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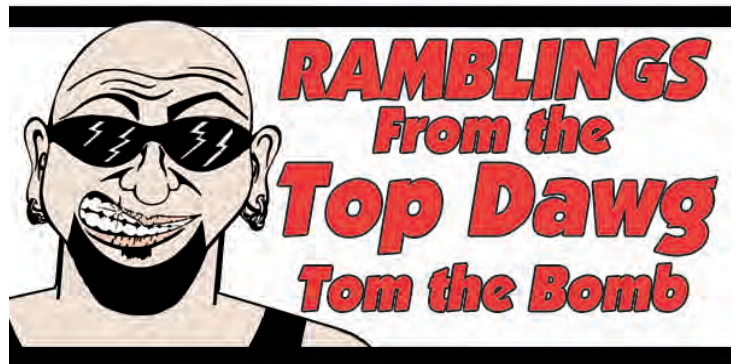
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I hope all is well in your world... I want to start by sending my condolences to the family and friends of David "Reverand Booger" Pittman, who died on June 29th. Booger was a friend and a loyal contributor to this magazine for five years. He will be sorely missed by his Road Rash family. I'm sure you all will miss his funny articles each month. Booger, you will not be forgotten.

I trust you all have made arrangements to attend the Road Rash Bash August 14, 15, and 16. It is turning out to be the biggest and best Road Rash party to date. Although everyone was impressed with the facilities last year, there have been even more improvements. And although everyone was impressed with the entertainment last year, we've turned that up a few notches as well. I don't know anywhere else where you can pay as little as \$30 (\$40 at the gate) and get to camp two nights, hear 10 live bands, watch and/or participate in some crazy fun games, see a bike show, bring your own food and drinks (if you don't wish to purchase them on site), and party with your friends for three days. Do you? It's the best deal going. All you have to do is leave your kids, pets, weapons, glass containers,



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attitudes, and problems at home... We'll do the rest!

Okay... You've read the above and we've convinced you to come to the Bash. Want to save 10 bucks and get a choice campsite too? Get advance tickets! They're only \$30 a piece, and getting them allows you to set your campsite up early (on Thursday, August 13). All you have to do is go to our Web site (www.roadrashmag.com) and order however many you want using your credit card. Don't have a credit card? Ask a friend who does. Don't have any friends? Quit being so mean and hateful, make a friend (one that has a credit card), and ask them to get you a ticket! It's that easy! See you there!

The Road Rash Bash will mark Road Rash Magazine's eighth year in business. Through the years we've seen a lot of changes and helped where we could. We've seen clubs come and go, venues, shops and dealerships open and close, motorcycles built and rebuilt... but the thing we're most proud of

are the charitable causes we've helped promote that have grown and truly helped our community. So many people give their time, effort (and money) to help out worthy causes that being a part of it gives us all a feeling of pride. Please support the local rides, runs, partys and benefits we have listed in this magazine (and on our Web site), because without your support, we're all just a bunch of people who prefer the same mode of transportation.

In closing, I'd like to thank all of you for another year of support, and ask that you continue patronizing our advertisers. They pay our bills, so you don't have to!

Keep it twisted! See you at the Bash!

*Tom
THE
Bomb*

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IN MEMORY OF
"Reverand Booger"

David Pittman
1961-2009
Faithful Writer & Friend



American Motorcycle Swap Meet
Pics by Moleman



DJ Ligaya



Face Down Band



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ROCK'S TWO CENTS



By the time you read this the Road Rash Crew will have returned from our trip to Glacier National Park and other points west. I hope you followed along with us on our web site and enjoyed our trip as much as we did. If not you can see the entire trip along with our daily blog anytime at www.roadrashmag.com. Click on "The Trip" link on our homepage and you'll find them.

Since I am writing this before we leave I can't tell you about the trip. I will do that in our September issue. It's kind of weird telling you that I'm back before I have even left. That's just the mechanics of the magazine business. The deadline for this magazine just happens to be the evening before we leave. I'll approve our files with the printer before I go to bed and then leave at 5:30 the next morning. As I write this we are one week from blastoff.

The Road Rash family suffered a huge loss on Monday, June 29th when we lost our friend and five year writer and photographer, David "Reverend Booger" Pittman. Booger was only 48 years old. Booger was a faithful member of our staff and didn't miss an issue that I can remember. I will miss his trademark intro "Well Hello" and his witty articles. I got a lot of comments about the chitchat between my two bikes in my last article. I would love to take credit for originating the idea, but regular readers, I'm sure, realized that my article

was a spin off of Booger's idea. He was the first one to have his motorcycle write an article for Road Rash. I simply took his idea to the next level, by having my bikes talk with each other. I bounced my intentions off Booger beforehand and had his blessing to plagerize his idea. Booger was a funny guy. Not only was he funny, he always seemed happy and just glad to be wherever he happened to be. He smiled a lot. Booger was a unique individual, there will only be one Booger and I am proud that he would call me his friend. Ride in Peace Booger.

Booger's untimely passing has really had me thinking about life and time lately. No one knows how much time they have left on this planet. We all start dying the minute we are born. It's all downhill from there. I say this to encourage you guys not to continue putting off that big trip you've been dreaming about. It doesn't matter if you're 25 or 60, get out and do it. A long trip (5000+ miles) riding your motorcycle is an experience you will never forget. I have never met a single rider that has told me otherwise or that they regretted it. It can be close to a religious experience. I can remember riding along the southern edge of the Badlands a few years ago with Pebbles. We were the only bike or vehicle on the road. It was early in the day and the sun was shining down reflecting off the red, mars-like landscape. We were in the finest church or cathedral in the world. As I thanked God for allowing me the honor of being here in the midst of his handiwork, I could feel tears welling up in my eyes. I was overwhelmed with the closeness I felt to God at that moment. It truly was a religious experience for me and I have never forgotten it.

I am fortunate enough to have ridden long trips alone, two up, with my wife, and with a couple of other friends

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and bikes. I treasure all three types of riding. I will say this. ALL RIDERS, need to do at least one long trip solo before they die. There is nothing like the feeling of just being alone thousands of miles from home with just your motorcycle. You can stop when you want, where you want, as many times as your want, and just be with you. You will learn a lot about yourself on a long solo trip. While out riding alone to South Dakota, I noticed many, many guys just out by themselves on their bikes. We weren't on the super slab, we were on lonely back roads that went on forever. We were adventurers and kindred spirits being called by the old west. We were alone. Most people are afraid to be alone, especially alone in the boondocks. I couldn't help but laugh when I thought back about the questions TJ's have thrown at me over the years. What would you do if you had a flat tire way out there by yourself? What if you can't find a gas station? What if you had a wreck? How about mechanical problems?

If I had a flat tire, I would fix it. When traveling in the wild west you fill up every chance you get whether you need it or not. It can be hundreds of miles between gas stops, depending on the time of day and day of week. If you had a bad wreck you could die before someone could find you. That's where the "adventurer" part comes in. The buzzards would ultimately lead them to you. If I had mechanical problems, I would hitch a ride with the next passing rancher and call for a wrecker. Cell phones don't work in the desolate west unless you are close to the interstate and even then you may be out of luck. Is it scary? It can be, but, that's when you really find out about yourself. How resourceful are you? How do you function in a crisis? A long solo trip will help you with all these questions.

Riding with just your mate and no other bikes is close to

riding solo. Now, however, it's just the two of you and your bike. Still no one to help you if you have a bike problem. It's great to share this thrill with your wife, if you have one like mine. Pebbles is a true rider. No pi##ing and moaning when the sun is hot and the miles are long. No whining when it rains. Just maybe a poke when I pass a string of vehicles on a double yellow line. As she says: "It's an adventure".

Last year, I got to experience riding with multiple bikes. This can cause a definite problem if you don't know the riding style of the riders you are traveling with. I have even known of it breaking up friendships. Moleman and I have ridden thousands of miles together, I knew there would be no problems there. I had ridden with BooBoo for a few years and felt that he could hang with Rock 'n Mole. Because I can't close Quick Tees for more than seven working days, we have to cram way too many miles into way too few days. We generally ride 5000 miles in ten days. We pack more scenery into ten days than you can believe. When we get back it's all just a blur. It takes weeks for it all to soak in. Of course, our thousands of photos brings things instantly to our remembrance. Since BooBoo is going again this year, it's obvious to everyone that he can hang with Rock 'n Mole. Our kind of trip is not for everyone, but, it's the only way we can do it right now. I'd rather ride a long way in a short amount of time than ride a day, lay around on the beach for seven days and ride a day home. It's all about the ride.

