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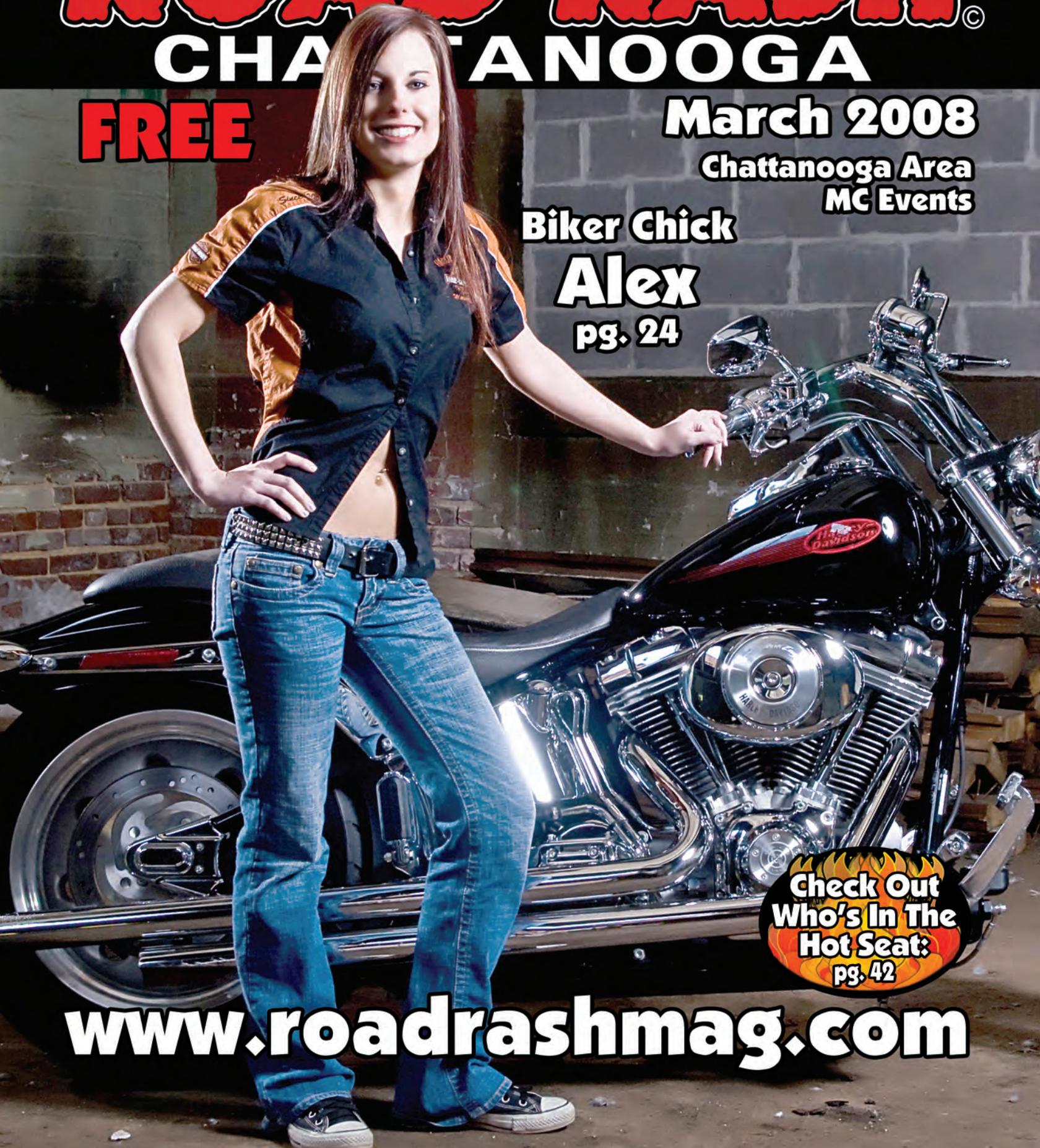
March 2008

**Chattanooga Area
MC Events**

Biker Chick

Alex

pg. 24



**Check Out
Who's In The
Hot Seat:
pg. 42**

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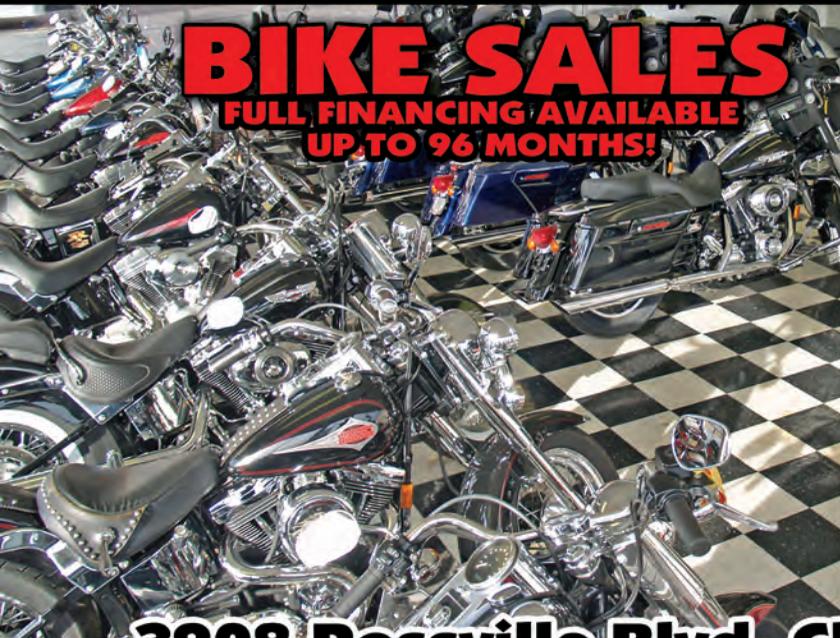


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ROAD RASH MAGAZINE

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Tom the Bomb... RAMBLINGS From the Top Dawg

Well, it's March, and you know what that means... It's time to "march" right out to the garage and get on that bike! The weather hasn't really been that bad this winter. I've been able to get out and ride nearly every day. However, I'd be lying if I didn't say I'm really looking forward to warmer weather. The good news is: It's right around the corner!

Looking over the articles in this month's issue, I noticed a lot of talk about nicknames. It started me thinking about how many people I know who ride bikes and go by some other handle. For instance – I work with "Rock" and "Moleman." Nearly every one of our contributors have some nickname or another, and most have pretty interesting stories behind them. Some are obvious. "Too Tall" got his nickname because he's freakin' tall, but how many guys do you know called "Tiny?" Are any of them actually tiny? How about guys with whiskers called "Catfish?" Then there are some that defy explanation. Those are usually the one's with the best stories behind them.

I've been asked a million times why people call me "Tom the Bomb." Believe it or not, it all started when I was playing football in high school. We had a great assistant coach named Joe Love. Coach Love was "getting on in

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Richard "Snowball" Cook	Teri Welborn
Chef Fatboy	"Joe Cool" Wiram
Mike Ginocchi	YOUR NAME HERE

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Jimmy "Moleman" Cornett	Dennis Sprinkle

years,” and he mostly toddled around the sidelines “supervising.” He was for the most part, a quiet guy. Only, when he spoke, I tried to pay attention, because a lot of what he said was either hilarious or filled with good advice. Anyway... one day, seemingly out of the blue, he called me “Tom the Bomb.” At first I was just happy someone was calling me something other than “Tommy.” I hated being called Tommy, because I thought it sounded like a little boy’s name. Then everyone started calling me “Tom the Bomb” because (this was a long time ago) “bomb” meant you “bombed out” or you were a loser. There’s nothing like some teenage friends to jump on the bandwagon once they find something to tear apart a fragile ego... After it was obvious I was stuck with an unwanted nickname, I asked Coach Love why he’d started it. He said he named me after a guy who was a wide receiver years ago and played football with legendary Tennessee football coach Johnny Majors. You know – they call long passes “bombs?” Anyway, I was stuck with that name practically from that day forward. It is now permanently affixed to me.

Since those days, “the bomb” has taken on a new meaning – something

outrageously positive (all that and a bag of chips). Now, sometimes, if I’m introduced as “Tom the Bomb,” people assume I am an arrogant blowhard. I just can’t win for losing. But that’s how nicknames go. I guess I should be glad I wasn’t stuck with something worse. Lord knows they’re out there!

