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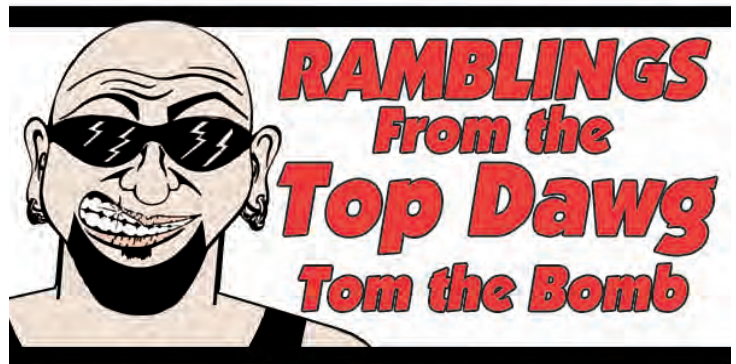


TABLE OF CONTENTS

- 04 Ramblings from the Top Dawg
- 08 Rock's Two Cents
- 10 Tears on Black Leather
- 14 Counter Steer
- 16 This and That
- 18 Motorcycle Event Listings
- 22 Road Rash Advertisers
- 24 Joe Cool's Biker Health
- 26 The Newbie
- 28 Busa Doc's Tech Tips
- 30 A View from the Wing
- 36 The Hot Seat - Chris "G" Gordon



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Well guys, its January. That means, a lot of the people you've seen riding last summer are now riding beside you in their trucks, cars, and minivans. You can usually tell them from the regular citizens by the way they stare longingly in your direction and wave like teenage girls at a boy band concert if you glance in their direction. Those are the same folks you connect with at gas stations that say stuff like, "I would be riding my bike today, but I just can't take the cold weather like I used to." In my opinion, the weather just doesn't get that cold in this area – and if it does, it doesn't last very long. Most people (without actual medical conditions) can be comfortable riding if they just bundle up a little more than usual. Sure, you don't look as cool when you're wearing long johns, a turtleneck sweater and a down-filled jacket, but the trade-off is: you get to ride! Having a bike and not riding it just doesn't make sense to me. I mean, I understand some of you reading this now are the types that brag about how few miles your bike has... but you might as well brag about how your four-wheel drive has never seen the woods, how your bass boat has never seen the water, how your horse

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has never been saddled, or how your wife of five years is still a virgin... none of those things make any sense to me either. To me, if you have something designed for a specific purpose, you should use it for that specific purpose, or let it go, where someone else can. Stop your whining and get out there and ride!

Anyway... I suppose most of you will still be enjoying your Christmas gifts and possibly nursing your New Year's Eve hangovers by the time you read this, and hopefully you've taken a step toward self-improvement by making New Year's resolutions. Most of the guys I hang out with regard resolutions with a great deal of "tongue in cheek." As a matter of fact, there've been some side-betting going on as far as who is going to fall off of the "loose weight" or "quit smoking" wagon first... but I wish them all the best. Gym memberships always get a big boost this time of year, with people feeling extra guilty about their health after chowing down on Aunt Jodie's cherry cheesecake

at the Thanksgiving dinner, over-indulging in Mamaw's homemade macaroni and cheese at the Christmas dinner, and waking up naked in the front yard on New Year's Day with the neighbor's kid poking them with a yard rake... But I think everyone should remember that being healthy is a lifestyle, and something to incorporate before you see yourself approaching danger. If I made a list of my personal resolutions, most of them would involve time management and organization. I'm always pressed for time, and (like most everyone else), I don't need the added stress. It's not that I don't know what to do to help myself – I just need to actually do it. I guess that means I need to add procrastination to my list of bad habits I should eradicate. I'll be sure to do that when I get time.

As always, I want to encourage all of you to support Road Rash Magazine advertisers. Without them, none of this would be possible. If you patronize our advertisers and let them know you appreciate their support, it

will continue. If (for some reason) you patronize businesses that don't, be sure to suggest they start advertising here. We offer the most economical means of reaching good potential customers in the Chattanooga area, we give back to the community, and we are passionate about what we do. After all... we reach the best people on Earth. Otherwise, you wouldn't be reading this now, right?

I hope everyone has a safe, prosperous and wonderful year.

Keep it twisted!

*Tom
THE
Bomb*


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ROCK'S TWO CENTS



Happy New Year Everyone!

Snow during the first week of December is not very common in our area, but, we awoke on December 5th to a light dusting of snow that barely covered the grass and trees. The great thing about this little snow was that the roadways were much too warm for it to stick, so they were wet but without any snow or ice. The temperature was around 33 degrees with party cloudy skies. Sounds like a perfect day for a ride to me.

I called Gary Boyd and Sandy Hodges and we all agreed that a nice long ride would be the call of the day. We met at the BP in Hooterville and Gary led the way. Although our riding order would vary during the day, I started out in the rear. Having led for the majority of my riding career, it's kinda nice to just follow for a change. You don't have to worry about missing a turn or being the first bike to break a radar beam. Just sit back, turn up the XM and enjoy yourself. We headed up Highway 64 toward the Ocoee and then turned onto Highway 30 toward Reliance. Highway 64E is closed at this intersection because of the rock slide further up the road.