LTRNTT,
Rock

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Tears on Black Leather

Brothers and Sisters Down or Gone

HELP US HONOR YOUR BROTHERS, SISTERS, FAMILY, AND FRIENDS

This column is entirely reader generated. Please send in a photo along with a poem or short paragraph about your loved one so that we can remember them here.

On Monday, June 30, 2009 My Friend David 'Booger' Pittman upgraded from two wheels to a pair of wings so he could cross the last road off his map. As I visited with the family that evening I told his wife Pam "Booger was my Hero, when I grow up I want to be just like him." Pam's response was that I may need to grow more 'back' than 'up'. I smiled cuz I knew what she meant, but I'm sticking with 'up'. Boog had grown all the way into his second childhood while he could still enjoy and remember it. He even had an 'inner child' bike named the 'Boogster' as proof. At the memorial service a speculation was made that, 'God needed a good Road Captain'. I believe a finer compliment could not be made of my friend. He was a genuine Road Captain but not because he was easy to keep up with. He loved the roads and knew them by name. He was always looking for one he had not met and loved to introduce his roads to new people.

As memorable as the service and farewell ride were, that is not the last thing I want to remember about my friend (Ghost Rider crosses my mind a lot lately). I prefer to remember him as Alive as he was. Farewell my Friend, your memory now rides in the wind before us; we will all catch up soon enough.

Frosty.

The sudden death of Reverend Booger left everyone that knew him with an indescribable feeling of loss and sadness.

He was my best friend, my partner, my brother. He had many, many friends, from every walk of life. People were drawn to him. His love of life, and his way of making people laugh are just some of the things we will miss about him most. Every day was a new adventure for him. Other than spending time with his family, his utmost love was riding, exploring new territory. He always said that was when he thought things out and cleared his mind. He was at peace when he was riding.

He left this world a better place, because he lived. He poured his heart into helping others. He helped to organize poker runs for the Walker County Stocking Full of Love, the Carter Hope Center, and the "Let's Roll" for the families of deployed troops. He was also there to help any friend in need. One of his favorite sayings to his friends was "I'd stop a bullet for you". That's the kind of friend we've lost, the kind that if you have once in your life, you have been blessed.

My thoughts and prayers are with his family, they are a

strong, loving family and I know thier faith will sustain them in this difficult time. My heart also goes out to Rev Boog's other family, the ARM group. They not only lost a brother, but the best "By God" road captain ever. He loved you guys.

He wouldn't want us to be sad. He always showed such strength, even when he lost his daughter Cindy, four years ago, he kept the faith. Now we need to do the same for him.

I would like to think that he's still leading the pack. He's just so far ahead that we can't see him. He would like that. I can see him glancing back, looking for us. Until we catch up Booger, "Ride On Brother, Ride On In The Wind " and know that you will live in our hearts forever.

Midge

David William Pittman, 48, of Rossville, passed away on Monday, June 29, 2009. David was known to his riding friends as "Booger" and to the readers of Road Rash as "The Reverend Booger" where he penned a monthly column entitled The Reverend Boogers' Two Wheeled Pulpit. Booger was old school. He rode his FXR everywhere he went. He was as comfortable chatting with people on sport-bikes as he was CEO's of Fortune 500 companies on the topic of motorcycles. He had an incredible wit. Most of his humor was aimed at himself. He obtained his Reverend title on line and officiated over a number of biker-weddings offering his famous Reverend Boogers "money-back guarantee" that your wedding would not end in divorce. He was employed with Shaw Industries. Booger was a member of the United States Coast Guard serving his entire military career patrolling the Chattanooga River. (He was always quick to point out that Chattanooga was never attacked during his watch.) He was a Charter-member of the local Chapter of A.R.M. (Association of Recovering Motorcyclists.) Booger was the ultimate "Road Captain" and spent much of his time with his best friend, Rand McNally exploring the back roads of Tennessee, Kentucky and Florida planning trips and rides for others to enjoy. He was very active in charity work; especially with the Stocking Full of Love, assistance to military overseas, and the Carter Hope Rehabilitation Center in Dalton, Georgia. His funeral procession was 2 miles long and encompassed every type of motorcycle that you can imagine. We all loved Booger and he will be missed dearly.

John "Hitch" Hitchens

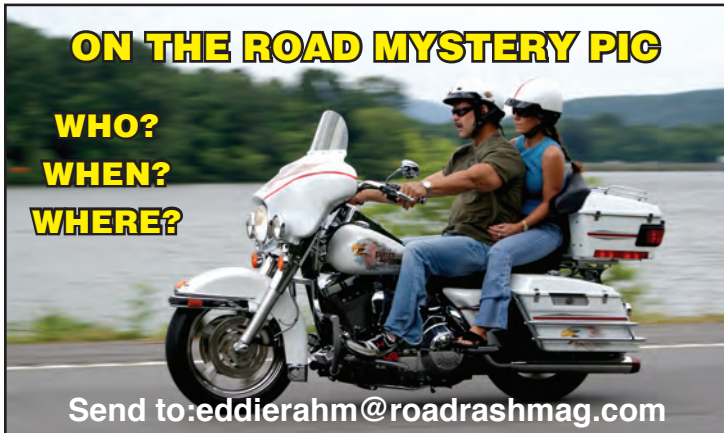
"D" of the Black Pistons MC was injured in a motorcycle accident when a cager pulled into his path. His left eye socket, collar bone and left leg were broken. Please keep D in your prayers duing his long recovery period.

Mystery "On the Road" Pic

Each month I will be taking photos of bikes on the road in various locations in the Road Rash coverage area. Some places I will be somewhat hidden and others I'll be in plain view on the side of the road with my red Aprilia Tuono or my gray Honda S2000. The "On the Road" photos will all be displayed on the Road Rash web site, plus one will be displayed in the printed copy of Road Rash as the Mystery "On the Road" Photo of the Month. If you can identify yourself as being the person in the photo you will receive a prize, plus your name will be printed in Road Rash the following month. Good luck, and I'll see you on the road!

ON THE ROAD MYSTERY PIC

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CHATTANOOGA'S MOTORCYCLE MAGAZINE



Road Rash Magazine now has a racing team. To be eligible for the Racing Team, a person must have completed a Track Day, a WERA Race, a sanctioned drag strip pass, or be the mechanic for one of the team members. The team was organized for the promotion and fellowship of those bike riders who enjoy the sport and recreation of motorcycle racing and sport riding at related organized functions. Road Rash Magazine will publicize the Road Rash Racing Team member's efforts on the Road Rash web site, as well as in the hard copy of Road Rash Magazine. Racing Team members must commit to maintaining conduct, which would represent Road Rash Magazine in a professional manner, including riding responsibly on the streets, respecting the authorities responsible for maintaining the traffic laws, and riding on the track in a manner that is safe to the other competitors. As our team begins to form, we will have periodic meetings for the fellowship of team members, the sharing of individual member accomplishments, and to hear from special speakers. Our special speakers will address subjects such as riding techniques, racing bike preparations, and proper track attire. Team members will be issued Road Rash Racing Team stickers to be displayed on their bikes and will be offered Road Rash Racing Team attire at a very reasonable price. If you are interested in joining the Road Rash Racing Team or interested in learning more about the effort, please contact Eddie Rahm at the contact info below.

I will serve as the Team Administrator and Danny Turner (Turner Cycle) has agreed to serve as our team Technical

Advisor. Danny is the most technically knowledgeable person I have ever met in my 30 plus years of being involved with motorcycles and someone I highly recommend if you need any work on your bike, especially performance modifications. Danny concentrates on metric cruisers, dirt bikes, sport bikes, and does not work on Harleys.

I have listed our members as of Press Time, with a little info regarding their racing involvement. If you are interested in or know someone who may be interested in our team, send me an email.

Chris Thompson



Chris began racing with WERA in 1990 on a CBR 600. He has always raced inline fours except for his time endurance racing an SV650 with the Intrepid Cafe Racers. They won every race they entered on the SV that year except the GNF where they finished 3rd.