Let us know what your nickname is and how you got it. Who knows – it might just show up in print! If nothing else – it might keep you from re-telling the same story two-billion times!

In closing, I’d like to encourage each of you to get to know our advertisers. They are the one’s who pay our bills so you don’t have to. They literally bought you the magazine you are reading. They are the reason Road Rash is free. Please do business with them and let them know you appreciate their efforts to keep you informed and entertained.

Until next time, ride it like you stole it!

*Tom
THE
Bomb*

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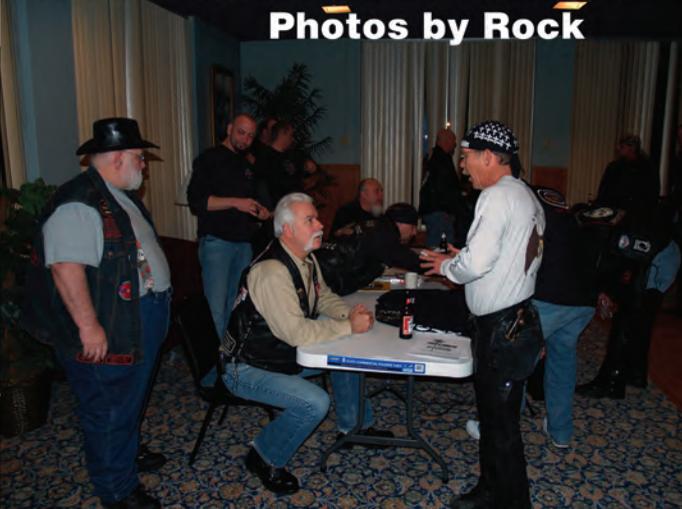

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ROCK'S TWO CENTS

I have never considered myself a political writer by any stretch of the imagination. However, this month I'm gonna give it a try. The citizens of Hamilton County have been in shock since the arrest of their sheriff, Billy Long. Our top cop is accused

of some very serious crimes and Talk Radio 102.3 has been awash in comments from listeners. The Morning Press, The Village Idiots (Jim Reynolds & Wally Witkowski), FRED the Show (Jeff Styles) and Live and Local (Robert T. Nash and Marianne Williams) have fielded the calls and weighed in with their own personal opinions. The comments have ranged from (paraphrased) "hang him now" to "we must pray for him." First and foremost I still firmly believe that a person is innocent until proven guilty even though reality shows me something much different. People have commented, "Others in the sheriff's department must have known what was going on." To date, this remains to be seen – at least to the public at large. Another listener on Talk Radio said, "We can't paint the entire department with the same brush." I'm asking you; should the actions of one officer or even the top dog (sheriff) condemn an entire department? Should the department be classified as a criminal organization? Should anyone wearing a badge be judged? No, no, and HI## NO! Now, before you accuse me of being a mindless apologist for law enforcement, let me

finish. I fall more towards the "personal responsibility" school of thought. It's just a sad fact of life that people are human and make mistakes. When they do, it is my humble opinion that they alone should face the consequences of their actions. It's not their department or organization that should be judged. All departments, organizations, etc. are made up of various employees and/or members. People. You have some tall ones, you have some short ones. You have some fat ones and you have some skinny ones. You have some smart ones, you have some dumb ones. Unfortunately, you also have some good ones and you have some bad ones. It's all just a game of percentages, and percentages apply in every profession and walk of life. Percentages do not play favorites.

Now I don't know Billy Long personally (although I am pictured with him in last month's issue on page 44), but I can tell you one thing that you can take to the bank. Had I been his friend before his troubles, I would still be his friend today. Period. I judge a friend by what their relationship has been with me personally. I am a loyal friend and I don't toss a friend to the wind no matter how stupid I think their actions might have been. On occasion, I have even resorted to fisticuffs defending a friend's reputation. Don't talk bad about my friends in front of me, it ain't gonna fly. If you are a true friend, it is your moral obligation to give your friend your "two cents worth," whether they want to hear it or not. You shouldn't just turn a blind eye to their stupidity if you know about it. (I can't help but think about Elvis and his entourage. If they had been his true friends they would have done everything possible to get him straight. They would have intervened before he finally killed himself with drugs.) Of course, there are times when you just won't know the deep, dark secrets of your friends. In my world, I will just continue being a friend until my friend betrays me personally. Even after betrayal there should be a place for

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forgiveness. We have all made mistakes and I am certainly in no position to judge others. I'll leave the judging to the big guy upstairs.

In parting I will lay this parallel on you: The next time you see a man with a badge (or a PATCH) don't judge his entire organization (or CLUB) by the actions of a few (even a top dawg). We have many great clubs in our area and if you want to meet them drop by the monthly MCIC (Motorcycle Clubs in Chattanooga) meetings (see page 20 for details). All riders are welcome.

We are looking for a few good men (or women) to help spread the "Rash" (no physical contact required). Our magazine cannot survive without a continuous influx of new advertisers. It's a fun part or full time job that you can do while riding your motorcycle. Riding around all day is a tough job, but someone has got to do it. We offer the industry standard of 20% of the gross ad price. Commission is paid monthly. Sell a full-page ad on a twelve-month contract and earn yourself a hundred bucks a month for a year. Before long it will begin to add up. It could easily be enough for that new Harley payment. Hmmm... Remember, the law of percentages even apply here. The more sales calls you make the more sales you will finalize. Heck, you might even become a local celebrity like Tom the Bomb. Okay, I won't take it that far, but your mug will appear on our staff page (once you've proved yourself a contender). Give me a call day or night at 423-400-6419 if you're interested. Come on now; turn your spare time into a motorcycle payment (or beer money) today!

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Brothers and Sisters Down or Gone



William "Bird" Turner recently lost a long battle with health problems he'd been fighting for years. Bird was one of those guys everyone knew and loved. He was the life of the party and could always be found smiling and dancing. A genuinely nice guy, he will be missed by many around The Rusty Duck, Mac's Pub and all around the Chattanooga area. He was one of those

guys everyone knew – but few people knew him by anything other than his nickname. Keep flying brother.

I read your magazine every chance I can and I just love it. I notice you have a page dedicated to fallen riders. I need to tell you about a great one. His name is **Richard Lane** and he is from Dunlap, TN. He was killed in an auto accident early Tuesday morning 1/29/08. He was 37 years old and leaves behind a loving wife, two sons, two brothers and a father. His mom just passed away late last year. He had too many friends to name and I am proud to have been one of them for many years. He had been riding for years and went on every event ride possible. Ask anyone around town and they can tell you a story about him, whether it be good or bad. Our prayers are with the family he leaves behind and we will always have our memories of the short time he was around. We love you brother and we miss you already. Your friend,
Tommy
(No pic provided. - Ed)

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Joe Cool's Biker Health



The year is 1958. Eisenhower and Nixon are in the White House. Elvis is in the Army. The Braves are in Milwaukee and the price per gallon of gas is 25 cents. The same year a future Road Rash Magazine contributor is born. Yes, this month I will turn 50 years old. I have lived a half century of life, but I feel like I am just beginning to live.

I am fifty years old, but some times physically, I feel eighty. I have two artificial knees, tendonitis, arthritis, sleep apnea, and gray hair. Some days I feel like I am falling apart. However, most days I feel strong and eager to do the same things I have done since I was a teen-ager. In fact I would gladly go back to age 15 if I can take my 50-year-old brain with me. I would rule my world.

In our youth our bodies are strong, but our minds are immature. As we age our minds gain knowledge and wisdom of life as our bodies become weak and frail. Life would be a lot easier if our bodies and minds were to mature together. Aging can be easier and being old does not have to feel old. We can grow old gracefully.

Remember, if you don't use it, you will lose it. If you neglect your body by poor dietary habits and little or no

exercise your body will weaken and deteriorate faster. As older adults, we can exercise, we just need a little longer to get started (warm-up) and a slower transition into progression of increased intensities. High impact activities like running should be replaced by lower impact movement like walking. Regular strength training should be included.