Things always change once we hit the twisties. My winger mates like pushing the envelope in the turns and the bikes' are more than capable of handling it. Their low center of gravity, makes you think you're riding a sport bike of half the weight. The wing wants to run hard and it wants to be out front. It's

in the bike's genetic composition. Sandy and his wife Amy dropped to the rear as I tried to stay on Gary's tail. Now this is not an easy thing to do, but the wet roads slowed him down a bit on this day and I was able to stay on his flank. Let's just say that there was not much sightseeing going on, just intense attention to our lines and possible hazards. As Reverend Booger use to say, I had a blast!

We crossed the Hiwassee River at Reliance on 315 and headed toward Tellico Plains where we planned to eat lunch. This ride is beautiful any time of year, but the snow covering the mountains made it spectacular. It was postcard perfect and quite a treat to experience from the saddle of a motorcycle. As we rode along, chunks of snow would fall from the overhanging tree limbs giving us mini show showers.

Was it cold? Yes! Was I cold? NO! When you ride a motorcycle as your primary means of transportation, you learn to dress smart. There wasn't a pirate suit in the group. Heated grips, Gerbing heated jacket liner, and insulated coveralls are my personal choice. I might look like the Michelin man, but I'm warm and that's what counts. You can look "cool" and be cold or you can look like a refugee from a ski slope and be warm, the choice is yours. I made my choice over a decade ago after being lectured by my friend Lewis Leach who always wore insulated coveralls and scoffed at my leathers.

Speaking of Lewis. Please keep him in your thoughts and prayers throughout this year. Lewis has been in a coma since he was hit head on by a van on Missionary Ridge on April 30, 2006. I'm believing that this will be the year that Lewis wakes us and re-joins his family and friends. Lewis is a great guy and one of my riding heroes. He has ridden more miles than anyone I ever knew. Lewis never tried to make a fashion statement and his bike was always dirty, but, boy did he ride that blue Electra Glide. Real riders know: "its all about the



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mileage." God speed Lewis.

When we arrived in Tellico Plains the temperature was hovering around 35 degrees. The Cherohala Skyway was shrouded in clouds and looking very menacing. We considered giving it a go, but our good sense got the best of us. The Skyway is no place to be on a day like this. There would have been much fog and ice, not a good riding combination. We had an excellent lunch at the Tellico Cafe and then donned our gear for the return trip. The trip home was uneventful, but spirited. I don't even know all the roads we traveled, but we ended up back in Ooltewah safe and sound.

As I rode this day I couldn't help but flash back to 1973 when I was caught in a blinding snowstorm on Chunky Gal mountain between Franklin and Murphy, NC. We had gone on a spring weekend camping trip to Franklin, NC. The weather was nice on the trip over and during our stay. However, on the trip back it started raining. I was riding a Honda 750 Four and as I ascended the mountain the falling snow flakes were the size of saucers. To say I didn't have the proper riding gear would be a gross understatement. The VW hippie bus that I was following only made it half way to the top of the mountain before we were all stranded in a pull off for the night. There were five people and a large white dog that spent a long, cold night in that VW van. I was in my twenties. That was a long, long time ago.

In closing, I would like to remind you all to support our advertisers and thank them for making this magazine available to you each month. Without them, there would be no Road Rash Magazine. In these tough economic times, it has been a struggle to keep our advertising sales where they need to be to keep publishing each month. If you would like to advertise your business or you know someone that might, please contact one of our staff. As our famous tee shirt slogan says:

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Tears on Black Leather

Brothers and Sisters Down or Gone

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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.

William Allen Davidson, 48, passed away Wednesday, November 4, 2009. He was born in Chattanooga on August 28, 1961. He was of the Baptist faith and a former 20-year employee of Shaw Industries who loved riding motorcycles; especially on toy runs. Road Rash was one of his favorite magazines. He was also an avid fisherman. He is survived by his wife, Mitzi Davidson; parents, Bill Davidson and Margaret Hale; five children and spouses, Kane Farley, Jeff Davidson, Kyle Steele, Joseph and Jennifer Davidson, Jeremy and Christian Davidson, two sisters, Kay Wright and Karen Morgan; three brothers, Doug Davidson, Clay Longworth and Shawn Davidson; six grandchildren, Tara, Abbi, Phoenix, Austin, Levi and Zach. William was buried in Chattanooga National Cemetery.

Steve "Hollywood" Jordan was a True American. He loved his God, family and country. He served the U.S. in



the army near the end of Vietnam War. He was very proud of the unit he served with and he never forgot his brothers from that time. He talked very little about the war but told of the brotherhood that was made there. You could hear the pride in his voice of being an American and how proud he was of our military. PGR was a heart thing for him, as he knew the price that had been paid by the family and their loved one. He was so proud of his own father's military record and of family members after them both that are even now serving our country. There was never a question about a PGR Event, it was an automatic yes, when and where do we meet. We

have lost a friend, a brother and one the best bike riders I've ever known. He loved the wind in his face. Maybe it reminded him of the wind in his face when he was a door gunner in 'Nam. He was my brother and friend but will be missed by all.