Chris has raced primarily in the Southeast with wins scored at every track except Carolina Motorsports Park. His greatest racing accomplishment, and the last time he raced, came in 2004 when he won the WERA Expert D-Superbike National Championship.



Mark Keown

Mark started riding motorcycles in 2002 at age 23 on a Triumph Thunderbird. He began racing WERA on a Suzuki SV650 in 2007 and is currently riding a Ducati 1000SS for NPR Ducati in Watkinsville, GA. Mark is a contender for the

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championship in WERA Lightweight Twins and Heavyweight Twins classes with a strong chance of taking that title. He also holds a bachelor's degree in Civil Engineering from UT Chattanooga and works as a Geotechnical Engineer.

Kyle A'Hearn



Kyle has been riding motorcycles since June 2007 and did his first Track Day at Jennings GP in December 2007. Since then he has done three more Track Days at Jennings and one at Barber Motor Sports Park. By Kyle's third Track Day he was moved up to the Expert Group, from Novice Group, due to his

attained lap times. He did his first WERA race at Road Atlanta this June and now plans to pursue that venture with a complete effort in WERA racing next season after graduating from Georgia Tech with his Mechanical Engineering degree.

Kris Turner



In 1996 Kris started racing motocross occasionally and became serious about it in 1999. He accumulated several local and regional championships in the 2000-2004 time frame and in 2005 raced with SEMRA, with Kris winning the Premier class (GP85) championship in his

first year of asphalt racing. In 2006 Kris began Racing with WERA and went on to win 12 races that year, coming within a

few points of taking three Regional Championships. In 2007 Kris was chosen to race with the Red Bull MotoGP Rookies Cup and spent the year traveling around Europe. In 2008 Kris began riding 600's and won the WERA/Road Racing World young gun championship, WERA B Superbike National Championship, Southeast and North Florida Regional championships. This Year Kris is in the AMA Pro Supersport Class.

Bobby Qualls



Bobby always wanted to race motorcycles, having ridden bikes most of his life, but didn't actually start racing until he was 46. He now races in vintage six Heavyweight Class, which is for bikes 1989 and older. In 2006 Bobby won the Regional Championship and in 2007 he won a Regional Championship

and the National Title for his class. In 2008 Bobby finished second in three Region Divisions and third in the National Championship.

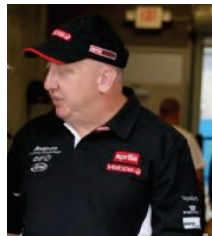
Tyler Rahm



Tyler started riding motorcycles in 2003 on a Yamaha R6 and began his involvement with Track Days in 2007. He started racing WERA in 2009 on an Aprilia SXV 550 and now races a Suzuki SV650. He has now raced in four WERA races and is currently (as of press time) the Championship points leader in the Lightweight Twins Superstock Novice (Mid-Central Region). He

graduated from the Motorcycle/Marine Mechanics School at Chattanooga State Technical Institute and currently works as a technician at Southern Honda Powersports.

Danny Turner



Danny started working on bikes at the age of 12 and began racing in 1986 at Brainerd Optimist Dragstrip. He drag raced bikes for several years, ending up with a #9 National Ranking and a couple of National Records. In addition to the organized racing, he still found time to be an avid street rider, averaging 15,000 miles a year, up until 2006 when his street riding has been limited due to his son Kris's racing. In 2005 Danny opened Turners Cycle and Repair, a shop that services the needs of Chattanooga area Motorcyclists and does performance work for some of the top racers in the region. Based on my experience at the race tracks, everyone knows and highly respects Danny's abilities and character. I personally trust Danny with all my cycle needs and consider him a personal friend.

We will keep Road Rash readers posted each month on your team's efforts. "Now let's go out and play in the streets!"

Eddie Rahm

Road Rash Magazine
edtennga@bellsouth.net



PS: I was greatly saddened to hear of fellow Road Rash writer Reverend Booger's untimely death. I never met David but we had emailed each other about our articles and he was a man of high character and will be missed by many. My prayers go out to David's family in this time of sorrow.



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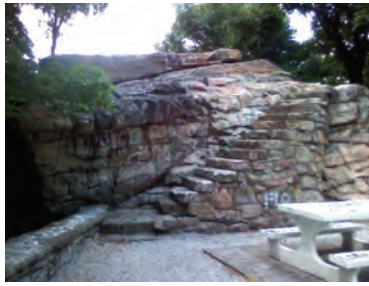
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REVEREND BOOGER'S TWO-WHEELED PULPIT

"He's a Pilgrim and a Preacher,
He was a problem when he was stoned.
He was a walking contradiction,
Partly truth and partly fiction."
The Pilgrim, by Kris Kristopherson



like everybody else's and no different than common dirt you find just about anywhere else. There is a sermon in that I won't bother going into now, but remember I called my articles the Reverend Boogers Two Wheeled Pulpit for a reason!

I appreciate Tom, Rock and the boys at Road Rash for letting me pen this column every month. I had a blast doing it. I always wondered if anyone really cared that I thought fire engines should be red, school busses

Well Hello.

Listen, I have been called away from this planet for some unforeseen reason but I didn't want to leave without saying one last goodbye!

First, know that I had a blast! My life had some ups and downs. The downs were of my own making and the ups were always because of you, all my friends.

I appreciate the big send off y'all gave me. That's exactly the way I would have wanted it, one last "Booger ride" taking the back roads out to "the rock-pile" just outside Monteagle. Mom, looking down and seeing you make the ride with my good friend Frosty was something! The picture that accompanied this column when I first started out was me and the original boogster in front of that same particular rock formation. It was my "secret spot," which I guess is not so secret anymore since hundreds of you motored out there to spread my ashes in the wind. I appreciate it! Some of my remains are still there on the top, so feel free to make a ride there any time. Bring a couple of cups of coffee, grab a handful of dirt and send me a smoke message. Don't bother looking to see if it's my dust. In the end, my dust looked just

were supposed to be yellow and motorcycles should always be black, the way God intended it! I hope God didn't mind my saying that; I will have to ask Him.

Now a few of you are probably asking how I can be doing this one last column from the other side. I am channeling through the former Rash writer "Rub." You may have guessed it when he started my column out with a quote from a song. Rub was one of the few people who occupied a chair on the "Committee" meetings in my head. My wife, the Caretaker said Rub (who I called Hitch) was my BFF. It means Best Friend Forever. Forever used to seem like a long time, but now that I am in heaven I am finding out it really isn't. It's nice up here!

My daughter Cindy takes some rides with me and I have reacquainted with some old friends, but I still like to go exploring on my own. The roads actually do go on forever.

I am sorry I left on such a short note but if I took the time to say goodbye to everyone of you and tell you how much you meant to me, it would take years so I ventured out on a solo run like I was known to do knowing you would understand. I left in a hurry and didn't take my cut, so if you



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ARM brothers could have some kind of another ceremony and send it up I would appreciate it. But that's it, don't be crying and wasting a lot of time grieving for me. Enjoy life like I did. If you want to really remember me, take a ride! I will be there in the sunsets, the hawks that circle overhead, the bridges that cross rivers, windmills on the farms that dot the country side, rainbows and a million other places if you know where to look for me.

I will not single out any one person to say a final goodbye. If you are reading this, you know I meant this for you only... I loved you.

Rev the bike when you go through a tunnel for me and remember to Ride Safe, Ride Smart and Ride Often.

Reverend Booger

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This & That



This past week, Amelia and I took a ride early Monday morning. This time of day proves to be excellent for riding: the sun is up, temperature is down and day-workers are already at work (or play).

Leave Ooltewah on Highway 64, following that to the Cleveland bypass through Ocoee to Ducktown. Then take 68S to 60 in McCaysville (instead of taking a right on 5, go straight). Follow 60 (do not turn left onto 60 spur) to 515W. Turn left onto 515 and follow that into Blairsville. While there, stop in at Mike's Seafood for lunch. Outstanding fare! At the intersection of 515 and 129, go left onto 129 and Mike's is on the left about 300 yards up the road. After lunch, go back south on 129 and turn left back onto 515. Turn right onto 129 truck route and follow that to 129. This a tad quicker and avoids downtown. Turn left onto 180. Don't miss this and have to go back. The main road has a sweeper to the right and a left-turn lane. Take the left-turn lane. Go about a mile and take a right onto 348. This is a twisty road that can be taken with surprisingly aggressive lean angles. The road is quite smooth, consistent and predictable. Long sweepers are the rule, but pay attention! Watch for bicyclists!