With age comes a natural loss of muscle and bone mass. Regular muscle strength training using machines, free weights or resistance bands will improve muscle conditioning and energy demand for fat loss. Regular weight bearing activities help to increase bone density. Weight bearing exercise means that you are sustaining your body weight. Walking versus biking is an example. When your skeleton has to hold up and maintain your body weight it gains added strength. Biking, however, is an excellent form of cardiovascular activity that strengthens the heart.

Exercise your heart regularly by doing activities that gradually increase that heart rate and sustain it for 20 minutes or better. Eat heart healthy foods to lower fat and cholesterol in your blood. Eat plenty of fiber and take a daily multiple vitamin for improved micronutrient absorption. Drink water and try to limit alcohol, caffeine, and smoking in your life.

Be proud of your age. Do not lie about how old you are. But if you do, never subtract years from your actual age, always add years. If you tell people that you are 45 when you are actually 55 they will think you look like crap for your age, but if you tell them you are 65 then they will say how wonderful you look. Think about it.

We cannot stop the aging process of our bodies but we can slow things down a bit. We can make life's transition into geriatric life more graceful and still enjoy what remains of our existence by being more health conscience. Enjoy your youth while you still have it but prepare your body for the inevitable changes of life. Take care of your self, because if you won't, who will? See you on the road.

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 (whose real name is Robert Allen Zimmerman)



I just came home from a long weekend ride with Booger, Bouncer, Moleman, and Slim. It was good to see my brothers Groundhog, Pipes, Stalker, Fuzz and some others characters I had not seen in awhile. If you haven't guessed by now those are not their real names but are their "road-names."

If you hang around people who ride you find they like to do that a lot... go by some alias other than their given name. You will meet a lot of them named after animals such as Woodchuck, Beaver, and Loon. Some have descriptive names like Big John, Old John, Little John, Grey beard, or Redbeard. It can be deceiving though, as every "Tiny" I have ever met could barely squeeze through a doorframe. You can guess how people with nicknames such as Trouble, Wrong-way or Crash came by their new monikers.

If you could pick your road-name everyone would have cool ones like Ace, Youngblood or Maverick, but all it

takes is that one time you forgot to put your kickstand down and you forever have the new handle of Kickstand. Of course, Kickstand is a name you could turn around and work to your advantage, if the people who saddled you with it are no longer around to tell... names like Stinky have no such wiggle-room.

I have several theories as to why the use of road names is so popular. Sometimes your real name just doesn't cut it. Buzz Aldrin flew to the moon. Edwin Aldrin is not someone you give

the keys to a rocket! Jerome, Moses, and Samuel could never be as funny as Curley, Moe and Shemp! Chemical Ali was a bad guy who deserves what he got. I question if we would have sent the Airborne Rangers out to hunt down Zombyboy!

Girls who ride get nicknames too, but they are usually cutesy ones like 'Lil Mama, Rah-Rah, or Kit-Kat. You have to have a wheelbarrow full of testosterone to carry a name like Snake or Animal.

If you had a crush on Pinkie Tuscadero, you wouldn't want to let Fonzie know about it. Although, I don't think I would be shaking in my boots if someone told me "Fonzie" was looking for me as the name Fonzie is no scarier than say, Potsie. The name Pinky doesn't necessarily strike fear into my heart either, but I do know a Darth Pinky whose shadow has darkened my path on more than one occasion and I cross the street when I see that part of her personality her headed my way!

I have a good friend who has several different names.

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Some people refer to him as Dahmer, and that is the nicest of double-meaning names he carries. Richard MF is my favorite but Rock would censor me if I tried to elaborate anymore about it.

Speaking of "Rock." This whole 'nother name thing goes way back, as it was Jesus who gave Simon/Peter the nickname Rock and he called two others "Sons of Thunder" (much cooler than James and John).

One of my other theories is that names carry weight. I really think Hurricane Floyd caught everyone off guard years ago because no one took a windstorm named after the barber in Mayberry as too threatening. If they had called it hurricane Widowmaker people would have been packing.

I didn't come up with the next theory on my own. I have been a big brother to a kid for eight years. He has led a tough life and comes from an even tougher neighborhood. The first time we brought him home there was no one there to meet us. We searched frantically for his mother until after midnight. At one point we spotted three guys in the parking lot and I asked, "You wouldn't know where Antoine's mother is would you? We were supposed to have him here by ten and we do not know where she is! It was at that point when an eight year old informed me. "You just made three huge mistakes! One, you told three strangers where I live. Two, you informed them there is no home at my place and three, you never give out your real name on the street! (Street names provide anonymity!)

I had a friend years ago who put P.K.A. on her resume (as in "Professionally Known As.") You can get away with more than one name if you are a model but most of my friends have an A.K.A. not P.K.A. on their resumes as they look less like they are models and more like they should

be running the tilt-a-whirl at the state fair!

Finally, my last theory and the one I give the most credibility is that road-names are simply fun! I laugh every time I think of Bluto in the movie Animal House saying, "I have given it much thought and great deliberation and from now on your Delta Kai name is Pinto" When asked, "Why Pinto?" He replies, "Why not?" and without missing a blink pronounces to the next in line, "from now on your Delta Kai name is Flounder!"

The sonnet William Shakespeare said, "A rose by any other name still smells as sweet!" I say it doesn't matter if you call him William Perry or The Fridge, you best get out of his way as there is a freight train coming.

Signed Rub A.K.A. Hitch A.K.A. John

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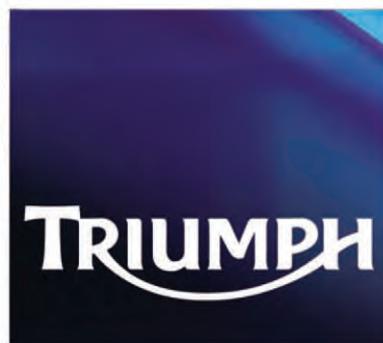
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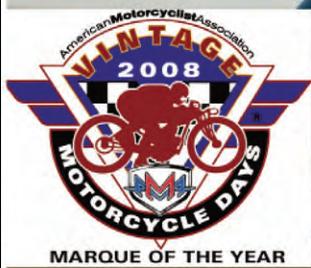
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REVEREND BOOGER'S TWO-WHEELED PULPIT

Well hello. Some of you may recall in last months sermon I talked about my sportster needing some break-in miles on it before I could open her up and have some fun. Well I got my chance one Tuesday to go ramble around and finish up the 250 so miles I lacked. All was going well I ended up on I-40 somewhere between Lebanon TN. and Cookeville, TN. I was cruising eastbound at 60 miles an hour, and proud of myself for outrunning the severe weather that was heading my way. I was looking forward to getting 50 more miles on my bike, hitting highway 111, heading home on a somewhat curvy road that would allow for some opening of throttle and having some fun. Well, it was at this point that a power greater than myself decided I didn't need to have fun but to sit on side of highway with a bike that would not run.

Before I get started telling what the committee (the voices in my head) thought about breaking down, I want to thank Moleman and Bouncer for coming to get me, and my mechanic for talking me through some roadside diagnostic work on the phone.

I will start with what the committee member I call "The Worrier" thought about it all. This was the voice that was telling me from the beginning not to take the route I chose, also nagging me about not having tools on the bike and



the possibility of getting caught in storms on a bike without a front fender or windshield. But on this fateful day I chose to listen to the member I call "Mr. It'll-be-alright." Okay, so I paid the price and while I have to admit the "The Worrier" can be annoying and "Mr. It'll-be-alright" is the easier voice to listen to... I have learned my lesson and will not go off without tools and will think twice about taking a bike that is not a good "weather"

bike when there is a real good chance I will get caught in storms. So "The Worrier" taught me a lesson. So as a reward to this committee member I am going to let him do the rest of the article. So let's have a great big "Road Rash" welcome to "the Worrier."

