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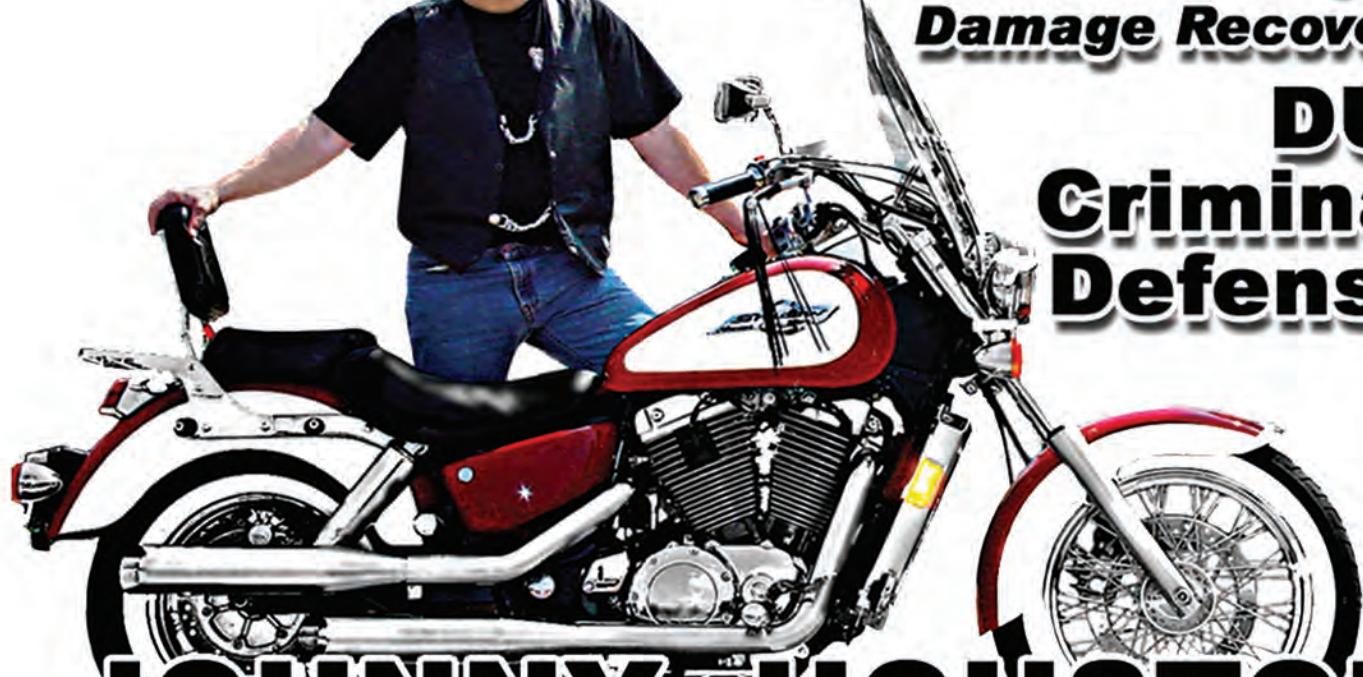
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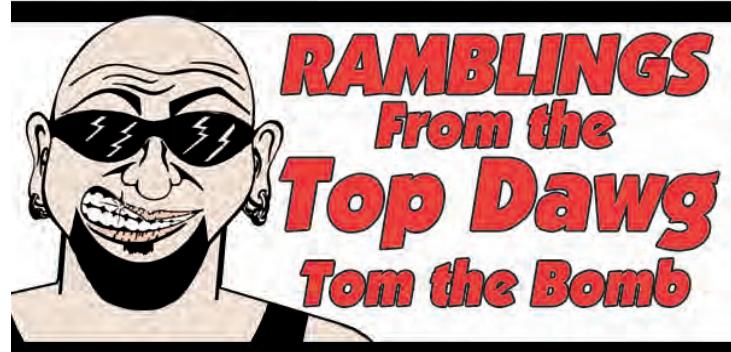
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TABLE OF CONTENTS