There is a really nice overlook about 3/4ths of the way up on the left. Follow this road to the T intersection and take a left onto Alt 75. That will take you to another T intersection. This time, take a right toward Helen, then a quick left onto

356 (toward Roberstown) about a mile down the road. This will take you to another T at 197. Again, take a left. After all, we really are making a loop! Follow 197N until 76W. Take a (what else!?) left! Follow 76 to the town of Hiawasse and take a RIGHT onto 75. In North Carolina, this turns into 175. Follow this to still another T and turn (ah, yes!) left onto 64. Follow 64 back through Ocoee to our area.

There are several versions to this ride. You can go up to Brasstown Bald by staying on 180 instead of turning off onto 348. Go to the Bald itself...fantastic views and a really twisty road for three miles to the top. Returning from the Bald, go left on 180 which takes you to a T. Take a left onto 177/5N. Follow 75 to 64E. Another variation to the ride is to stay on 60S from McCaysville to 180E near Suches. Follow 180 to a right onto 348 (above), or take a left at the T onto 17/75 (above). On any of the alternate rides, you can take a left onto 76 to Blairsville for lunch. Stay on 515W and then take a right onto 5N near Blue Ridge. Follow this back to 64W at Ducktown. Go through Ocoee and then you are back in our neck of the woods.

Any of these little rides are good for about five hours. If you leave Ooltewah at 9am, you can be back in Chattanooga by 3pm. All this while cruising at (or only slightly above) the posted limits! And if you are going any time soon, be sure to take lots of water and hydrate thyself. Not only does your body need fluids, the brain functions more fluidly when hydrated. You won't have one of those "...what happened to the last 20 miles?" events!

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THE SPOTLIGHT

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Mike carries a large inventory of many makes and models of pre-owned motorcycles. A number of motorcycles on the showroom floor are on consignment. In many cases, the consignment bikes are a super deal. If you are considering selling your bike, go see Mike. Bikes are accepted on consignment for \$1.00 per day and an agreed upon percentage of the final sale price. I spent an hour at the store in the middle of the work week, and there were no less than a dozen people there shopping for a motorcycle. Selling on consignment is a great way to get your bike in front of potential buyers.

American Motorcycles also has a nice selection of new and used accessories. During my visit I saw a nice set of Highway Pegs go for \$20.00! They also have new helmets, jackets, gloves, goggles, and sunglasses. If Mike does not have exactly what you want, he can get it for you fast.

The service at American Motorcycles is second to none. They pride themselves on having a quick turnaround with prices that are below the average in Chattanooga. You can get a Harley fluid change for \$69.00 AND get synthetic! What a deal! Mike and his staff are extremely customer



oriented. You will be greeted with a friendly smile and excellent service no matter what you are looking for. Go by and check them out. You won't be sorry!

I'd like to thank Mike for taking time out of his busy day to be in the Spotlight.

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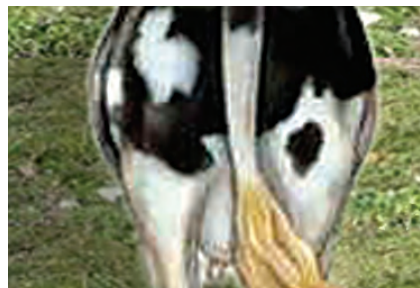
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CHATTANOOGA NIGHTFALL SERIES

The following interviews concern the Chattanooga Nightfall all series and the involvement of the motorcycle community in that venue. My special thanks to Chattanooga Mayor Ron Littlefield, Chattanooga Downtown Partnership Executive Director Carla Pritchard, and Chattanooga Public Works Director Steve Leach for their efforts.



**Mayor Ron Littlefield Questions:
What are your thoughts regarding the Nite Fall series and its impact on our community?**

I was present at the creation of Nightfall - back when Miller Plaza was new and even before that: Five Nights in Chattanooga (the beginnings of Riverbend, etc.) Nightfall evolved into a weekly celebration - putting a happy exclamation point on the week that has just concluded and setting the stage for a relaxing weekend.

What Nightfall expenses does the City of Chattanooga normally handle that the Chattanooga Downtown Partnership does not cover?

Mostly just traffic control and some clean up around the edges. It does add to the animation and attraction of downtown - and that's what it's all about.

What are your thoughts regarding the addition of the reserved motorcycle parking at Nite Fall?

By reserving a large area strictly for motorcycles, the event has become more than just a parking lot; it has become a show within a show. Also, it seems to have cured the conflict between people who are there just for the music and those who enjoy fellowshiping with their motorcycle buddies.

What issues did the City take into consideration when determining the amount of downtown streets to close for reserved motorcycle parking during Nightfall?

Basically, we just wanted to provide ample space for the motorcycle community so that the sound of the engines and the coming and going of the crowd would become part of the celebration.

Based on feedback you may have received, what impact have the motorcycles and their riders had on downtown businesses on the nights of Nightfall?

Since we started blocking off more area, things seem to have become much more positive.

What impact do you think the motorcycle community has on the Chattanooga community as a whole?

The motorcycle community has a great economic and colorfully

positive impact on the Chattanooga community as a whole. It's involvement with local charities, specific causes, and the Chattanooga community as a whole has become an example for all of us to follow. We see more motorcycles everyday - and I expect that trend to continue.

**Carla Pritchard Questions:
Can you tell me a little about the history of Nightfall, including some of the people responsible for its formation?**

Nightfall had its first season in 1988, upon the completion of Miller Plaza, a park privately owned and managed by the RiverCity Company. Fortunately, the Plaza was built with a large permanent stage as part of its infrastructure, and it was ideal for programming with entertainment. It was a novel concept at the time to try to draw people into the center of downtown 21 years ago, but Nightfall was a pioneer in the effort to revitalize the downtown area through entertainment. The entity responsible for Nightfall for the first three years was called the Center City Corporation. The Chattanooga Downtown Partnership was formed in 1991, and for the past 18 years as the Executive Director of the CDP, I have been the person responsible for programming at the Plaza, including Nightfall. A subsidiary of the RiverCity Company, the Chattanooga Downtown Partnership (CDP) is a private, not-for-profit organization dedicated to the enhancement of the downtown area through programming and animation of downtown's public spaces.

What year were the motorcycles first included via reserved parking, and what was the thinking behind that change?

Motorcycles made Nightfall a destination early on, first coming in small groups and parking on Georgia Avenue in front of the Post Office. While they were always welcome, it became necessary to eventually designate a different area for their parking, because of noise interference with the concerts. A few years ago, CDP got permission from the City to close the 800 block of Market Street for the bike parking, which was growing in popularity. After a couple of years, Nightfall had become such a popular riding destination that we were asked by the City to close one more block of Market as well as a block of M.L. King Boulevard in order to spread out the motorcycles, alleviate congestion, and allow better access for emergency vehicles. This current configuration seems to work well for everyone.

In your opinion, what are some of the positives and negatives in regards to including the bikes?



I think a lot of people who enjoy the musical and social aspects of Nightfall also enjoy the opportunity to stroll through the bike area and see the bikes, as well as meet the people who ride them. I think sometimes people are surprised to see the variety of bikes, and that maybe it's even their banker who's riding one. I've never seen a bike at Nightfall that wasn't clean and shined to perfection. It's obvious people take a lot of pride in their bikes and enjoy having them on display. Regarding any negatives, I think most of them have been worked out during the years. Whereas engine noise was once a big problem in this concert setting, and people used to bring in a lot of their own food and drink on the bikes, riders seem to now have an appreciation for the format of Nightfall as primarily a music venue, and are usually considerate in keeping the engine noise down within the site. People also know that, as a free series, it is imperative for us to support its existence by purchasing any food or drink concessions on site. Overall, Nightfall is intended to appeal to all types and ages of people, and the bikers are a great part of that overall mix.

Based on feedback, do you think including the bikes has resulted in a noticeable impact on the downtown businesses on the nights of Nightfall?

Honestly, we haven't broken out the specific impact of bikers alone on the downtown businesses, but we do have indicators that the overall impact of the 2,500-3,000 who attend Nightfall each week create a significant up-tick in downtown businesses open in the evening, especially impacting those in the central business district.