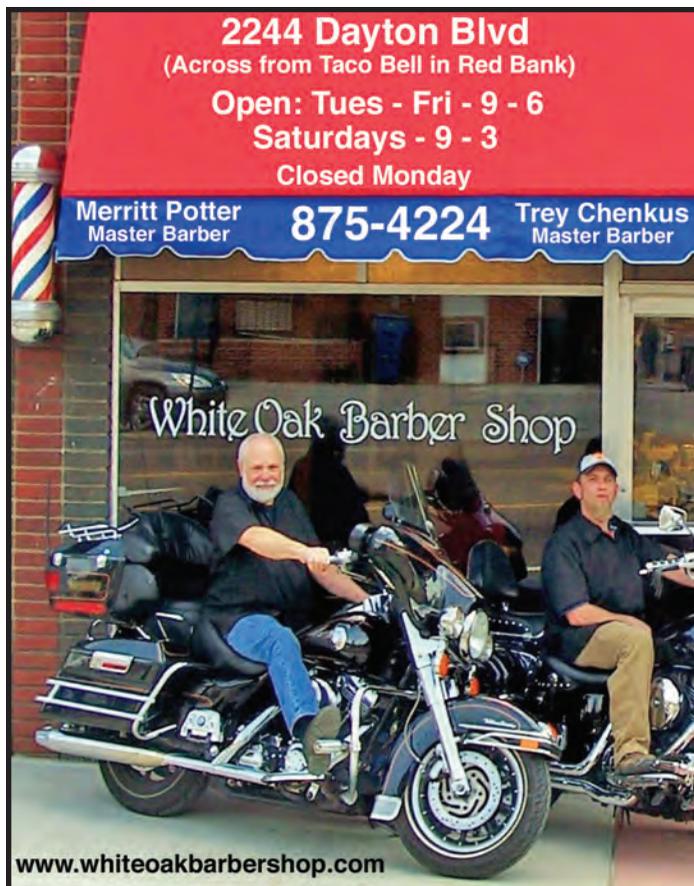
Hello, I would like to say how proud I am to be first committee member to address all of you directly. Ok from the moment we walked out to the motorcycles that morning I told him to take the Dyna, with the storms coming it seemed to be the better choice, also it has tools in it all the time but no. "Mr. It'll-be-alright" had control plus "The Racer" was on his side. So we took off into the morning. I kept telling him to go back, but by now he had "Mr. Adventure" and "The Racer" on his side. So I just gave up sat back down and kept my mouth shut. These two committee members can get really worked up by the thoughts of curvy unknown roads so I knew I wasn't going to have much luck wining any arguments. If "the Racer" thought it meant leaning into some curves and pretending it was some grand prix somewhere he would go off on anything with a motor and two wheels. As far "Mr. Adventure" goes, he even saw getting broke down as an adventure, it was something new in someplace new so he was cool throughout it all. As you can probably guess, after it all came to a screeching halt I sat back, let out a great big "I told you so," and began fretting about how we were going to get home. This is when "Mr. Fix-it" stepped up and tried to take over with help from "Mr. I-don't-need-no-dang-help." A lot of time was wasted attempting to repair a bike with no tools with tornados heading straight toward us. Having been a member of this committee for most of its 47 years of existence I am used to not being listened to and dealing with the consequences after the fact. Finally common sense, logic (and myself) won out and phone calls were made. Help came to get us. I have to admit I was thankful that "Mr. Fix-it" was unsuccessful because knowing the crew that lives up here in this brain with me, we would have took off into some real nasty storms. Thanks for letting me blow off some steam! I'd better get back to the "committee" before they get us all in some more trouble.

Ok, this is Booger back typing now. I better get also - I have hit my limit for words. Till next month...

Ya'll ride safe, ride smart, and ride often!

Reverend Booger

reverendboog@hotmail.com



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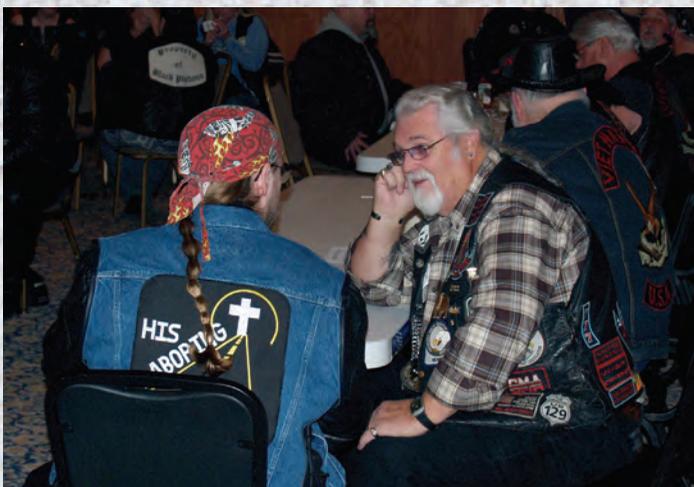
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- Confederate Brotherhood MC
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- CMA
- His Chosen Few
- CBB
- Steel Brothers MC
- Bikers for Christ
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Due to Daytona Bike Week, there will be no March meeting. The next meeting will be on April 3rd at the new MCIC clubhouse (old Full Moom Saloon.)



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www.daytonachamber.com

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Chattanooga, TN
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211 West 45 th Street
423-645-9781 or 423-505-4289

MARCH 22

Chattanooga, TN
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Tennessee Riverpark, Amnicola Hwy - 10:00 am-2:00
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president@cmachattanooga.com

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423-634-8151 or www.ultimatecyclescooter.com

MARCH 23

Chickamauga, GA
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Oakwood Baptist Church 115 Oakwood St. - 8:30 a.m.
706-375-5760 extension 112,
bikersonamission@comcast.net or oakwoodbc.org

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CMT/ABATE DART RUN
Mac's Pub - noon
423-570-0250, yog1958@yahoo.com , or www.
cmtabate.com

Chattanooga, TN
ACS RELAY FOR LIFE POKER RUN
Riders (Lee Hwy & Airport Road) - FBO 11 a.m.
423-893-3334

Dalton, GA
D.A.R.E. RIDE
Mountain Creek H-D - 10 a.m.
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APRIL 11-13

Reynolds, GA
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Silver Dollar Raceway - noon
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APRIL 17-20

Unadilla, GA
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800-433-7191 or www.angelcityrally.com

APRIL 24-27

Helena, AR
WILD HOG MOTORCYCLE RALLY & MUSICFEST
www.wildhogmusic.org

APRIL 25-27

Milledgeville, GA
MILLEDGEVILLE THUNDER RALLY
www.milledgevillethunderrally.com

APRIL 26

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MAY 1-4

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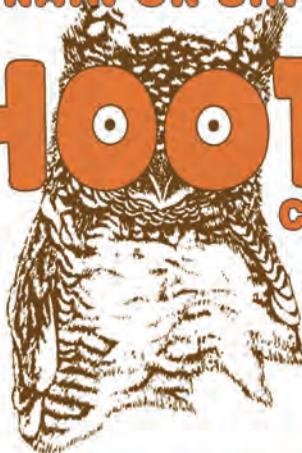
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March '08 Road Rash Biker Chick **ALEX**

The Low Down:

Make/Model: 2006 H-D Softail Standard

Engine: 95 cubic inch H-D

Owner: Chris Bullard – Chattanooga, TN

Paint: Factory "Sinister Black"

Photos: Dennis Sprinkle - Cleveland, TN
(rocksolidphoto.net)



This "Softail Standard" is far from your "standard" Softail. Not only is it dripping with chrome (full engine kit, forks, Hooker pipes, etc...), it has enough styling and performance modifications to raise some serious eyebrow. From the big-inch engine, Stage II cams, and Revtech digital fuel optimizer to the drag bars, and flush-mount smoked LED taillight, this bike is a lot of show and a lot of go. Chris was stupid enough to toss me the keys one night outside a local watering hole because some "intellectually challenged" person had blocked my bike in and I had somewhere to go. I have to tell you folks, I couldn't resist twisting that right-hand grip... and this bike will move on down the road! Sorry Chris!

Our lovely model Alex is a real looker. When she's not turning heads and causing major traffic delays, she likes to hang out in downtown Chattanooga with her friends, play soccer and go on motorcycle rides. Seeing her smile will certainly brighten the darkest of days, and looking into her beautiful green eyes just might just make all of your problems go away... at least for a while. Believe it or not, this is the first photo shoot Alex has been involved in. However, I doubt it will be her last. At least now, you can say, "I saw her when..."