- | | |
|----|-------------------------------|
| 04 | Ramblings from the Top Dawg |
| 08 | Rock's Two Cents |
| 10 | Tears on Black Leather |
| 12 | A Tribute to Elizabeth Monson |
| 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 Beaver |



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November is here again. That means everyone's thoughts are turning toward what they have to be thankful for. For me, that list is a long one. God (at the top of the list) has led me down the road, helped me overcome obstacles and protected me from myself. My family, friends, partners, acquaintances, and other people behind the scenes who have helped me along life's highway are, of course, way up there on my list. Then again, your name should be there too. I'm extremely thankful for our loyal readers. It really wouldn't matter how many words I write or how much thought and effort my partners and I put into this publication – it would all be for naught without you.

In my article last month, I mentioned we were revamping our Web site in an effort to provide more information and entertainment for those who visit. By the time you read this, the work should be about finished. You should check it out at www.roaddrashmag.com! We even have plans to utilize video technology to bring new life to articles, interviews and event coverage. By joining

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| Alan "BooBoo" Kelley | |

our site (a nominal monthly fee), our readers will be able to check out much more than ever before as well as do their part to contribute. We would appreciate it if you spread the word and got everyone signed up!

I'm sure everyone would agree; all children deserve the feeling of excitement when they open a present on Christmas morning. Unfortunately, with so many parents going through tough times, a lot of deserving children will be getting much less or nothing at all this year unless we pitch in and help where we can. Toy runs have been helping area needy children have enjoyable Christmas mornings for years, but, in the past, children in the outlying areas have been reaping most of the benefits. All that is fixing to change - I'd like to invite you

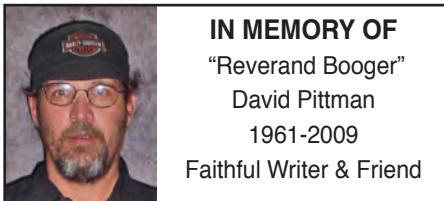
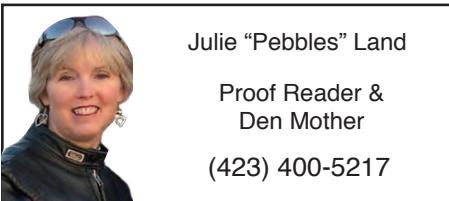
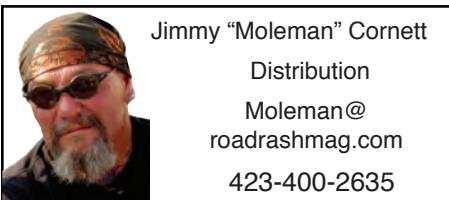
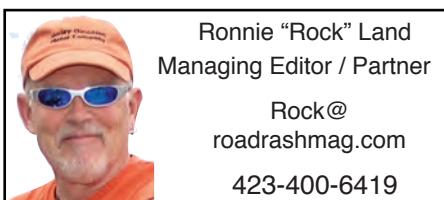
and all of your friends to come to Chattanooga's first toy run December 19 at the Kmart on Highway 58. The bikes leave at 11 a.m., so be sure to bring a toy and show up early.

In closing, I'd like to thank you for making Road Rash Magazine your choice and ask that you please show support to our advertisers – the people who make this publication possible. Please take the time to know the businesses who advertise here, and make a point to spend your money there. Also, if you are interested in advertising, or know of anyone who might, please let one of our staff members know.

*Tom
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ROCK'S TWO CENTS

Hi Folks,

Another month, another article. Although I have been writing to you each month for the last eight years there always seems to be something to get those gears turning in my head each and every month. My inspiration and ideas come from riding . . . miles and miles of riding . . . and idiots. Now that I've finished writing about our trip to Glacier, it's now time for me to get back to the old opinionated Rock. The sometimes not-so-nice Rock. The tell-it-like-it-is whether you like it or not Rock. I've got a couple of subjects to rant about this month, so here it goes.