What expenses does the Chattanooga Downtown Partnership typically cover for Nightfall?

The CDP is responsible for producing Nightfall and covering all expenses for it (typically the budget for this 17-week program is about \$235,000). We do this through securing corporate sponsorships for the series, as well as occasionally receiving some grant support for a couple of the artists from the Tennessee Arts Commission. This year the funding sponsors are Fletcher Bright Company, Kelly Auto Group, Bud Light, Food Lion, Chattanooga Cycle & Scooter, EMJ and March Adams. Remaining funding for Nightfall comes from concession revenue generated by attendees who purchase food, a drink or merchandise on site. The City is a supportive partner to Nightfall. They provide in-kind support through reserving parking meters needed for the event, as well as ensuring that a street sweeper cleans the streets afterwards.

Based on feedback from others, what benefits have been realized by Chattanooga businesses, visitors, and the members of the community as a result of Nightfall?

Nightfall has served its role well as a means of creating a dynamic downtown atmosphere, enriching our performance offerings in Chattanooga, driving business to downtown restaurants and evening entertainment venues, and serving as a gathering place for the community on a regular basis. Although primarily promoted locally, there are many out-of-town visitors who enjoy Nightfall every week.

What are your personal challenges regarding Nightfall in regards to logistics and attempting to make it "all things to all people"?

We can't claim to be "all things to all people," but we do our best to select music that represents a variety of styles and cultures, with the hope that we touch upon something that will have appeal to a broad cross section of the community. We also think it's important to have Nightfall serve as a major showcase of some of our local musicians, and choose to use a Chattanooga band to open each week for the headline act. Beyond the music, Nightfall provides a great social atmosphere and fosters a spirit of community that has been its hallmark.

Do you have any special thanks you would like to express

to any person or group in closing?

Thanks to everybody who comes to Nightfall and to those who have supported it through the years. You've made it what it is.



Steve Leach Questions:

As the Chattanooga Public Works Administrator, I understand you have been largely responsible for the increase in the amount of reserved parking for the bikes during Nightfall. What was your motivation for helping the motorcycle community in this manner?

Several years ago, I attended one of the first Nightfall events of the season and observed how overly crowded the parking area for the motorcycles had become. I was very concerned if an emergency, for example a fire or a medical emergency occurred, that the emergency personnel could not quickly access the scene. I walked around and talked with several police and fire officials that I knew and we concurred that something needed to be done in order to improve the situation for all event attendees and adjacent property owners. After looking at the situation it became apparent that we could enlarge the venue to include the closure of M.L. King Blvd from Market Street to Broad Street and by doing that we could close Market Street south from M. L. King Blvd. to 10th Street without impacting access to the abutting property owners. We tried it and it worked much better than before.

What were some of the issues that were considered when determining the amount of street parking to set aside exclusively for the bike parking?

We have to always be mindful that the closure of streets for any event can cause a detrimental impact on abutting property owners and the traveling public; and we also have to balance the public benefit with the expenditure of public resources such as Police, Public Works crews and Fire and Rescue personnel. We do that analysis on every event including the Night Fall series.

What are some options for bikers who arrive at Nightfall late, when the reserved parking is already full?

That is a great question, there are several public lots in and around the venue where late arrivals can park. I normally park behind the Bessie Smith Hall on M. L. King and it's a very short walk to the event. Of course there is meter parking on-street near the site and depending on what is occurring downtown on a particular night those are available. One caution is that illegal parking is illegal parking no matter if you drive a car or a motorcycle. I have tried to warn folks that I have seen parking in handicapped spaces that they will receive a ticket for a parking violation unless they display a handicapped placard or have the proper license plate. To be fair to all Night Fall goers, these parking places are reserved for those who are truly in need and not just because you might not want to walk an extra block.

Interviews by **Eddie Rahm**

THE VIEW FROM THE WING

No Reason to Ride



It is starting to get hot now. A guy asked me the other day if it wasn't hot riding that thing. I told him that I just turn up the air conditioning. "That thing has air conditioning?" "Yup." "That's cool." Car drivers are so gullible. It is never too hot to ride. It is never too hot to hop on my bike and take a more circuitous route to and from the jobsite every day. Is it hotter than a cage? You betcha. This past weekend was extremely warm and sticky and very uncomfortable in the middle of the day. Big deal. If it rains I get wet, if it's cold out I freeze. So what? It's worth it. I just love to ride.

So why do you ride? Is it the thrill of powering through a corner? Is it cruising down to nightfall on Friday nights with your bike all shiny? Is it the ability to pull a wheelie? Or do you ride for great gas mileage?

I think that gas mileage is the worst excuse that I have ever heard for riding a bike. Seriously, if you are riding because your gas mileage then you are psychotic. Buy a hybrid, plug in your electric car and vote for Al Gore. Motorcycles are for people who love adventure and whatever comes our way. Unless of course, what is coming our way is a SUV driven by Barbie texting on her brand new cell phone. But seriously people, did you really buy a bike for gas mileage?

I was talking to a local motorcycle dealer and he was telling me that last year as gas was nudging \$4 per gallon that his customers had changed. After years of people wanting to know important things like how fast, or how much, the question was gas mileage? How many miles per gallon does it get?

It really doesn't matter to me. When I run out of gas, I put more in. Seems to be the smart thing to do. Do any of you look at your mileage and think, I have just got to get a more fuel efficient model. I didn't think so. And I have checked it once in awhile, but the truth is that I love riding. Trying to figure gas mileage is for obsessive compulsive accountant types with Monk disorder. I am much more concerned with tire mileage, as that is where the real money is. If there is a tire manufacturer who would like to sponsor my column, please feel free to contact me.

What ever we save in gas we spend in other places, like eating out. Do you know how many meals per gallon that you get? A bike is not always cheap transportation. And then there are the obligatory accessories that you must purchase. If you want to ride and really be part of our group you must have a CB radio. A CB radio will allow you to keep informed as to what the group is doing and various road hazards. We have done away with most hand signals in our group as most of them have CBs. Except me, as I cannot justify \$600 just to know that we are going to stop for ice cream. I discovered that turn signals, when used, will accomplish the very same thing. Plus I have yet to see us ride past an ice cream parlor. Any ice cream parlor. It's a good thing that ice cream is not illegal or there would be no Wings on the road. Our blood sugar typically runs about 700 or so.

They do have these things called hand signals. I grew up riding a bike using hand signals and that always seem



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to work in the past. Now the only hand signals that I get are people waving at me and not using all of their fingers. These people are usually riding with me.

Can one ride a bike without extra lights? That would be akin to a stretch limo without Dom Perignon and Grey Poupon. A Harley tour-pack and saddlebags looks naked without light bars. What self-respecting Gold Wing owner would show him or herself without the ring of fire on the front wheel. Uh, that would be me of course. You do know what this gig pays, right? Every bike across the entire genre now has L.E.D.s and neon available for a small fee. Everyone who installs these lights spends one weekend a month tracing down the wires to see why that one light went out. It is like Christmas lights all year long. Just when you think that you have them all, poof, another one goes out. I am surprised that National Lampoon has not made a movie featuring Chevy Chase called Motorcycle Vacation in which after lighting up his entire bike –insert your own brand-one light goes out and he spends all of his time and money to get them all working only to burn out his stator. After seeing what they did with the family station wagon in the original movie, what could they do with a full dressed bike? The mind just marvels at the thought. I picture it looking like a Victory Vision. {Send your complaint letters to Rock@Road Rash.}

Then there is the cost of riding apparel, no small change. If you are a little older and riding a Wing, you are now impersonating BMW riders by utilizing fully armored full body riding suits. Our group has chosen the brightest fluorescent green as their favorite color. Some people just don't get it. The riding suits are very high tech and very practical and they look like the future of our sport. They really are great in case of an accident. I know that if I was to be in any kind of accident that I would want one of those suits. That is why I

am avoiding all accidents until I get one. But they just don't look cool.

Cool is black leather. Brown leather is okay if used properly and with fringe. Black leather is also very expensive if it is good. It is also very expensive if it says Harley-Davidson anywhere on it. I know as I have purchased many Harley items in leather. I may own half of a Harley-Davidson cow by now. But it really clashes with Fluorescent green. Then again, what doesn't? I know, I know, the black letters on the back of the vest that say I am a DRUNK DRIVER. I will probably get another wave with most of the fingers withheld for that one by a fluorescent green gloved hand. Our sport bike friends have a whole different set of riding gear. Full blown race leathers. They are very colorful and VERY form fitting. You will NEVER see me in a set a race leathers again. I would look like an over-inflated hot-water bottle. But race leathers are very good to wear at track day. They do make amateurs look as if they may actually have some race track experience. They also will protect you in the event of an actual emergency. Unless that emergency happens to be gastro-intestinal.