I wouldn't keep a promise if I didn't add this note. He asked me to let every biker know that he is expecting them to meet him in Heaven. "Tell them to make preparations with God to be there. I have and now you do the same!" Okay bro, message sent. Watch over your shoulder road captain, we're coming.

Grizz Lee

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Welcome to the Club

By Eddie Rahm

Welcome to the club! This continues my series highlighting motorcycle clubs, ministries, and fellowships in the RoadnRash coverage area. Periodically, I will highlight a different group and will publicize your group if you send me an invite at eddierahm@roadrashmag.com. The requirements are that you must have regular meetings, a back patch, and a positive impact on the community.

STEEL BROTHERS MOTORCYCLE CLUB

Recently, I visited a meeting of the Steel Brothers Motorcycle Club for their inaugural meeting in their new clubhouse in East Ridge. The clubhouse is currently a "work in progress," but within a short time they should have all the facility issues worked out.



A motorcycle club having its own clubhouse is a pretty big deal even if it means putting in some extra time and elbow grease to make it happen.

The meeting was started with speakers representing Teen Tree, an organization that works with needy teens primarily in north Georgia area. Steel Brothers has made a

commitment to help Teen Tree through various fundraising efforts. I was very impressed with the presentation of the Teen Tree folks and the fact Steel Brothers is committed to this worthy effort. After the Teen Tree presentation, a prospective Steel Brothers member was introduced and given the opportunity to tell a little about himself and his biking experience. Afterward, some time



was spent discussing the club's involvement in various charity events in the area, something that appears to be a high priority of the club. Steel Brothers is partnering with Road Rash Magazine and the City of Chattanooga for the new and exciting Chattanooga Toy Run. This toy run promises to be awesome with the addition of local car clubs and

Chattanooga city government officials, a first in our area.

One good trait of the club was that they have a Communications Officer, a position responsible for informing members of upcoming events and current issues. There was then discussion about an upcoming overnight trip to Gatlinburg and issues regarding preferences and planning details. I especially appreciated the fact that the group closed their meeting in prayer. This is something I expect from the various cycle-ministries but I had not experienced in the other non-ministry type clubs I have visited in my "Welcome to the Club" series. There is an obvious priority placed on families in this group, as evidenced by the presence of quite a few kids running around outside the meeting area. The kids were in no way a disruption to the meeting and were somewhat refreshing to have around.

The following interview is with Derrick Pendergrass, one of the Founding Fathers of the club:

1) Tell me about the Steel Brothers Motorcycle Club, how and when it was started and what the club's goals are?

Steel Brothers was started by seven brothers who shared a common belief of what brotherhood means and the importance of family. As Steel Brothers MC has grown, we still value and exercise, the importance of family first.



2) How many chapters do you currently have and about how many members do you have in the Chattanooga chapter?
Chattanooga is the only Steel Brothers chapter and we currently have about 15 members and several probates.

3) How often do you have meetings and what is the meeting format?
Meetings are held once a month. We discuss club business, rides and benefits we are organizing or participating in.

4) How often do you have group rides and what are some favorite destinations of past rides?
We ride as often as possible. Some favorite rides are the Ocoee into Murphy and on up towards Gatlinburg, Fort Mountain into Ellijay and any ride that leads to a beach.

5) What are your membership requirements and costs?
Membership is \$30 a month. Anyone interested in the club must prospect until a member will act as his sponsor - at which time he can probate. The probate phase is a minimal 90 days but is ultimately up to the sponsor when the probate is up for vote. We are one of the few clubs that require a 100 percent vote to become a member.

6) What types of bikes do your members ride?
Most of our members are on metrics; we have a couple of Harleys though. We do not discriminate against type of bike so anyone can apply for membership.

7) What is the age variance in your group (youngest to oldest)?
We have a wide age variance. We have members from mid-20's to mid-60's in the club.

8) What is the contact info for our readers who may be interested?

People can email "Crash" at crash@steelbrothersmc.com, visit our Web site at www.steelbrothersmc.com, or visit us on MySpace and Facebook.

9) Does Steel Brothers MC support any organizations or benefits?
Steel Brothers supports any local benefit that is for a good cause. Steel Brothers hosts a summer event, the Big Hearts for Little Hands Motorcycle Rally, which benefits TC Thompson Children's Hospital Neonatal Intensive Care Unit. Since 2008, we have raised over \$8,000 for the NICU. Steel Brothers has also joined with Road Rash Magazine and the City of Chattanooga to host the first annual Chattanooga Toy Run benefiting The Forgotten Child Fund.

I would like to offer my thanks to the Steel Brothers Motorcycle Club for their hospitality and special thanks to my friend Derrick for taking the time to answer some questions. If you are not currently involved in a group and have been seeking a somewhat smaller more family-like group to be a part of, this may be the group that fits your needs. One thing I always stress to people considering visiting a group is that you are not looked on as an outsider when visiting the various groups. Most are honored that you have chosen to visit them, considering them as a possible future family. Of course it is up to you to decide if you are a good fit, so I would encourage you to visit around some before making your decision on where you will end up. You should have a good time in most group meetings and when you find that perfect fit, what better words can you hear than "welcome to the club!"