Recently, one of my partners received an email from a concerned citizen. A goody two shoes with nothing better to do with his time than rat me out and worry about the "bad image" my riding might be portraying to the general public about bikers. To make matters worse, he was not even man enough to send the email directly to me. He sent it to Bomb in hopes of him putting me on a leash or something. How'd that work out for you? This same person had voiced his disapproval with my candor about passing on double yellow lines in a previous article. Mr. G2S went on to describe an incident that happened the day before in the Chickamauga Battlefield. I won't bore you with the details, but let's just say that his description of the incident was not even close



to what had happened. As a matter of fact he made me out to be a raving maniac that was endangering children, bicyclists, myself, and other motorists alike. Now, I'll be the first to admit that I like to ride too fast at times, like to shoot the gaps on the interstate, pass on double yellow lines, and other things that no one else will admit to doing except me. I have been criticized for even writing about things like this. "What kind of example are you setting?" they have asked me. Example? I never signed up for being an example when I started writing for Road Rash nor when I became a partner in the magazine. Basically, I'm just an old road dog that still likes to "ride 'it like I stole 'it" and writes a monthly column for Road Rash Magazine. Nothing more, nothing less. Anyway, back to my story.

This particular day was a sunny Sunday afternoon and I had Pebbles with me on the back of the Wing. She nor I was in the mood for tearing up the highways, nor was I in the mood for dealing with idiots. Let's just say, that I took some evasive action and executed a slick maneuver to escape a gaggle of morons. Morons that decided to stop in the middle of the road to talk with someone parked on the right side of the road without any regards for people behind them. There was no excessive speed involved, nor was there any dragging of floorboards or anything that I would consider dangerous to myself or others. Anyway . . . I got ratted out by Mr. Concerned Citizen. My Road Rash apparel and stickers on my bike gave me up. I wrote the individual back and told him to get a life and requested that in the future he direct his criticisms directly to me.

My second topic has been covered in various forms many times before. Inconsiderate drivers are the bane of my existence. I might ride fast and break the law at times, but I

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really try to be considerate of other drivers. If I am in the left lane doing 100 and someone wants to pass me at 120, I get the perdition out of their way. Unless, of course, they are wanting to race, then they're on. I pay attention to my surroundings and try to read the traffic patterns forming around me. I try to react BEFORE drivers are on my a## and simply move over so they don't have to break stride.

On today's Wednesday ride we had a couple of cagers move to the right and wave us around. They realized that they were cramping our style and were nice enough to ease over and let us pass safely. We were in the twisties on Highway 30 and there were not that many safe areas to pass. You notice I used the word SAFE. I ride safe most of the time. If I didn't I wouldn't still be here after 40 years of riding. Contrary to what some would say, you can break traffic laws and still ride safe. If you have the ability and a machine capable of executing a pass without endangering others, what does a double yellow really mean? A ticket maybe, but other than that, nothing. Double yellows weren't created by the hand of God, they were created by some traffic engineer who decided that a normal automobile could not pass safely in that location at the posted speed. Said engineer might have even finished last in his engineering class for all we know. It's his opinion



based on the norm. Nothing more, nothing less. Those lines of paint were calculated without considering the power and agility of a Busa, BMW, Ducati, or a 1832cc Couch Rocket. Grrrrrrrrrrrrrrrr.