Special thanks goes out to Bill McCord (www.billmccord.com) for hooking us up with a great photographer and incredible studio space, Chris Bullard for delivering the bike and cover model (without injury to either), and Dennis Sprinkle for amazing photography and lighting. Dennis is a self-taught photographer from Cleveland, TN who has done a lot of different kinds of photography, but is just getting into portrait-type photos (in studio and on location). He used some serious technical know-how to insure these high-quality shots. You can see more of Dennis' work at rocksolidphoto.net. To check out many more beautiful pictures of this great bike and hot Biker Chick (and much more), go to www.roadrashmag.com!



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Chef Fatboy

Welcome to Road Rash Café, where there's always something good cooking! I am Chef FatBoy and I need to tell ya, I am psyched about being part of the Road Rash family! This is the place where bikers share their favorite biker food recipes and we add a few of our own. We receive biker recipes from all over the world and bring them to you to try out – and in turn we'll post yours. We found out that bikers aren't strange people. We love good food and we have great taste too... as you'll see by these recipes. So kick back and get ready for some awesome biker food recipes to "just die for."

Dessert is also covered (by Melody), so get ready to chow down! Hey folks, please join in the fun. Send us your favorite biker recipe. The more the happier, so please send your recipes to; fatboy@chef-fatboy.com. While your at it, stop by and checkout Chef FatBoy's Web site the address is; www.chef-fatboy.com. You'll find even more great biker and even wild game recipes there. You'll be glad you did and so will I.

So, ride safe and always EAT WELL!

Chef FatBoy

Bob's Dry Garlic Spareribs

Submitted by: Bobbie Freeman, Chattanooga, TN
Serves 4 to 6.

Ingredients:

3 pounds spareribs*
1 1/2 cups brown sugar
1 1/2 cups water
4 or 5 garlic cloves minced or crushed
4 1/2 tablespoons light soy sauce
1 1/2 tablespoons dry mustard

Directions: Bring a large pot of water to boil. Cut the ribs apart. Add the spareribs to the boiling water, cover, and allow to simmer for 30 minutes until tender. While the spareribs are simmering, mix together the sauce ingredients. Remove the spareribs from the pot, and slice the meat between the bones. If you like, set aside the pork broth to use in another recipe. Clean out the pot. Add the sauce ingredients to the pot and bring to a boil. Add the spareribs, bring back to a boil, and simmer for 10 - 15 minutes. *This recipe is very adaptable - you could also use two or four pounds of spareribs and adjust the other ingredients accordingly.

Road Rash Bourbon Baby Back Ribs

Submitted by: Chef FatBoy

Ingredients:

1 (1 3/4- to 2-pound) rack baby back pork ribs, cut into 2-rib sections
1 1/4 teaspoons ground cumin
1 cup purchased barbecue sauce
1/4 cup chopped fresh cilantro
2 tablespoons minced red onion
2 tablespoons bourbon
2 teaspoons chili powder

Directions: Prepare barbecue (medium heat). Sprinkle ribs with salt, pepper and 1/2 teaspoon cumin. Place ribs, meaty side up, on grill. Cover and grill 10 minutes. Meanwhile, mix barbecue sauce, cilantro, onion, bourbon, chili powder and remaining 3/4 teaspoon cumin in heavy small saucepan; bring to boil, stirring occasionally. Place saucepan at edge of grill to keep sauce warm. Turn ribs meaty



side down. Cover and grill until cooked through, about 10 minutes. Turn ribs over again; brush meaty side generously with sauce. Cover and grill ribs until sauce sets thickly, about three minutes longer. Divide ribs between plates. Serve with remaining sauce. Makes two servings; can be doubled.

Citrus Chicken with Oregano and Cumin

Submitted by: Dave2luv, TN.

Ingredients:

4 boneless, skinless chicken breast halves, pounded to an even thickness
1 Tbsp. dried oregano
1 tsp. ground cumin
2 garlic cloves, minced
Zest and juice of 1 lime
Zest and juice of 1 orange
1 tsp. kosher salt
1/2 tsp. black pepper
1 Tbsp. vegetable or olive oil

Directions: Place the chicken, oregano, cumin, garlic, and zest and juice of the lime and orange in a large nonreactive shallow bowl and stir to combine. Cover and place in the refrigerator for at least a half hour and not more than one hour. Remove the chicken and discard the marinade. Sprinkle the chicken with the salt and pepper. Grill over medium heat, five to seven minutes per side. Cook until well browned and cooked throughout. Transfer the chicken to a platter and serve immediately.

Desserts from Melody:

Road Rash Chocolate Chip Cookie Dough Cheesecake

Ingredients:

Crust
2 tablespoons Margarine
2 1/2 cups Chocolate cookie crumbs
Filling:
2 pounds Cream cheese, soft
1 cup Sugar
4 Eggs
1 teaspoon All-purpose flour
1 teaspoon Vanilla
1 cup Sour cream
1 pound Refrigerated chocolate chip cookie dough
2 ounces Chocolate chips
Topping:
1 pint Heavy whipping cream, whip
Chocolate chips
Chopped walnuts

Directions: Preheat oven to 325 degrees Fahrenheit. CRUST- Generously grease the bottom and sides of a 10" springform pan. Combine the margarine with the chocolate cookie crumbs. Press onto the bottom and sides of the pan. FILLING-Using an electric mixer on high speed, combine cream cheese, sugar, eggs, and flour, and mix until smooth. Add vanilla and sour cream, and mix just until blended. Pour 1/2 of the batter into prepared crust. Cut cookie dough into golf ball sized chunks and drop into batter. Sprinkle in chocolate chips. Pour over remaining batter. Bake for 60 minutes. Turn off oven and leave door ajar about 3 inches (broil position). Allow cake to remain in the oven 30 more minutes. Refrigerate until ready to serve. To serve, remove the sides of the pan and top with fresh whipped cream. Sprinkle with additional chocolate chips and chopped walnuts.

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PRODUCT REVIEW

PRODUCT DESCRIPTION

AMSOIL Synthetic 20W-50 Motorcycle Oil (MCV) is a premium oil designed for those who demand the absolute best lubrication for their motorcycles. AMSOIL MCV is the result of extensive research, and it is specially formulated to excel in all areas unique to motorcycles, including high temperatures of air-cooled engines such as Harley Davidson® V-Twin, wet clutch lubrication, extreme pressure regions of gears and chains and rust common to short trips and storage.

AMSOIL MCV is multi-functional and fulfills the requirements of both domestic and foreign motorcycles. It outperforms other conventional and synthetic motorcycle oils.

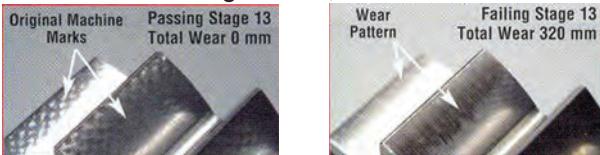
AMSOIL, the leader in synthetic lubrication, produced the world's first API qualified synthetic motor oil in 1972. Trust the extensive experience of AMSOIL The First in Synthetics® to do the best job protecting your motorcycle.

Reduces Friction, Heat and Wear

In high heat conditions, engine protection is not sacrificed with AMSOIL Synthetic Motorcycle Oil. It has the best high temperature film strength (see High Temperature Viscosity Protection graph below) of all oils tested and contains a heavy treatment of anti-wear additives to reduce wear regardless of the operating conditions (see Wear Comparison graph on reverse). AMSOIL MCV is thermally (heat) stable and contains maximum levels of oxidation inhibitor additives. It is extremely resistant to breakdown and engineered to prevent damaging sludge and carbon deposits for superior engine cleanliness.

Provides Extreme Pressure Quality Protection for Gears and Chains

With AMSOIL MCV, there is no need for separate transmission or primary chaincase lubricants. It is absolutely shear stable and will not thin out from mechanical activity. AMSOIL MCV performs like a gear lube without the negative effects of extreme pressure additives. In the FZG gear test, AMSOIL MCV achieved a

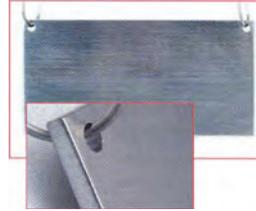


perfect score with a "zero" wear rating (see photo below).