There are many more expenses in operating a motorcycle. There are catalogs and internet space filled with many creative ideas of how to separate you from your money when it comes to motorcycles. You don't ride a bike to save gas. I hate that reason. No one rides a bike to save gas, not any real bikers that I know. We ride because we love to ride, but if that is what you are telling your wife to justify getting a motorcycle, it sure makes sense to me. Get's about 100 miles per gallon.

Gary Boyd

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Letters to Home

Dear Family and Friends:

I simply must start by addressing the loss of my best friend and mentor, the Reverend Booger. Boog and I go all the way back to high school. I was a cheerleader (thus the road name Rah-Rah) and Booger was a self-described "diminutive, nerdy, band geek." He made me laugh even then and we developed a special friendship, which has lasted a lifetime. It was Booger who convinced me that I could really get a motorcycle, learn to ride, join a sober group of bikers, ride 1000 miles in less than twenty-four hours, cross the country keeping up with the big boys on my 883, learn to drive a semi-truck and hit the open road as a professional truck driver. There will be lots of tributes to the man he was, but I know I would not be the person I am, without his continued love and support. God Speed my Road Captain!

Okay, now if you have been keeping up with my articles/ letters to home, you know that I am currently "between bikes" and wherever I travel I have brothers and sisters scattered across the United States who have been letting me ride their scoots. It is a tough transition for me to make because last year I logged over 30,000 miles on my motorcycle. This year I am basically an "event-only" rider, and every-day truck-driver. Don't take this wrong, I did not mean that negatively. I know many, if not most, Road Rash readers are in fact; event-riders, weekend-warriors, ride-to-eat crowd or road-trip-adventurers. I consider people who do not ride every single day to be bikers and not posers. True "everyday-



riders" or EDR's, are a rare breed. They are people whose friends think they don't even own a car, for their motorcycle is their only mode of transportation. I spot EDR's on my travels and I have learned to recognize these modern-day-cowboys. It takes one to know one! They have a routine and you spot them every day at the same intersection because they "work-to-ride" and "ride-to-work." They might be dressed in a business suit or FedEx uniform. You see them in the rain, shine, snow, sleet and fog. Their bikes are not spottless and have not been washed for a very long time. They certainly are NOT slaves to fashion. Sometimes, in fact, they are dressed inappropriately for the weather. They are making that quick hop to the store and can't be bothered to put on all that other gear for a short trip of less than five miles (besides the rain will let up and the sun will come out eventually.)

Saddlebags, luggage racks, windshields, tank pouches and windshield bags are a must, not options. Their bikes also sport multiple after-market utilitarian devices such as Ipods', cigarette lighters, cell phone holsters, memo pads, drink holders, milk crates, and of course a bandana tied to the handlebars. They are acrobats who can juggle and multi-task effortlessly while they ride. They have a kazillion bungee cords. The inside of the saddlebags may look similar to your junk drawer in your kitchen. Mixed in there is a tool kit, extra weather gear and/or clothes, day and night goggles, dvd's to return to Blockbuster, trail mix, possibly even a spare part or two for the bike. I used to keep one bag kind of empty, just in case I needed the space. That wasn't always possible, hence the bungee cords. Their paint job is bug splatter and they don't freak out about a bent fender or rust. Most of all, you can ALWAYS recognize an EDR because they have a huge smile on their face.

Booger was an EDR. The Road Rash guy's are EDR's. I know few true EDR's and must question if they are free sprits or perhaps just a little crazy. I hang with some serious riders and a tough work crowd who, by necessity, must work for a living and cannot ride daily. If you are not an every-day, dyed in the wool biker; understand I am not putting you down. It's just that when you spot one who is, you should give them a tip of the hat. I'm sure if you look for what I just described, you too will see some EDR's around Chattanooga.

I will try my best to get home soon to get to an event. When you see me, I will be trying to look like I am still an EDR... does that make me a poser?

Love and kisses
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Joe Cool's Biker Health



Did you know that many, many years ago doctors hired people to be "water tasters" to determine if a patient was diabetic? Before the modern blood glucose monitor systems were implemented, diabetes mellitus was commonly diagnosed by "water tasters," who drank the urine of those suspected of having diabetes (the urine of people with diabetes was thought to be sweet-tasting). Fortunately, if you are diabetic you no longer have to sample bodily fluids to control your blood glucose levels. If you are a biker with diabetes there are precautions that you can take to ensure a safe and enjoyable ride.

Diabetes mellitus is a lifelong disease characterized by high levels of blood glucose resulting from insufficient insulin production, insulin resistance, or both. Diabetes is the main cause of kidney failure, limb amputations, and new-onset blindness in adults and is a major cause of heart disease and stroke. There are two major types of diabetes, called type one and type two. Type one diabetes was also called insulin dependent diabetes mellitus, or juvenile onset diabetes mellitus. In type one diabetes, the pancreas undergoes an autoimmune attack by the body itself, and is rendered incapable of making insulin. Type two diabetes was also referred to as non-insulin dependent diabetes mellitus, or adult onset diabetes mellitus. In type two diabetes, patients can still produce insulin, but do so relatively inadequately for their body's needs, particularly in the face of insulin resistance as discussed above. A major feature of type two diabetes is a lack of sensitivity to insulin by the cells of the body (particularly fat and muscle cells).

What are diabetes symptoms? The early symptoms of untreated diabetes are related to elevated blood sugar levels, and loss of glucose in the urine. High amounts of glucose in the urine can cause increased urine output and lead to dehydration. Dehydration causes increased thirst and water consumption. The inability of insulin to perform normally has effects on protein, fat and carbohydrate metabolism. Insulin is an anabolic hormone, that is, one that encourages storage of fat and protein. A relative or absolute insulin deficiency eventually leads to weight loss despite an increase in appetite. Some untreated diabetes patients also complain of fatigue, nausea and vomiting.

A cure for Diabetes has not been found yet. However, it can be controlled. Ways to control diabetes are: maintaining blood glucose levels, blood fat levels and weight. Blood glucose levels can be maintained by following a diet designed by your doctor, exercising, and eating at regular intervals. How does Exercise help Control Diabetes? Exercise is very important to maintaining a healthy life and managing diabetes. Combining diet, exercise, and medicine (when prescribed by your doctor) will help control your weight and blood sugar level. Exercise is good for you because it lowers blood sugar by speeding the transport of glucose in the cells (known as invisible insulin). It helps to promote weight loss and maintenance of ideal body weight. It decreases cardiovascular risk by making heart pump more efficiently. It improves circulation. It reduces demands on the pancreas. It improves our muscular tone. It reduces stress. Controlling diabetes is very important.

If you are a diabetic who rides a motorcycle, there are ways to enjoy long rides without concerns for your diabetes. First, know your body. Know your symptoms when your

blood glucose levels get too low, or if your insulin gets too high. Carry portable snacks for a quick sugar fix such as: Life Savers, fruit, power bars, sodas (diet sodas do not help) and juice boxes. Make regular stops to eat and check glucose levels. Portable glucose test monitors are easy to carry. If you are insulin dependent, do not store it in soft saddlebags over tail pipes. The insulin will denature and spoil. Insulin pumps can be convenient for long road trips.

I hope this information is helpful in your understanding of diabetes. You can enjoy a normal life on or off the road with a sensible lifestyle created by you and your doctor. Thank goodness for medical technologies, now no one has to resort to a career of tasting urine for a living. If your current career path is like sipping pee from a cup or taking more crap than you deserve, then consider a vocation as a Personal Trainer. On September 19, 2009, I will be teaching a new Personal Trainer certification course for "WITS" World Instructors Trainers School. The course is held at Chattanooga State for six consecutive Saturdays. When you complete the course requirements you will have a nationally recognized certification as a qualified Personal Trainer. Check on enrollment at www.chattanoogastate.edu through the continued adult education department or go to www.witseducation.com. You may also contact me for more information. Remember to take good care of yourself. Because if you won't, who will?