Gaggles of weekend motorcyclists are some of the most inconsiderate people on the roads. First of all, most are looking straight ahead mindlessly following the bike in front of them. They are not paying attention to what's in front of the leader or what's coming up behind the pack. Follow the leader. Look at us, we're bikers, we are the only ones on this road. Wrong! You are Wing bait just waiting to be scared witless as we blow the decals off your tanks. Now don't get mad, you wouldn't have been startled had you been aware and considerate of faster riders behind you. Check those rear views occasionally. You know, those reflective things that look back at you. When you see faster traffic approaching from the rear, move to the right of the lane and open up your formation and let them pass safely. Remember, being passed is nothing personal, so don't get an attitude and act like a fool. Everyone is just trying to have a good time in their own way. Your style of riding is exactly that, your style of riding. Variety is what makes the world go round and what makes life so interesting.

A great helmet sticker would read:

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Tears on Black Leather

Brothers and Sisters Down or Gone

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

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



It is with much respect and sadness in my heart to write that my long time friend, David Harris, passed away unexpectedly September 8, 2009. I met David at my work where he was an Electronics Technician. I soon found out that his talents were much broader. David was

also a composer, band leader, singer, and musician, who also had a vivid love of the outdoors. We shared much

time hiking, camping, canoeing, fishing, and sometimes - just riding around like through the Cohutta Mountains or wherever.

My friendship with David has had many benefits such as learning to operate the soundboard for the Southern Heritage Band, or what sounds to listen for in the band's performance. David's life was one of honor and integrity and he tried to instill these qualities of living into everyone that he met, including me. One of David's rules for life was to be "honest and right with people." This man's friendship was one to be earned by being honest with him.

He always tried to help the band improve their talents, to sound much like the original, but with their own sound. He always was trying to become a better musician, with practice. I believe that the biker community will miss him greatly, and know that his friends and I will.

Much love and respect,
Winston

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The Road Rash Racing Team now has 15 members and next month I will announce some fantastic results of our guys who race.

Advance hint: We have some winners of their class in the 2009 championships. For any others interested in joining our group a person must have completed a Track Day, a WERA Race, a sanctioned drag strip pass, or be the regular mechanic for one of the team members. For Associate membership, a person must have any of these activities planned for the near future. The team was organized for the promotion and fellowship of those bike riders who enjoy the sport and recreation of motorcycle racing and sport riding at related organized functions. Road Rash Magazine will publicize the Road Rash Racing Team member's efforts on the Road Rash Web site, as well as in the hard copy of Road Rash Magazine. If you are interested in joining the Road Rash Racing Team or interested in learning more about the effort please contact Eddie Rahm.

The following are our new members, as of press time:

Brett Bolton

Brett is 20 years old and works at Airgas in Chattanooga as a Specialty Gas Tech. He got his first dirt bike when he was six years old, sold his last dirt bike to get his first street bike when he turned fifteen, and has been riding street bikes since. Brett's friend Barry Campbell, who raced sport bikes in 1992, had been asking Brett for two or three years to do a Track Day with him, which he eventually did in October of 2008. Brett started his first season of racing in 2009 with WERA and astoundingly has won 18 races this year, contributing to the 6 Novice regional championships. Brett is probably the fastest rising road racing star in WERA. Brett said he never even planned to race this year, just do Track Days for the year and race the following year. He has podiumed (placed first, second, or third) 38 out of his 46 races this year. We will probably hear much more of Brett in the future.



Howard Qualls

Being race team member Bobby Qualls' full time Crew Chief and Team Partner, Howard is our first team member who does not actually race himself. Team helpers must pretty much be there for their racer at each event to qualify as a full member, and Howard fits that requirement. Howard has ridden a Yamaha R6 and enjoys riding Windrock Mountain near Oak Ridge. He has been interested in motorcycles from an early age and enjoys all aspects of cycles.



For those who missed the end of the year WERA Grand National Finals at Road Atlanta this weekend you missed a great race. Since it was the big end of the year WERA National meet, there were racers from all over the country. Obviously when you go from a regional meet to the national meet, the competition is much tougher and a lot more competitors to go up against. Our guys did exceptionally well and I will be sending out an end of the year report on the final standings soon. I attended Saturday and saw several of our guys race and am sending out pics in three different subsequent emails (attachment limitations). I was not able to get any pics of Bobby, since his only race was prior to Saturday. I have posted the finishes below from the weekend, based on info I pulled

up from the Wera site. Congratulations to our guys.

