

This benefit ride is to help cover medical expenses James incurred from a motorcycle accident on March 20, 2009.

Come join us for a day of festivities beginning at Rider's Bar & Grill!

Registration begins at 11:30 — FBO at Noon and LBO at 1:00 p.m.

Food & Drinks available at most stops

Poker Hands are 1 for \$10 or 3 for \$20

There will be prizes for the 1st & 2nd Place and Worst Hand

1st stop: T-Bone's Sports Cafe

2nd stop: Kenny Reynold's Originals

3rd stop: Fireside Lounge in Hixson

4th stop: Spectator's Sports Bar & Grill

5th stop: Ultimate Cycles & Big Daddy's Dog'z & Deli

Please join us at 5 p.m. for live music from Guvmont Cheese Band,

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This month's featured local motorcycling community member is Diamond. You may have seen her riding around town with her club sisters in the Shadow Hunters. When I asked Diamond to tell us something about herself, this is what she said, "My name is Michelle a.k.a. "Diamond," Prez of the Shadow Hunters Social Club which is an all-female club. My love for motorcycles is unexplainable. I have two lovely daughters, and a boyfriend (Alfred) that is the nicest person a woman can ask for. I am a licensed hair stylist, and I work for a bank in the mortgage department, which has had its challenges for a while, but is now doing better. I really enjoy my job. I love to travel and meet new people. I enjoy cutting up and having fun. Now that I am in a club, I have met a lot of friendly people. If you would like to know more about me and the Shadow Hunters, visit us at myspace.com/shadowhuntersctn or email us at shadowhunterstn@hotmail.com." Let's see how she answers our ten infamous Hot Seat questions!

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

Yes, "Diamond." In the movie "Players Club," the actress Lisa Raye plays a character named Diamond and I have been told several times that I favor her. I was



in Atlanta in 2003 at the National Biker Roundup and a fellow asked me my name. I didn't want to give him my "real" name, so "Diamond" popped up and popped out.

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

My mom dated a man that had a motorcycle. He used to pull me and I just loved it. I guess I was 12 or 13. I never thought I would ever ride one myself. As I got older the more bikes I saw, and when I saw a female riding I got so excited. So, finally, I went to Chattanooga State and took the motorcycle class (which is great). I then went and got a Kawasaki ZZR 600 - all in 2008.

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

My longest road trip was to Nashville. I went to the TSU Biker Classic and Homecoming in October 2008. It was a nice ride. I was nervous about Monteagle, but I did well for a newbie. Nothing interesting happened besides all the cars and trucks passing me on Monteagle. Ha ha ha.

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

My Mom and Aunt used to ride as passengers. My boyfriend, several of my cousins, and my uncle ride too. What's funny is: one year I was at "Lucky 7/11" in Huntsville, AL and I heard a deep voice calling me... I looked around and it was my uncle! I knew he rode, but he didn't know how I felt about motorcycles.

5) Have you ever had any serious wrecks?

Praise God, at this time, I have not. But I know the saying, "If you ride, you just might go down one day," so I prepare for the worst and hope for the best.

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

So far I haven't noticed it, and glad I haven't. But it feels good when I pull up next to a car and that person gives me a thumbs up. It makes me smile. I really like that.

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

Yes. A friend of mine (who rides) lost her husband due to a motorcycle accident. She wanted riders to ride in his funeral and a lot of riders showed up. When she came outside and saw everybody, the look she had on her face put a nice fuzzy feeling in my heart. I also went on two toy run rides (Steel Brothers and Hamilton County) and rode the Trail Of Tears as a passenger.

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

I just love riding. I don't think I have a favorite route at this time. I just enjoy the open road, like the back way to Cleveland from Ooltewah.

9) On average, how many miles do you ride each year? This is my second year riding and during this past winter, I didn't think I would ride my bike, but I ride a lot for a newbie.

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

If I could change one thing, my wish would be for all clubs and all riders to stop passing judgment on each other and to communicate with each other, no matter their race or gender.

Well, Diamond did really well with our questions, but then again, when a woman can learn to balance a family, relationship, work and a bike club – a few pointed questions probably didn't faze her. If you see Diamond out and about on her sportbike, ask her to sign your copy of Road Rash Magazine! If any of your friends ask you what you're doing, you can always tell them you couldn't pass up an autograph from Chattanooga's own Lisa Raye look-a-like!

I'd like to thank Diamond for taking the time and trouble to answer our questions and give us a look inside her life. If you know of anyone who you'd like to see featured here, shoot me an email at tomthebomb@roadrashmag.com!



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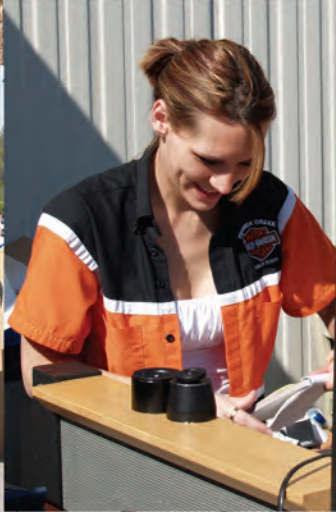
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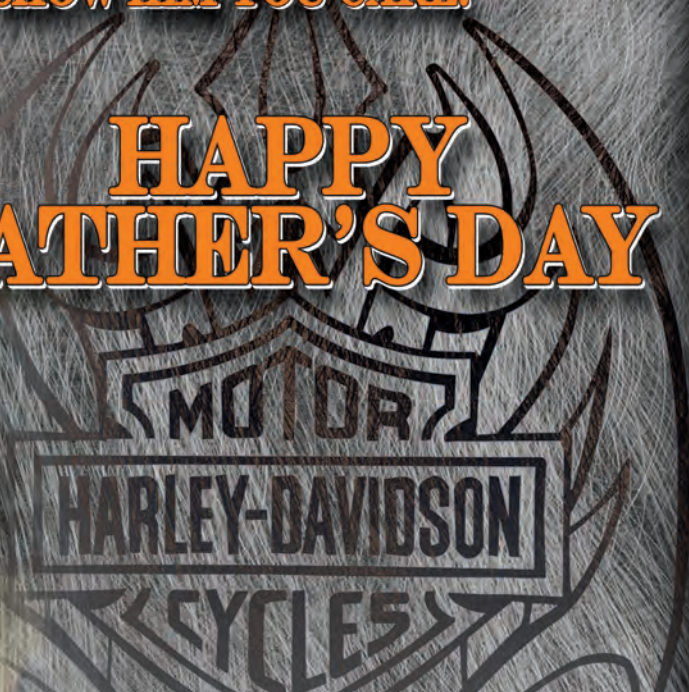


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