Now lets go out and play in the streets!

Eddie Rahm
Road Rash Magazine
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This & That



Greetings! And happy New Year! I'm not going to dwell on the New Year resolution stuff. Ha! You didn't believe that, did you? It's an interesting phenomenon: if we can't resolve to do something during the year, what makes us think beginning a new year will enhance our chances of success? The only difference between last year and this year is the number assigned to the year by Pope Greg. Let's be real about this, and I'll give you an example: Let's say your weight has gotten completely out of control. That statement alone says it all, doesn't it? "Out of control!" If we are out of control on December 31, how are we now in control on January 1? And following the logic: if you know your resolution to eat better and exercise is inherently geared for failure, why not look for another manner in which to tackle the problem? I see it like this: I'm going to completely stop eating until I get to the weight I want. Then I will eat and drink all I want—and enjoy it, since I'm following a planned process (no guilt, you understand!). I'll continue until I get back to the weight I was when I started this cycle. Do you see the simplicity in this approach? First, you have rapid achievement of the first goal. Practically instant gratification, because the resolution worked! Success, not failure! Then, as a reward, you get to enjoy your gluttonous pursuits until you regain your previous weight. More success! And, having achieved the previous overweight state, you can start all over again. Even more success! And the cycle can go on ad infinitum, ad nauseum (please pardon the pun). And as the psycho-babble folk will tell you, everyone needs to succeed at something.

Sometimes you just have to create an attainable path to success that works for you. That's all.

Of course, this is all malarkey. The foremost reason to lose all the added weight is that the scooter will perform better. You'll get better gas mileage and the thing will accelerate a lot quicker! And since ground clearance will be greater, the achievable lean angle will be increased. Each of these advantages translates into better performance and more fun. One thing leads to another. How's that for a reason to lose weight?

I do believe that most resolutions are geared for failure, primarily because of the time of the year. Winter is not a good time to start anything new. Add to the general gloom of winter the desire to lose the weight which has resulted from several years of wanton, gluttonous pursuits; enhance that state by more gluttony (Thanksgiving and Christmas); factor in the added debt load (because of Christmas); add several months before things straighten out and the obvious conclusion is that January does not seem a good time to begin any resolution. If you weren't depressed before, you should be now! Therefore, I think spring is the best time to begin anew. Historically spring has been celebrated as a new beginning. Try the resolution stuff in the spring. I think the chance for success is greater.

I personally enjoy winter. Yes, it's cold, and old bones no longer ignore the chill. But with proper equipment that problem can be reduced considerably. Riding on clear days in the winter is incredibly invigorating. And occasionally that can be a gross understatement! On the other hand, snow days are the best. Can't ride, of course, but I really look forward to a heavy snow. A cold, snowy evening outside accompanied by the sounds of a fire and a good red wine (in moderation, of course!) make for an exceptional night. I suppose that having grown up in Kansas created childhood memories of deep snows that I just cannot ignore. We built snowmen, defended our snow-forts and had endless snowball fights with kids from surrounding blocks. My parents had a cabin in Estes Park, and I recall snows in September and 10-foot drifts of snow in June. My first memories of snow were while living in Memphis. In fact, I remember my parents and grandmother talking about walking across the Mississippi River from Memphis to West Memphis, Arkansas. On the river, not the bridge! That is the best bit of evidence I know of that supports global warming. The river has not frozen over within my lifetime.

At any rate, try not using the trickle charger this winter; instead, ride at least once a week. I think it will expose you (again, a pun, for which I apologize) to another aspect of riding that you just might come to appreciate.

RIDE ON!

Sandy Hodges

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This performance kicks off the **SINGERS AND SONGWRITERS SERIES** at **JIM OLIVER'S SMOKE HOUSE**, and more Legendary and Up and Coming artist will be performing on a regular schedule starting **VALENTINES' WEEKEND, FEBRUARY, 12, 13, & 14, 2010**, watch for the announcements on www.thesmokehouse.com

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The Low Down:

Make/Model: 1993 Harley-Davidson FLSTN

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Paint: Original (factory)

Photos: "Tom the Bomb"

It was 1992 and Leroy and Glenda Wilson (owners of Wilson Funeral Home in Fort Oglethorpe, Ga.) were taking their first vacation in years – a road trip. After cruising around from site to site, Leroy insisted they stop off at the Harley-Davidson plant in York, Pennsylvania. On display there was a brand-spanking new Heritage Softail Nostalgia. As luck would have it – Glenda fell in love. She said it was the most beautiful motorcycle she'd ever seen, and had her picture taken with it. Being an attentive husband, Leroy took note of his wife's reaction, and immediately upon arriving home, set a plan in motion to purchase one of the "Moo Glides" (a nickname later given to these bikes because of the hair-on cowhide inlays on the seat and saddlebags) for