Brett Bolton #570:

(5) Second place finishes, (1) Third place

Mark Keown #283:

(2) First place, (1) Second place, (1) Seventh place

Bobby Qualls:

(1) Sixth place

Tyler Rahm #285:

(1) Second place, (1) Fourth place

Eddie Rahm

Road Rash Race Team Administrator

eddierahm@roadrashmag.com





A Tribute to Elizabeth Monson, an Underworld RA Honorary Member

There is nothing in the world that can compare to doing something good for someone else. On Thursday, September 24, a call came from Kimber ("Indian Princess") of

the Underworld RA to the members of the group. She had just found out from Michele Johnson and Shana English that Elizabeth Monson, a co-worker and dear friend, was in stage 4 of her cancer. Elizabeth was to fly to Thailand the very next day to see her son, possibly for the very last time.

It turns out that Elizabeth had a "Bucket List" of things that she would like to do before her death. She has been a long-standing HOG member and had never ridden a Harley. That was one thing on her list. "Riding is something some take for granted, but for her it would be a dream come true," said Amy ("Native Chic") of the Underworld RA. Elizabeth currently owns stock in Harley and received a picture of a bike that she has held near to her heart for all of these years.

After Kimber's phone call twelve bikes showed up at the designated place with only two hours notice for this cause. She knew

nothing about what was to take place. She was picked up by a couple of friends who blindfolded her and drove her to the secret spot. She got out of the car, and the blindfold was removed. She realized what was taking place. Anyone for a couple of miles would be able to hear the loud "surprise" that filled the air. Kimber dressed her in the Underworld colors for the ride ahead. She was placed on Shack's bike, our Road Captain. We headed downtown to the North Chatt Cat for a beer and then over to Standard Ink to get her a tattoo, both

on her bucket list. "I am so honored that our group was able to bring a smile to her face and lift her spirit even if for just that day," said Amy (Native Chic).

If things go as planned, Elizabeth ("Lil Crazy") of the Underworld RA, will be representing the Underworld on October 17 at our Roll for a Cure, a benefit for the Mary Ellen Locher Breast Center. She is scheduled for surgery just two days after that event. This is a loving tribute to Elizabeth Monson. Our prayers are with you as you travel down the road that lies ahead for you.

All and all I have to say, this journey touched everyone's heart that was involved. If you have ever thought about joining a riding club, I highly recommend checking a few of them out. Some really great people are associated with these clubs. To see the video of this ride go to myspace.com/underworld09 or email us for our schedule of upcoming events, and of course any club can be found on roadrashmag.com.



Harley and received a picture of a bike that she has held near to her heart for all of these years.

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nothing about what was to take place. She was picked up by a couple of friends who blindfolded her and drove her to the secret spot. She got out of the car, and the blindfold was removed. She realized what was taking place. Anyone for a couple of miles would be able to hear the loud "surprise" that filled the air. Kimber dressed her in the Underworld colors for the ride ahead. She was placed on Shack's bike, our Road Captain. We headed downtown to the North Chatt Cat for a beer and then over to Standard Ink to get her a tattoo, both

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CHAINS

It seems some of us are destined to have problems with alcohol, drugs, failed relationships, poverty, and prison. If so, what can be done to help break the chain?

We are starting an outreach program/ ministry for people in prison and the friends and families they have left behind called "Chains," dedicated to our friend "Beezy." Our goals are to extend help and encouragement through this magazine in an attempt to help break the cycle. We wish to provide an avenue for communication for healing, closure, education, nurturing, and mentoring to prisoners, their families, and others who are affected. We want to help prisoners adjust to their prison families, develop positive connections, and use their time for self-evaluation. This is a plea to the community to help provide positive reinforcement, in turn helping to reduce crime and recidivism. We can defeat self-destructive tendencies.