Delivers Superior Rust Protection

Motorcycles are prone to rust from storage, humidity and short drives. Rust can cause major damage such as roller bearing failure, uncontrolled wear, compression loss and blow-by. Good rust protection, however, comes by design and is not natural to engine oils. Unlike many

motorcycle oils, AMSOIL MCV contains special anti-rust agents. It passes the ASTM D-1748 humidity cabinet rust test and clearly demonstrates superior rust protection



(see photos)
Rust Test ASTM D-1748
AMSOIL 20W-50 (MCV)



Rust Test ASTM D-1748
Castrol GPS 20W-50

Provides Excellent Wet Clutch Performance

AMSOIL MCV contains no friction modifiers and promotes smooth shifting and positive clutch engagement. AMSOIL MCV controls heat and prevents slippage and glazing, and its high TBN resists acids that can degrade clutch material, helping improve clutch life.

APPLICATIONS

AMSOIL Synthetic 20W-50 Motorcycle Oil is recommended for air or liquid cooled 4-stroke engines. It meets SAE 90, API GL-1 gear oil requirements and is recommended for transmissions and primary chaincases. AMSOIL MCV is recommended for Harley Davidson®, Buell®, KTM, Ducati®, Aprilia®, BMW®, Triumph® and other motorcycles where 15W-50 or 20W-50 engine oils or SAE 90, GL-1 gear oils are used. Not recommended where an API GL-4 or GL-5 gear oil is required.

MIXING AMSOIL

AMSOIL Synthetic 20W-50 Motorcycle Oil is compatible with conventional and synthetic motor oils; however, mixing oils may shorten the oil life expectancy and reduce the performance benefits. AMSOIL does not support extended drain intervals where oils have been mixed.

Aftermarket oil additives are not recommended for use with AMSOIL motorcycle oil.

SERVICE LIFE

Recommended for use up to twice the motorcycle manufacturer change interval (miles/hours) or one year, whichever comes first, in engines, transmissions and primary chaincases. For Big Twin Harley-Davidson transmissions only, follow the Harley-Davidson recommended drain interval for synthetic oil of up to 20,000 miles or one year, whichever comes first. When using an engine filter other than AMSOIL Ea, change the filter at standard intervals.

For "off-road" use, change AMSOIL MCV at motorcycle manufacturer intervals.

Racing or modified engines are excluded from extended drain interval recommendations. Oil changes are at the owner's discretion.

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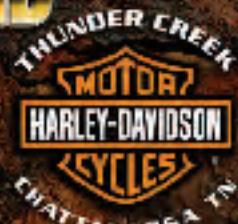
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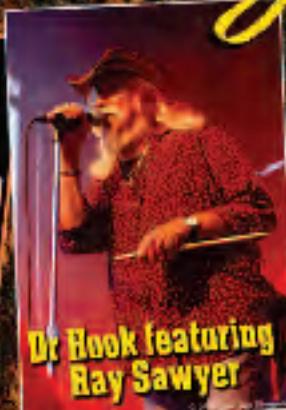
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Views & News from the Dragon & Skyway

Growing up riding in the Adirondack Mountains in upstate NY I learned to love those mountain curves. Earlier this decade my old riding buddy Jim asked me to join him on a trip to Deals

Gap along the NC/TN border. Where's that, I asked. 318 mountain curves in 11 miles he said! When do we leave, I'm in! That was it, I was hooked on the Dragon & Cherokee Skyway after that 1st trip in 2002. By 2005 I had relocated from Fort Lauderdale to WNC and started trying to figure out how I could make a living riding my bike. After spending that summer Slaying the Dragon & Surfing the Skyway. I watched as several of my riding pals from Soflo bought vacation homes in the area. Duh, a light went on in my brain bucket. Maybe I could make a living selling vacation homes to bikers. Since then 17 of my riding pals from Florida bought vacation properties in the area. These folks are willing to travel 12 hours from South Florida just to Slay the Dragon, Surf the Skyway and Speed down the Blue Ridge Parkway. There might be something to this idea of mine. My Geezer Glide has since been converted into a floorboard-scraping, spark-shooting, testosterone fueled rolling office.

Do you riders in the Atlanta & Chattanooga area know how lucky you are? You have the best motorcycling roads in the world right in your back yard? If you haven't been here yet, what are you waiting for? If you have been here, when you coming back? It can be a day ride or come over and spend

the weekend. Maybe you will get hooked like my pals and I and buy a place here. Riders from all over the world come here to Slay the Dragon. I have chatted with

riders from England, Australia, France, Spain and all over the US and Canada in this area. Several years back I was at the "Rock Store", which is the hot west coast biker spot on the bluffs above the Pacific Coast Highway in Malibu, CA. The guy parked next to me who was from LA asked if I "Slay the Dragon" regularly. He had noticed my Dragon logo on my fender and NC plate. He said he makes an annual trip to WNC just to ride the Dragon.

So starting this month I am going to write about the Dragon & Skyway filling you in on the riding news from this world-class riding destination. I will be coaxing you up here, I will coach you thru the curves and I will cajole you to ride your bike somewhere other than just to bike night.

There are plenty of biker friendly businesses all around the Dragon and Skyway. Reviews and stories of those establishments will follow. Directions, side roads and secret spots will be revealed. I will tell you where the waterfalls and views that will impress Miss Right are hidden. Maybe this will help you get her out for a ride as we like those curves too!

Next month is lesson #1 on Dragon Etiquette.

Till next month, Keep you head & eyes up and twist the throttle!

Mike Ginocchi

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Blowing Smoke



I know this is considered to be a cruiser type magazine but I'm going to try to broaden the horizons this month. I have been around the power sports industry my entire life. I was on my first dirt bike as soon as I could reach the ground. That first ride lasted maybe 10 minutes that is until I went directly into some brush that had grown up behind some bleachers. After getting untangled, I moved over to ATVs which I rode around our field and occasionally raced. High school came soon after and I had other hobbies for a few years. However, during the summers I helped around the shop, one day something caught my eye. Yeah the nice sport bike on the floor was definitely something to drool over, but the brightly colored item in the back with no wheels, that's was what I was after – Wave runners. You know we bought an inexpensive Toyota so that I could take two wave runners to the lake all summer? I even learned how to back the trailer just so I could go without help. My mother never liked watching me ride motorcycles, ATVs, and especially not wave runners. She always said I was a hellion on them, which may still be true, but I have

fun. Shortly after that the whole career thing came and I got away from it all until about two years ago, when I ran into a friend who rode and got me excited about riding again. Since then I have gotten my license, my bike (a 2005 Suzuki Boulevard C50), and have ridden across the country, not to mention hitting the trails on my King Quad ATV whenever I get the chance.

My love of power sports is one that I get to express everyday whether I'm riding or telling someone about the various activities. I've talked with many of you at RT Cycles or just by seeing you out and about. It seems that many of you have more than one bike in your stash, whether it is a cruiser and an ATV, or a Sport bike and a dirt bike, and for some there's one of each in your garage. Now, we know why the cars are always parked outside!

Since I started writing for this great mag I have tried to let everyone know of some of the great places to ride around here, trust me I have several more to tell you about later this year. With the cold weather some of your bikes are in hibernation right now, some are in the shop getting accessorized for their debut in spring, and some of you are still out their toughing it out. Many of you have brought out the four-wheeled vehicles and are enjoying the great off rode riding areas we have around. Whether it's two or four wheels, paved, dirt, or trails you make yourself, this area has tons of great places to ride. Here are a few that I have found.



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Highland Park is about 1.5 hours away but they've got you covered with a MX track, a pee wee track, and various motorcycle and ATV trails that are fun and a little challenging in spots. The best thing is that all the trails are one way and very well marked. There is a full service KTM dealership on site. You can also rent KTMs, Honda dirt bikes, and Suzuki ATV's in all sizes ranging from \$55 - \$155 per day with a security deposit starting at \$300 going to \$950. Check out their website for directions HYPERLINK "http://www.highlandparkresort.com"www.highlandparkresort.com. Hey Ladies, they've got something special just for us. It's called a Ladies Spa Day happening the first Saturday of each month at 10 a.m. Not only do they have a massage therapist there for the girls, but also off road riding classes and guided tours. Each lady gets a special gift. The next one is coming up on April 5 and the cost is \$20. Also, some time during the year they will be having an off road ride to benefit breast cancer and a Father's Day Ride. Highland Park is about 10 minutes from Cedartown and part of the road is dirt so if need anything (food, snacks) get it before you go and be safe cause medical attention may take some time.