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The Wreck

Last night I had my first "wreck". I was going about 5 mph, not 50, but my shiny new toy is no longer unmarred. Oh well – was bound to happen sooner or later and I don't figure it'll be my last mishap.



I had owned my first motorcycle for less than 24 hours and was suffering through another day behind a desk. I raced home from work, kissed my wife, and headed out to the bike. I ran it up and down the road a few times, and should have been more cognizant of my struggles when turning. I decided to run around the block, and managed to make it home just fine. A few more runs up and down the road and I was ready for another spin around the neighborhood - or so I thought. I got to the second corner. Stopped at the sign. Checked traffic. Saw none and started out. But I was going too slowly. I gave it a bit of throttle and was then going too fast. Since I figured hitting the mailbox I was heading toward might be a bad choice, I turned the handlebars, grabbed the breaks, and went down.

I just stepped off it as she went down, so I never hit the deck. But I did try to keep the bike up. In doing so I ended up goosing the throttle and flooding the engine. Seems that motorcycle batteries are relatively weak, so I managed to kill the battery while attempting to restart it. Sitting on the side of the road I called Mr. Cimo and Kittle – two of my unofficial riding coaches who happen to have the patience of

Job – and got a hold of Kittle. He tried to talk me through restarting it with no success. So that left me very glad I was less than a block from home as I pushed my bike for the first (and again – likely not last) time back to the house.

Damage was limited: ding on the left shock, roughed up the end of my clutch lever, and bent my left taillight down to the tire. Looks like that's all I did to it, so I think it'll be OK. But I'm still disappointed in myself. I exceeded my skill level (which is NOT hard to do right now), and I need to be aware that riding a bike is not all fun and games. A little mistake is going to happen now and again, but on a bike it can turn into more serious trouble quickly.

I've mentioned before that I'm going to take that Basic Rider Course at Chatt State, and I think I might try – try – to stay off the bike until I take the class. I expect to fail. That motorcycle is already a siren calling to me even as I sit here writing this. I'm amazed that I fought riding for so long, and regret the years I spent in my cage. But I want to do this right, and for me that means being a little more cautious than I was yesterday. The bike will be there after my class next weekend, and will be even more fun once I know that the heck I'm doing. I owe it to my kids, and in some way I sorta figure I owe it to all of you, to not just become another statistic. So I'll take my time and take it slow. One step at a time and all that.

I failed. I can't stay off that danged bike. It's simply too much fun to feel the wind and the road. Now I have a confession: I had to order a helmet, so my first few runs up and down the road were sans lid. (I feel like I owe it to Roadrash to throw in some kind of disclaimer here: just 'cuz I'm brain-dead and make poor choices doesn't mean the publisher thinks it's a good idea or that you should go do likewise. My bad decisions aren't their fault....) Now,

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that said, I was going slow and being careful. I stayed off the big roads and away from other moving vehicles. But Tuesday I picked up my DOT certified cap. Suddenly I was HOPING my wife would find errands for me to run. Need a pack of cheese from the store? No problem! Let me get it for you dear. Of course I don't mind, lemme just hop on my bike and... So I managed to get a few short rides under my belt before I rode to Chatt State for the Motorcycle Safety Foundation's Basic Rider Course.

The class is great. I highly recommend it to anyone who's new to riding or wants to brush up on some basic skills after some time away from the saddle. The classes will also give you a discount on your insurance, somewhere between 10 – 15% off. Approximately 1/3 your class in the classroom watching videos – good ones, not boring – and going over the answers to your homework (that's right, HOMEWORK – and I suggest you do it!)

The rest of your time is spent on a bike. Local dealerships have donated bikes for the class, so those who dump them aren't ruining their own paintjobs. You do have to bring your own DOT approved helmet, full finger leather gloves, and over-the-ankle boots. Long sleeves and pants are also required. After spending somewhere around 7 hours riding that first day most of us added an item to our packing list: sunscreen. We all had a healthy start to our biker tan, including some nasty burned lips. But they also ride in the rain, so be prepared to get scorched or wet – or both.

I won't lull you to sleep with every last detail, but the highlights consist of some strong basic riding maneuvers. We stopped. We started. We stopped again. We started again. We used the clutch/break/throttle to go as slow as possible without toppling over in order to practice for stop and go traffic. We turned, and turned, and turned – always

with a head turn to check our blind spot and look where we wanted to go, not where we were. We practiced quick stops. We practiced quick stops in a turn. And we practiced swerving to avoid an object in the road. In short we drilled on the basic maneuvers to keep us alive on the road.

Two in the class didn't make the cut. One had never ridden - ever, and the other had been pulled quite often, but wanted to learn to ride it herself. Both were a wee touch too unsteady and unsafe to pass. I hope they try it again; the rewards far outweigh the cost of the course. The rest of us had varying degrees of experience, with me being the newest to riding with only two weeks of very limited seat time. Somehow I pulled off a coup though and managed to ace the written – so I knew the theory of what to do. But I also managed to ace the prac app – so I could actually do what I'd been taught as well. Don't go thinking I got a big head or I'm bragging; I know just enough to realize that I don't know anything. As my buddy Chris told me, "Good job, now you just need some seat time." The road is drastically different than a school parking lot.

The instructors were fantastic. They keep us on pace and made it fun to learn. I made a few friends, got the certificate I need to get my license from the folks over at the DMV, and caught a break on my insurance to boot. But I think the true benefit of the class is confidence. I know that I have a solid foundation to build on for years of safe riding.

Gotta run – time to practice...

See you on the road.

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Busa Doc Tech Tips

Horsepower and Torque

Let's face it, we all want to feel that certain wind in our face when we twist the throttle...right? It can be easier than you think.

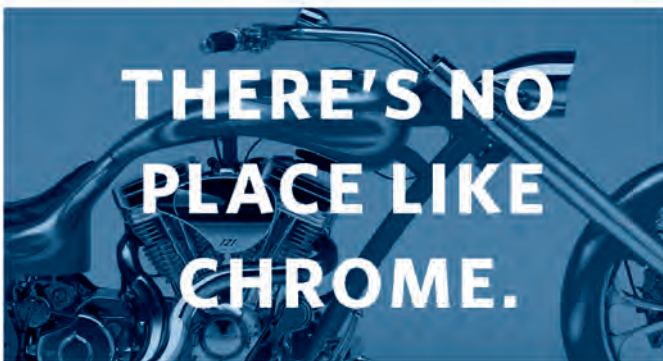
If your budget is not limited, then going bigger on piston size and changing displacement size is the best thing to do. There are huge benefits with the edition of head modifications while the head is off. Porting and polishing heads, intake runners, and exhaust flow components. Casting flaws left inside the head during mass production can restrict flow characteristics and decrease overall performance. Basically, the manufacturer leaves the perfecting of the engine up to us. Porting and polishing will not only give you better flow and make the engine run smoother, but can also increase torque and horsepower as part of a performance increasing package. The point is that you can get more out of your stock cylinder heads with some help from your favorite experienced engine mechanic. But let's face it, once you start doing major work like this, you will need to have a larger budget. Most of this type of work, combined with everything else you will want to do while the heads are off (like Titanium valves, etc), can easily approach costs averages in the \$2500+ range. So, let's talk about some simple add-ons that won't break the piggy bank!



Gear cams and adjustable pushrods are a great first step, and won't make your piggy bank squeal as bad. Most stock bikes have chain cams. A major performance add-on that is actually not a big cost is changing to gear driven cams. While there are many great cams out there, we have found great success in the S&S 510/520G gear cams. For any bike wanting to get that little extra "pull", this is the ticket, especially when riding two up. These cams can be added in one afternoon by your favorite experienced mechanic. We also recommend adding the S&S adjustable push rods during the same service. These two components will give you a definite torque increase, and start your performance upgrades in a big way. Mainly you will notice these when you roll on the throttle at speed, and don't have to down shift to jump 20-30mph. Combine this with a Power Commander and a custom map on the Dyno, and BOOM...You've got a great riding bike for a lot less money than you thought it would be! These two performance options will only cost you about \$1200, on average, installed by your favorite experienced mechanic.

Don't forget about upgrading your exhaust and breather. Both of these components are critical to good increases in horsepower and torque. There are many different styles and designs that you can choose. But most all quality line performance exhaust and breathing upgrades will work great when installed properly.