Glenda. Since there was not a local Harley dealership at that point, Leroy ended up ordering a bike from Boswell's Harley-Davidson in Nashville, TN... When that bike was months overdue, Leroy got a phone call from a salesman at Boswell with a story that was hard to believe. Apparently, country music star Alan Jackson had bought and paid for a brand-new FLSTN with the plan of using it for the album cover art for his new CD, "A Lot About Livin'," but he'd found out another country music star, Wynonna Judd, planned on doing the same thing. Alan ended up using another bike, and Leroy snatched up the Heritage Softail Nostalgia you see here as a Christmas present for his wife. As if that story wasn't interesting enough... Leroy and Glenda continued riding other motorcycles (and trikes) and parked the Softail in Leroy's office as a conversation piece. I was blown away when I realized the odometer clicked over to 2.7 miles as Leroy rolled it out of his office, around the funeral home and outside for these pictures. This bike is all original, in showroom condition, with the owner's manual and leather conditioner still encased in plastic inside the saddlebag.

Special thanks goes out to and Leroy Wilson for bringing this bike to our attention (through "Moleman"), and taking time away from his busy schedule to move it through the funeral home (through doorways, dodging obstacles, etc.) and sitting down to give us it's story. We also appreciate Glenda for allowing us to do so. Photography was performed by our own "Tom the Bomb."



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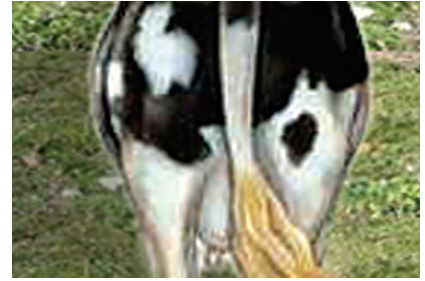
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Happy New Year Road Rash readers. For many people a new year is a time for new beginnings. The tradition of making resolutions for the new year creates motivation for self improvement. Some popular resolutions are losing weight or stopping smoking. May I suggest, as a New Year's resolution, that you improve yourself by improving your self-perception.

Any attempt to self-improvement will be hindered if you have an issue with self-loathing. Many people do not believe they deserve happiness. A negative attitude toward yourself is never a healthy lifestyle. Negativity only brings more negativity. A new resolution for self-improvement will surely fail if you feel you do not deserve to be happy.

We are our own worst critics. We are never satisfied with our physical appearance. We are constantly seeking self-improvement through diet, exercise and methods of self-affirmation. The quickest way to achieve self-improvement in your life is to change your perception of yourself. Look at yourself in a positive light. Try not to dwell on the negative, but seek the positive attributes that you possess. Change those undesirable behaviors that you can control and emphasize the desired attributes that make you feel better about yourself. If you see yourself in a positive light, then

your physical appearance will change for the better. Look in the mirror and see a beautiful or handsome positive and loving person. Admire the physical features that you like best and do not obsess over parts of your body that you do not like.

You may not like your stomach or thighs. You may think your arms are too small. Do what you can to bring about those physical changes you wish, but start these changes mentally by thinking positive and tell yourself that you like what you see in the mirror. Look in the mirror and love the person you see before you. You are the most important person in your life. The only people in your life more important than you are your children. They deserve a positive upbringing that enhances their self-image. Be confident in yourself. Love yourself. There is nothing wrong with giving yourself the love and respect that you deserve.

When you feel good about yourself it will show. Others will see your self-confidence and seek to be closer to you. Self-assured people are more successful in business and have more fulfilling relationships. Positive people look better, feel better and do better in life. Do your best to see the best in yourself. Continue to seek improvements while keeping a positive attitude toward yourself and others. Take care of yourself, because if you won't, who will?

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The Newbie

Happy N-N-N-New Y-Year!

I had a great article written for this month, but after thinking about it I decided that it wasn't worth getting stabbed over, so I scrapped it. Oh well. Staying alive seems a touch more important than entertaining you guys, and some people are just so dang'd touchy about certain subjects. Sorry.

I mentioned last month that I grew up in Maine, so I've been cold before. I've been in situations where I thought I was going to lose a limb to frostbite. I was a paperboy for years and years, and we had to deliver those things like it was federal mail – rain, wind, sleet and snow. If I couldn't pedal my bike I was walking – unless I could con my mom or granddad to drive the car while I ran around throwing papers. I remember one time we were walking around delivering papers and my brother had ice on his scarf. His breath was freezing as he exhaled! I was also on a Search and Rescue team for a while, so we did all kinds of survival training - including winter survival. On more than one occasion I spent a night sleeping out in the snow in a shelter built from tree limbs, and I slept well. Interesting fact: if you build the shelter right, you have to take most all your clothes off in the sleeping bag. Otherwise you risk sweating, which will then freeze and kill you dead. Don't wanna be so warm that you freeze to death now do you?