WindRock (Coal Creek), Oliver Springs, TN

\$25/day, open 24-7
The Coal Creek OHV Area has 72,000 acres with over 200 miles of trails. The trails are open to everyone and just about any type of vehicle - ATV's, motorcycles, buggies,

jeeps, etc. Wind Rock is about 1.5 hours away also, but it's worth it, especially if you like a challenge. I told you guys about the Devil's Triangle last summer which is a combination of curvy roads for motorcycle enthusiasts; well it cuts through part of Wind Rock. So, you've really got something for the paved road lovers and the mud lovers here! For directions and more info visit www.coalcreekohv.com.

These are just two of many out there – Aetna, Taylor's Ridge, Tellico... I could go on and on. I have a list of places to ride for both ATV and dirt bikes, just email me or stop by and I'll get you a copy. Later this year I plan on riding out in Utah on the Paiute Trail, in the mountains of Wyoming, and if things go as planned I'll be riding through the rainforests in Costa Rica. Of course I'll be doing some cross-country and local riding on my Boulevard, too. So, keep checking back for all the details. Next month I'll be tackling something brand new – SNOWMOBILES. My father and I are heading back out to Yellowstone to ride for four days on snowmobiles. It should be an interesting trip with lots of stories; hopefully we won't get run over by any bison this time!

Teri Welborn

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STANDING TALL Titled "Human Statue of Liberty," this image was taken at Camp Dodge in Iowa and used eighteen thousand men.

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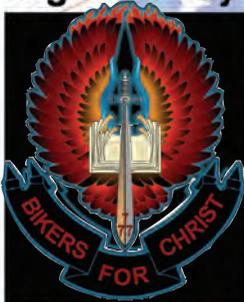
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BIKER NEWS

Chief at last?

Things may be heating up over at Indian Motorcycle. The company finally held a groundbreaking ceremony last October in Lowell, NC at the site of one of its future dealerships. A release stated that this will be the first of 50 dealerships the company plans to have in place by 2010. The new building will feature interior and exterior designs that Indian Motorcycle Dealers across the country will integrate into every shop. The Lowell location is just off I-85 and visible from the interstate.

Other info on the site has been slightly updated as well, with new entries about Indian's history, the head honchos behind the current firm and updated images of the plant and the bike. Along the way, you're still reminded that Indian Motorcycle remains America's oldest and most iconic motorcycle brand. Also, that the 106 year old company's new manufacturing facility is in Kings Mountain, NC. Indian Motorcycle still plans to release a 2009 model year Chief in 2008, and these limited edition bikes can be reserved at www.indianmotorcycle.com

Motorcycle Crash Study Gets More Funding

The MIC chips in another 200,000 to the Motorcycle Crash Causation Study, and the AMA addresses the dangers of distracted drivers with a new Public Service Announcement.

If you're a motorcyclist, last summer's announcement that a new major motorcycle crash study was finally slated to begin at Oklahoma State University was good news indeed. But it's also proving to be costly; current estimates project a figure somewhere north of \$6 million, a dramatic increase from the original amount of \$4 million when the new Motorcycle Crash Causation Study was first announced.

At that point, Motorcycle Safety Foundation members pledged over \$2 million to match the \$2 million in funding granted by the feds. Then, last month, the Motorcycle Industry Council said it would contribute an additional \$200,000. When you add this figure to the \$2.8 million already in the till from Motorcycle Safety companies, total contributions from the industry now equal \$3 million. And it's sorely needed.

The study would end a 26 year drought of motorcycle traffic safety information; the last (and most comprehensive) log of data on the causes of motorcycle accidents came out with the Hurt Study in 1981. In over a quarter of a century, however, a lot has changed. Almost 11 million street bikes have been sold in the U.S., and the rider population has swelled to over 6.5 million. Even more significant is the average age of riders. In 1985, the typical rider was 27 years old. Today, he's 41.

"We need new field research that might help us further refine our safety initiatives," said Tim Buche, president of the Motorcycle Safety Foundation. "There's a long list of things that have changed over the years". Motorcyclists still tend to be about 0.5% of vehicle miles traveled, Buche said, "but motorcycle fatalities are approximately 10% of all roadway fatalities in the United States."

Changes that have cropped up in recent smaller studies show that more fatalities are now related to negotiating a curve prior to a crash, and more deaths are occurring on rural, rather than urban, roadways. The new study will be based at Oklahoma Transportation Center and conducted by Samir Ahmed, the Oklahoma State University civil engineering professor in charge of the research. Unfortunately, due to layers of governmental bureaucracy, the pilot study won't even begin until spring 2008.

Cellphone-Impaired Drivers May Be Worse than Drunks

Most motorcyclists who ride in traffic can confirm this. The final version of a University of Utah study says that whether it's handheld or hands-free, a cellphone makes a driver ill-equipped to handle a car (or, presumably, a motorcycle). Cellphone users actually are more dangerous than legally drunk drivers in some situations. We certainly spend more time dodging cellphone users than those who might be drunk. Drunk cellphone users are a special treat.

Rural Roads More Dangerous Than Urban, Says NHTSA Study

Newly released federal study says there are more fatal crashes on country roads than in the rush, crush and intensity of urban traffic. By Art Friedman.

Riding out in the country may be relaxing, but don't relax too much; the NHTSA says more fatal accidents happen out here than in the city. Better keep that helmet face section locked down.

You may feel safer when riding in the country than you do in the city. However, a study just released by the National Highway Traffic Safety Administration (NHTSA) says that 42% more fatal crashes occur in rural parts of the country than on busy stretches of highways through cities and suburbs. That despite the fact that motorists traveled 16.1 trillion miles on urban roads compared to just 10.3 trillion miles on rural roads during the 10 years studied.

About 4% of those crashes involve motorcyclists, although motorcycle accidents were not given any particular study in the NHTSA research. Also missing is any reference to collisions involving deer and other animals, a much more prominent hazard in rural areas than urban ones.

There are some rural hazards that don't exist in urban areas. From our observations, rural motorcycle accidents are more likely to be single-vehicle crashes, where the motorcyclist runs off the road, usually in a corner. Motorcyclists are more likely to test their cornering skills on remote, less traveled road than on urban ones. Urban accidents are more likely to involve another vehicle, partly because there are more of them in that environment and in part because motorcycles and motorcyclists are more likely to be overlooked by other drivers than larger and more conventional vehicles.

Though the study has no motorcycle-specific information that you can apply to those pleasure rides in the country, it might serve as a reminder that everything is not as idyllic as it seems when you are out riding away from it all.

News provided by:
www.motorcyclecruiser.com

Just A DAB

“Tremont Boogie” (DAB reviews Pee Wee Moore and the Awful Dreadful Snakes)

As it goes, everybody knows – some nights are just better than others. Not to say I wasn't having a



good one as it was (thank you Dianne)... But then guess who calls me? Mr. Bomb. As it turned out there was live music that needed listening to. Folks, you know how I like live, local stomp-your-feet music – so there I went! Tom informed me he was headed for the Tremont Tavern near downtown Chattanooga at 1203 Hixson Pike (tremonttavern.com).

The nights performers, Jason, Ivan and Pee Wee



(of Pee Wee Moore and the Awful Dreadful Snakes) had only been grouped together for about four months – but folks, previous experience prevailed. They were smokin'! Like a lot of our fine city's local



entertainers, these ole boys have done it all. With credits like Hangin' with Charlie Chambers, The Rounders, Robert Johnson, Lightin' Hopkins, and Iron Mike and with influences from the likes of Steve Earl and Johnny Cash (long live Johnny), it's not

surprising that Pee Wee and the boys have already cut a CD loaded with original tunes.