Lastly, Dyno tuning is the ultimate benefit to do after all the other work is done. This step streamlines everything together that you have done to upgrade your ride...Simply it is a must if you want to get the bike running the best that it can after you



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modify exhaust, breather, and/or engine. We use the DynoJet 250i chassis dyno, which is the latest and greatest in Dyno tuning. This is so much better than just uploading a map from a computer because the technician actually tunes your bike, rather than using a map adjusted for only certain components. We also use the Power Commander tuner module. Although there are several tuners on the market. Based on our testing, this tuner out performs any other tuner/fuelpack on the market.

If you have questions about horsepower/torque upgrades and would like to see what options are available, just contact us at Ultimate Cycle in Chattanooga.

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Do you remember the feeling you had when you first started riding? How about the thrill of buying your first bike? Recently, I've been able to relive both of those experiences through the eyes of a good friend. Steven Nichols is a new rider, and (by most standards) practically wet behind the ears. To see the sparkle in his eye and hear the thrill in his voice when he talks about riding his motorcycle puts a smile on my face every time. I can't help but be proud of him for doing whatever it takes to accomplish his goal of putting himself in the wind. At the same time, because he is a good friend (and the son and step-son of good friends) I worry about his safety. I worry about whether or not he will be diligent and responsible on the road and whether or not he will look out for the people who won't see him... the only thing that keeps those worrisome thoughts at bay is seeing him follow the advice of the knowledgeable people around him. Hopefully, by doing just that, he'll skip learning lessons the hard way. Anyway... when his mother (and dear friend of mine) Lana Farmer nominated him to be featured in "The Hot Seat" this month, I jumped at the chance. Although Steven isn't what most would consider a weathered professional, he does represent the growing number of young new "bikers" in our ranks, and I thought it'd be interesting to share his view with our readers. So, without further ado, check out Steven's answers to our ten infamous Hot Seat questions:

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



you get them?

I've recently gotten a nickname. I was hanging out with the Underworld Riding Association (of which my dad is a member) and "Tommy Ho" started calling me "Young Blood" because I've just turned 21.

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

I got my first bike about a year ago, so I've only been riding for one year. It took me a while to find a bike I liked and could afford, but I ended up with a pretty sweet 2002 650 Yamaha V-Star with 6,000 miles on it. I love it!

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

I followed the Trail Of Tears route with a group of guys. We rode along the infamous trail and I learned a lot of history and about how the national park got started.

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

Quite a few members of my family and "extended family" ride. For starters, there's my Step-dad (the one and only "D.J. Zane"), my Dad ("Dirty Dave" with The Underworld RA), and my Grandfather Ray Nichols (in the 1950s). Then, I can't forget one of the world's best uncles anyone could ever have, "Johnny Rocket" with the Sons Of Confederate Veterans Mechanized Cavalry and my two "adopted" uncles, the one and only "Tom the Bomb" and Clint.

5) Have you ever had any serious wrecks?

Thank the good Lord above – no. I've been fairly lucky so far and only had a few minor hiccups and bobbles. I hope I always have a chance to learn from my mistakes.

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

No, not really. Not that I've noticed anyway. Everyone seems to be pretty accepting. I haven't had anyone treat me badly.

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

Honestly? Now that I have a bike, more hot women have been checking me out. It also seems that I'm meeting a better quality of people – motorcycle enthusiasts.

8) What is your favorite type of riding and what is

your favorite local route (within 100 miles)?

I just love riding! My bike is my only means of transportation, so I ride year-round. I'd have to say my favorite time to ride is on a warm spring night and my favorite area to ride (so far) is on Lookout Mountain. The view is gorgeous and the curves are great.

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

Again, I don't have much data to go on, but, since my bike now has around 15,000 miles on it, I must've ridden around 9,000 miles in the last year.

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

If I could change one thing, I'd like for motorcyclists to have a choice about wearing helmets. I believe it should be everyone's personal choice and not a government mandate.

Well, it looks like Steven did pretty well answering our questions. If you see Steven out and about, be sure to ask him to sign your copy of Road Rash Magazine. He is a great young man and who knows... he might even introduce you to some of those hot women who are crawling all over him!

I'd like to thank Young Blood and his mother Lana for going the extra mile to get this interview done as well as the people in Steven's life who are giving him good advice and looking out for his best interest. I know he has a lot of miles ahead of him, but at least it looks like he's heading in the right direction. Keep it shiny side up and I'll catch you on the flip side!

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pics by HippyChicKim & New York City



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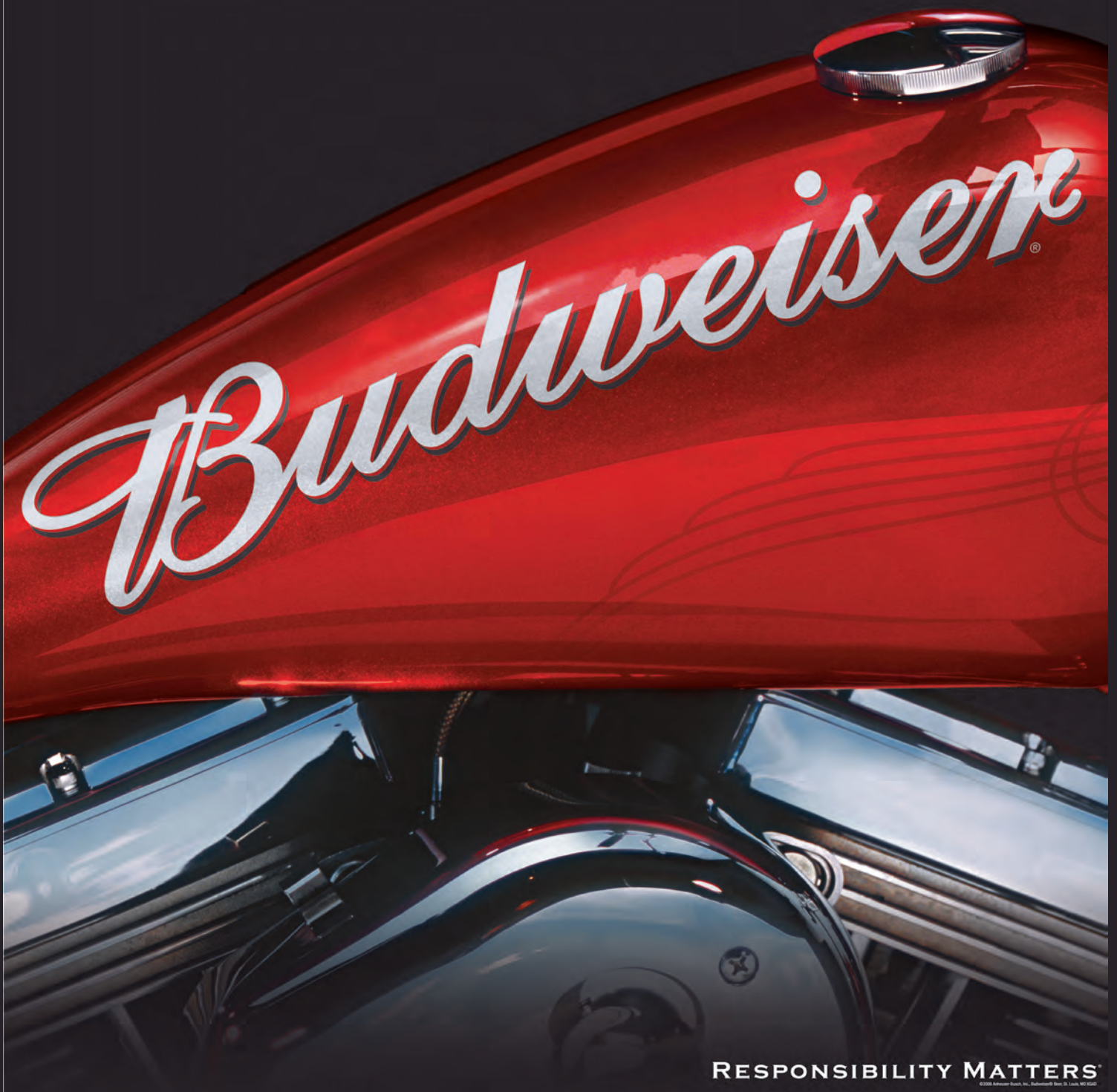


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