But riding in the cold is a whole different thing. I know a lot of you park your bikes on Labor Day and pull them back out around Memorial Day, but I'm doing my very best to forget I even own a car. As a matter of fact I just realized that my tags expired five months ago! As much as I try and ride, I managed to be very unprepared on the first very cold morning we had. It



was early, dark, misting slightly and very cold. I just pulled on my regular jacket and gloves and off I went. Five minutes down the road and I was seriously considering going back for a sweatshirt, but didn't. I should have. I was shivering so hard, I thought I was going to wreck and die on the short little 20 minute ride to work. Once I got there and clocked in I turned on the little heater under my desk and sat on the floor in front of it drinking coffee. What a miserable ride! I started dressing in layers, and things improved dramatically. Then

my mom bought me a nice expensive (in my book anyway!) leather motorcycle jacket. How sweet of her! She did warn me that should I paint a skull on it she'd confiscate it and I'd have to go without one. I guess she's sick of the mean, angry looking skulls on all my clothing. I went ahead and painted on it, but no skulls. Now I'm not a little kid anymore, but it was the least I could do for her....

The only problem was my hands. I have no windshield or anything to keep the wind off me. I've hardly noticed the cold since getting that jacket, but it seems I've messed up my knuckles too many times – too many fights or something – so I have incredibly poor circulation in a couple fingers. They turn white – WHITE – when they get cold. It's really disturbing - kinda cool, but disturbing. So in the interest of saving my fingers, I went and splurged on some new gloves. These gloves are nothing like the ones I wore when I threw snowballs as a kid. These are serious cold weather gloves. My fingers are so bad that they still get cold, but not as cold, and they warm up much faster. Nice to think I might get to ride this winter and still keep all my fingers.

During the first week of December we had our first real cold spell and I got to try out all my nice warm gear. Wow! What difference proper clothing makes! I could actually enjoy the ride,

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stay comfortable and still not look like the stay puff marshmallow man. The first time I wore my full facemask thing I had to fight with my glasses. Those things would fog up completely every time I even thought about breathing. Once I was on I-24 I was moving fast enough to keep them clear, but the smaller roads on both ends of I-24 were too slow, and too stop and go. I was struggling to see. A couple times I had to pull the glasses off and deal with the wind just so I could see. But after that I switched to goggles. They kept the wind off my face better and didn't fog up – or at least not as badly as the glasses did. A couple times I tied a bandana around my face and wore the facemask over it. That shut out any of the drafty spots where wind was leaking in. Of course I looked sorta stupid, but I'm used to that, and the ride in was really nice!

A word of warning: watch your SA - Situational Awareness. SA is what keeps you alive while all the cages try to snuff you. SA is what keeps you from running over all the crap people lose off their POS cages. And in the cold SA tends to suffer. You get cold and start withdrawing. It's as if your road scan shrinks as you get colder. Your attention turns from the road to how cold you are. I know I've been in a few situations where my only concern was my swiftly dropping core temperature and not whatever was going on around me. In a helicopter or on a bike, those are scary times, and things can get ugly fast. Know your limits and stay on the safe side of them. Pushing the envelope is part of it for a lot of us, and that's just fine. But wearing the right gear and keeping your road radar operational makes it more likely you'll get home in one piece when the weathers cold.

See you on the road.
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Busa Doe Tech Tips

Diagnose and Troubleshoot Your Ignition System

Well, the weather is cold and many of us have parked the two-wheeled beauty for the season, or at least until it is over 59 degrees! But cold weather seems to bring out the gremlins in motorcycles that sit. One area they love to live is the ignition system. So lets take a look at what you can diagnose if you find the gremlins have paid you a visit.

Troubleshooting a problem with your motorcycle's ignition system can be one of those disheartening adventures. Knowing how to troubleshoot a motorcycles ignition properly can save a lot of time, money, and a bad day. Understand this article is not made to replace your favorite local mechanic; however it will help you to understand what's going on with your baby... The bike that is!

Parts

1. Electronic ignition systems on a motorcycle have four main parts that can possibly fail. The trigger coil, a source coil, the black box (ECM), and the ignition coil are the three



bits of the ignition system that cause the most problems. The trigger coil tells the black box unit when to send out a spark after a magnet on the flywheel of the motorcycle passes the trigger unit. The source coil is the part of the ignition system that provides the power for the spark. Some black box units get their power from the battery, adding a possible step to the troubleshooting process.

Most bikes on the road now days are ECM regulated meaning a computer handles the adjustments to the ignition, fuel flow, etc. Well, guess what... If the gremlins get into the black box, it is just trash and your local favorite mechanic will have to confirm the issue and replace it. For carbureted bikes, it more than likely has a TPC (sensor), which is a relay type device that can be replaced more readily.

No Start

2. If your engine will not start, turn on the ignition switch and see if the neutral light comes on. If not, there is likely an issue with the ignition switch connection. If it does come on, check that the fuel lines are clear of obstruction. Check the carburetor to make sure everything is adjusted properly, such as the float mechanism. If all this seems in order, check that the battery has a charge, and that all the connections are fitted properly. Tighten them if they are not. If the battery is not connected properly, then the little black box will not start. Check that all the wiring in the ignition system itself is properly tightened. If everything is fine, check the spark plugs, condenser, ignition points, and that all the fuses are in working order.