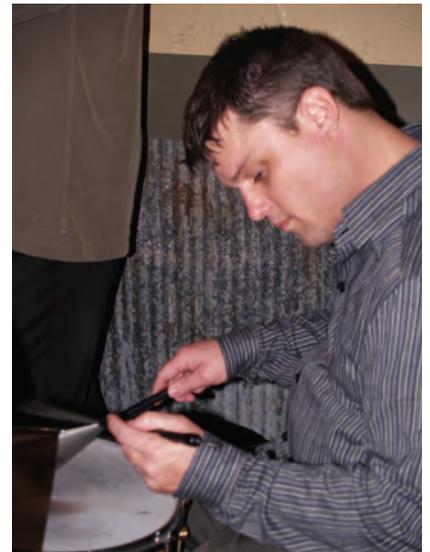
I got to hand it to these guys. They did an



excellent job. Pee Wee Moore fronts for the Awful Dreadful Snakes with lead vocals and lead electric acoustic guitar. Ivan Wilson bangs the stand up bass (I can't begin to tell you how well Ivan knows his backwoods bluegrass), and Jason “Dudwash” Blevins was clearly an impressive performing artist using nothing more than one snare drum and

some shiny sticks. Dustin Choate, the tavern owner (and Two Taverns marketer), made a great decision booking these guys and pulled a wonder in a college educated, southern boy acquisition of tuneology and performance.

Just so you know, music's not all this ole boy likes either. My girl and I can cut a rug with the best of 'em, and we did it all night long! Can I have my fun and eat it too? Heck yeah! Momma is in the kitchen and chicken ain't on the menu. Way to go Pee Wee Moore and the Awful Dreadful Snakes! They can tell it like it is. I'll say it again... Go out and catch a live local band. It's good for them, and it's good for you too!



Thanks, and cut a rug
Darrel A. Brackett

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The Hot Seat victim, er... I mean "feature" this month is **Harold Bradley**. He is a full-patch member of the Freedom Riders Motorcycle Club in Chattanooga, and one of the nicest guys you could ever meet. Harold works hard at Valvoline Instant Oil Change in Red Bank, TN, and will celebrate his third wedding anniversary with his lovely wife Angie in March. You might recognize his name from our Tears On Black Leather feature a short while back, as he was involved in a pretty serious motorcycle wreck recently. He sustained some nasty injuries, but acted as a pretty good "airbag" for his wife and passenger, who walked away with only a broken fingernail and a skinned elbow. It's obvious he's tough enough to take some pretty good licks and keep coming back for more... but how will he do answering our 10 infamous Hot Seat questions? Let's see...

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

They call me "Beaker." When riding bikes with my friends, I would pull alongside them and say, "Meep-meep." Apparently, it reminded everyone of the character "Beaker" from The Muppets. The rest is history...

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

I rode dirtbikes as a teenager, and got my first street bike last February. It is the same bike I currently ride, a 2006 750 Honda Shadow.

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

Unfortunately, I haven't been on many long road trips yet. I did go on a pretty good ride to Fall Creek Falls though, and it was beautiful!

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

My Father rode when he was a kid, but doesn't anymore. My wife Angie rides behind me.

5) Have you ever had any serious wrecks?

Yes! I had one last November that I'm still recovering from. I broke four ribs, my collar bone, tibia and knee. Hard work and physical rehabilitation should have me back on my bike in two or three weeks.

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

When I go places wearing my colors, people look at me funny and tend to treat me differently.

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

I guess. If you count getting better parking places!

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

I like longer trips riding country back roads. I loved riding around Fall Creek Falls!

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

Since I've been riding less than a year, and my wreck sort of put a stop to my riding for a little while, I'd



have to estimate. Before I wrecked, I averaged about 1,200 a month. That works out to about to... 14,400.

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

Obviously, I'd want to see people who are driving cars pay more attention to motorcyclists on the road. It would have made a big difference to me personally.

Beaker breezed through our questions almost without hesitation. Even though he's fairly new to the world of motorcycling (and a bit of a cut-up), I have a good feeling he's going to fit right in. If you see Harold and Angie out and about (they're always together), ask Beaker to sign your copy of Road Rash Magazine. Who knows – you might even get him to demonstrate his "Meep-meep" sound effect. It's a wonder his nickname isn't "Road Runner!"

Special thanks goes out to Beaker's cool wife Angie (for helping set everything up and keeping it running smoothly), his sister-in-law Nita (for loaning us "studio space)," Jo-Jo, Robin, Jeremy, and Duck (for helping me locate suitable prey), and last but certainly not least – Keith Meyers and the rest of the staff at Benchmark Physical Therapy for donating their services during Beaker's entire recovery! That's very cool.

Tom the Bomb



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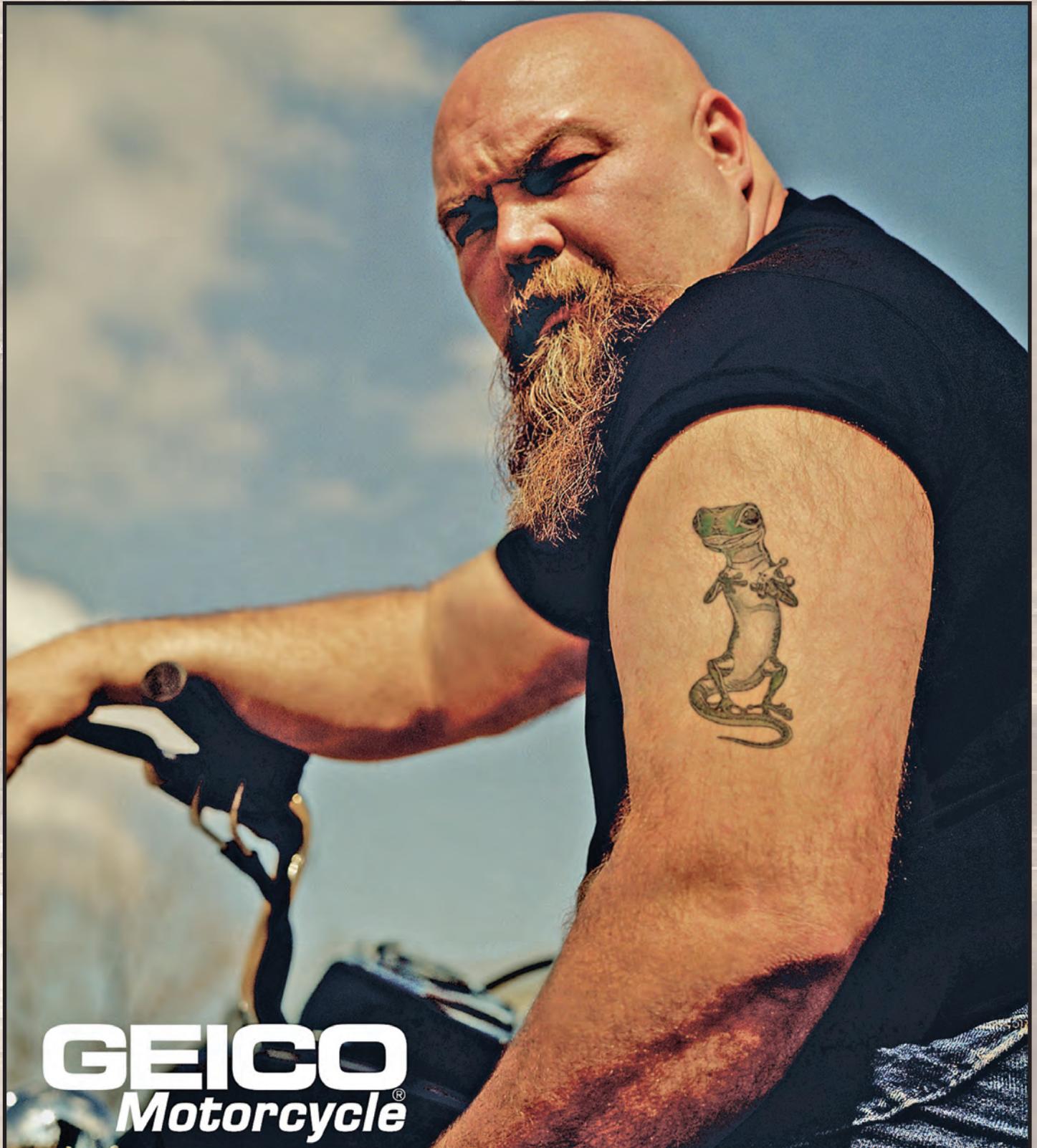
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