To confirm problems, make the system work the way it was designed under a watchful eye. For example, laying the spark plug against the cylinder head and looking at the spark does not always make the best real world simulation. You need to see what the performance of these parts are while in the chamber because that environment is influenced by compression, fuel, turbulence, contaminations, and probably most critical - load conditions. If you have modified the engine, the load will be increased. Thus, many ignition problems we see are voltage insufficiencies due to engine modification.

In street terms, "She ain't hot enough to jump spark across the gap!" Spark plug gapping may not be the only culprit in this type situation, but the point is: pay attention to where, and how strong the spark is traveling.

Hard to Start

3. If the ignition is hard to start, check that all the ignition points are free of corrosion. Corroded ignition points will not give the electrical system a proper contact to make sparks. Check that the ignition coil is not worn or corroded. If it is, replace it. If you have checked all the wires and fuses, it may be that the timing of the ignition is not set properly. Timing involves adjustments to very specific points so that the sparking of the ignition coincides with the release of fuel from the fuel system. To time the motorcycle correctly, you must check your owner's manual for the specific timing measurements required for your motorcycle. This can be difficult, so if you are in doubt, take your bike to your local favorite mechanic.

The bottom line is that ignition issues can drive the best

mechanic crazy, so don't feel bad if you have to take the bike to a mechanic. However, with a little understanding, you can at least give your mechanic a good "lead" on what you have checked so far. And who knows, maybe you can solve it at home.

If you have questions or need assistance of any kind with your baby, stop in and see me at Ultimate Cycle in Chattanooga!

Happy New Year. Ride far. Ride safe.

"The Busa Doc"
Robert Zorn



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THE VIEW FROM THE WING



Happy New Year. Everything is new starting January first. Or at least that is our hope. Hope gives life to resolutions. Resolutions, although seldom carried through to their goals, are an annual rite of passage. It is time to make the lists. Wish lists, if you will. You think Christmas had wish lists? New Year's resolutions contain way more dreams and fantasies than my grandchildren's Christmas letters to Santa. These lists of course are as useful as a full dressed Harley in a motocross race. It may look good but the odds are that it will not complete the race. New Year's resolutions, like a bald man with a comb over, are completely useless. The new exercise equipment unveiled only a week ago and the plans to utilize that equipment will soon fade and render the aforementioned equipment as a high priced clothing rack. You don't want to hurt yourself and then not be able to ride, do you?

So what should you do? Do you just give up on improving yourself? Do you decide not to be quitter and keep smoking? Do you keep eating the same food and wonder why your clothes don't quite fit? What is so magical about January 1? I'll tell you what - nothing. So this year let's do something a little different. Let's make resolutions for others. We can do it to bless their little hearts, bless their little hearts. We can show others the glaring errors of their ways and help them to improve. And they will be just so grateful.

I was going to start with Sandy Hodges, my friend from

a few pages back, by telling him to get a Gold Wing so that his wife can be more comfortable and he can keep up with Rock, Boo-Boo and myself. But he already did. A shiny new black one. This list thing is so easy.

He, of course, blames Rock, Boo-Boo, and myself for this transgression but the smile has yet to leave his face. And look at Rock, my list for him was to have more patience with morons that are in his way on the open road, but he is a much happier person riding his Wing! Even his columns are kinder and gentler. In fact he is so loving and kind since riding his Wing that he is considering working with lepers in the slums of Calcutta... as soon as he figures out where it is and how to ride there. St. Rock. Okay, maybe I'm stretching it just a wee bit.

Next up, the Democrats. Free the oil. Yes, while terrorists raise the stakes for us to buy foreign oil, we have massive amounts of oil just sitting in Alaska and other areas in our country and in offshore deposits that is just waiting to be turned into gasoline for motorcycles. That great pipeline from Alaska is in place. The animals that were to be harmed and eventually extinct are now found frolicking around that very pipeline. In fact, they are flourishing there. (Note to environmental terrorists, uh, alarmists-when the number of polar bears goes up as they have been recently, they are not in danger of going extinct.) We need to use our own natural resources and quit funding the foreign interests of those who hate us but love our money. We do not need to pay \$20 to \$25 to fill up our motorcycles this year. (Besides, people who absolutely have no business riding will buy bikes to "save" money and ride dreaded scooters down the road waving at us.) I am sure that hybrid motorcycles are in our future, but I am not sure that I want one. Maybe we will have a solar powered motorcycle soon. Or better yet we can get a wind-powered bike. That's it. Let's put a gigantic sail on all

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of our bikes. That will be fun. You know, fun like having your wisdom teeth pulled.

Next on the list, the State of Tennessee. Get rid of the helmet laws. The same insurance companies that have helped cause the economic meltdown, think AIG, and have contributed to the so called health care crisis have powerfully lobbied and influenced our state representatives to keep helmet laws. Let it go. Riding a bike is dangerous and if you fall and hit your head sans helmet, you can cause severe brain damage or death. We know that. But if we have insurance and have been riding for years and are over 25 years of age we should be able to make that decision. If you want to make motorcycling safer, take the monies that the insurance companies use to wine and dine and influence you and use it to fund MSF courses. And make motorcycle awareness part of all drivers' education.

To the riders of crotch rockets, please learn how to ride. I don't mean up and down Brainerd Road speeding from one stoplight to the next, I mean learn how to ride through curves. Today's sport bikes are phenomenal machines. But I have read of more young people this year running at excessive speeds through busy areas only to have someone pull out in front of them, or riding through a curve and not being able to negotiate it. So you can pull a wheelie. Big deal. I have seen more sport bikes with chicken stripes than ever before. Chicken stripes are tires where the wear is only on the middle of a tire. If you want to see if someone knows how to ride, check out their rear tire.

To the V-twin riders, stuff it. Loud pipes annoy lives. Everybody loves a good sounding bike but when you remove all of the baffles you just make it a nuisance. And when you get in a tunnel, act like you've been there before. Nothing screams look at me like revving your irritatingly loud V-twin. What do you think when you hear the bass or lyrics

of rap music playing at extreme decibels? Noise pollution. Chattanooga had enough and outlawed it. Keep making noise and the morons that supposedly represent us in Nashville will start messing with all bikes and any modified pipes. You really don't want that. If you want to really impress real bikers, try riding your bike somewhere other than Nightfall, toy runs or the Trail of Tears. A lot of people who have V-twins, be they metric or Harley, do know how to ride and ride a lot. Maybe they should go to the dealerships and offer to mentor the newbies.

To the group that I seem to pick on the most, us riders of Gold Wings... We need to find ways to ride without stopping for ice cream. I know, blasphemy! But at our age we cannot afford the calories or the fat. I used to have a laundry list of things that were wrong with old Wingers. They probably have an even bigger list of what is wrong with me. But the truth is that they are the best group that I have ever found to ride with. In this group all bikes and people are welcome to join in regardless of where they come from and which bike they ride. There are many different people riding Wings today. If you want to immediately fit in and do a lot of riding, join the GWRRA. Chapter V, my great friends here in Chattanooga are devoted to riding and doing it safely. You will have an instant family. Simply said, it is the best chapter in the region and you will indeed enjoy riding all year with them! But you may have to call Weight Watchers. At least you'll have a resolution for January 1, 2011.

Gary Boyd

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Chris Gordon grew up in the shadow of Lookout Mountain in Lookout Valley. He has never been married and has no children.

He is an active member of both the Southern Cruisers Riding Club and the Harley Owners Group (H.O.G.). Chris currently hits the road on his Harley Street Glide. Two M's: motorcycles and music are his true passions. His love of motorcycles comes from his father Jim "Pops" Gordon (who is also a local rider) and his love for music came from his late mother, Clara Gordon, who was a pianist and always encouraged his musical endeavors. Chris has been a drummer for almost thirty years. He works as an auditor for an insurance company.

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

Several years ago I was dubbed the name "G." There were several Chris' who frequented Ultimate Cycle so when Cindy (the owner) would say "Hey Chris!" we would all answer. To simplify things, she started calling me "Chris G."...Later it was shortened to just "G." The folks in my riding club caught on and it stuck.

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

I was around 8 or 9 years old...My parents wouldn't let me have a motorcycle at that age so I would sneak off to my

friend's houses that had dirt bikes and ride theirs. The first bike I officially owned was a Honda Shadow ACE.

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

My longest trip, to date, has been Bike Week in Daytona Beach a few times. One year, I rode down on a Yamaha Road Star and came home on a new Harley Road King. They made me an offer I couldn't refuse.

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

My father, Jim "Pops" Gordon, rides and is the eldest member of the Southern Cruisers Chattanooga Chapter. I have four half brothers. Three of them ride actively and one builds custom bikes and street rods but doesn't ride much. One sister-in-law and a few cousins also ride.

5) Have you ever had any serious wrecks?

I have been in one pretty bad tangle, interestingly enough, with my dad who was riding behind me. I slowed to yield to a vehicle coming through an intersection and my dad also watching the vehicle didn't see that I was yielding. He locked up and slid into me. We both went down pretty hard. I only



sustained minor cuts and bruises. "Pops," on the other hand, ended up in the hospital for a couple of days but he jumped right back on after a few weeks of healing. He's a former Army infantry member and paratrooper so he's a pretty tough guy.

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

Not really "discriminated against" but I have gotten some strange looks walking into eating or shopping establishments wearing my leathers... When I get those looks, I just say to myself... "It's easy to dislike what you don't understand."

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

Without a doubt! I have been fortunate to meet some great people and make some good friends though riding that I don't think I would have met otherwise. Being a member of Southern Cruisers and H.O.G. also gives me an avenue each year to support two great charities: St. Jude and the MDA. Not to mention all of the toy runs, and special benefit rides throughout the year.



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

My favorite type of riding is any that gets me out of town and away from red lights and cross streets. My favorite route within 100 miles would be up around the Ocoee River (when the rockslides aren't blocking the road).

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

Between 10,000 and 12,000 miles.

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

I really wouldn't change much about "our" community but I would like to change the minds of the "non biker" community by increasing awareness of motorcycles. I would bring stiffer punishment to those in cars and trucks, found at fault, who bring harm to us just out doing what we love to do.

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