We are asking individuals, church organizations and clubs to submit the names, prison numbers, and mailing addresses of incarcerated people they feel may benefit from this program. After that, we will make the list we've created (and comments) available to anyone who wishes to make contact. We will provide a preferred reading list and suggested Web sites (please submit your favorites), as well as a monthly copy of Road Rash Magazine to all of the prisoners on the list.

We will also be taking donations for reading materials, stamps, and articles from people who have dealt with having a family member in prison, or have worked with prisoners and their families. We are all members of the family of people who are affected.

Would you like to help break the cycle of chains? Contact me today!

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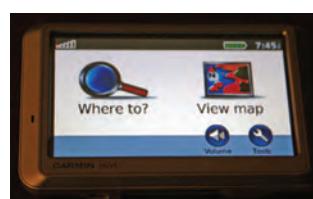
In my mind, one of the most misunderstood and under-utilized tools for back roads motorcycle exploration is the GPS device. It seems most times I read about GPS devices it is either in a negative vein or it is someone apologizing for

resorting to using one. The common perception appears to be that if a rider uses a GPS he is not a true back roads explorer. On the contrary, using a GPS has greatly increased my boldness to explore roads that I once feared when armed only with a road map. Having been a leader of many group rides over the years I would have loved having my current GPS for those past rides, saving me the embarrassment of many directional mistakes and U-turns. Certainly a group leader should do anything he can to insure his route requires no u-turns, encounters no dead-ends, avoids gravel or dirt roads, or worst of all leaves the entire group totally lost. Other than accidents, there are not many things worse than losing your group's confidence because of inadequate planning or poor ride leadership, especially when they may already be weary from travel.

The GPS is the ultimate exploration tool, but only if you buy a model with the correct features. Okay, you say you may be interested but need to know what to look for in a unit. I can probably help you there. First, the most important feature to look for if planning back roads travel is the capability to create and store custom routes with multiple via points. Bottom of the line GPS models will not have this feature, and it is a must for anyone who seeks to explore the back roads. Simply put, if the unit you are

looking at does not have this feature - keep looking. Second, buy a good quality brand. After comparing features, quality, map data detail and completeness, factory technical support, and brand history, I personally recommend a Garmin GPS. Everything about Garmin speaks of quality and I think you just can't go wrong with their products. Third, spend a few bucks more for a wide screen model which displays the map and directions in a much more readable scale than the standard size screen. Lastly, only certain models are rated for outside weather and the vibration environment of motorcycles; you may want to invest the additional funds for one of those units. I would probably recommend one of the models rated for motorcycles if your bike is a Harley, with the inherent high vibration environment. Your body may have adjusted to your "vibramassager" but the GPS unit probably won't adjust so easily. If you buy a unit that does not come with a motorcycle mount, do a search on the web for "RAM Mounts." RAM has a mount for about anything that you could need to be mounted on a cycle.

Okay, you've made the plunge! With unit in hand you are ready for exploring your first future route. Let's discuss how to create that special, custom exploration, route so that you never again have to say to your riding buddies, "I think we are lost." I'll take you through the process of creating a custom route using my Garmin Nuvi 750, but your GPS process will probably be very similar. First start with the [WHERE TO] option (as opposed to the [MAP] option), and then of the following options select [ROUTES]. Then select [CREATE NEW ROUTE] since, you guessed it, this will be a new route. My unit can store up to ten custom routes, and this will vary according to model, but your model needs the capability of at least



two stored routes (for different routes up and back). Now enter the [START POINT] and then the [END POINT] of the route by using the map itself or by entering the address of the location. The GPS can create a route from this information when directed to, but unless you just want to cruise

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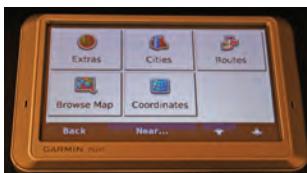
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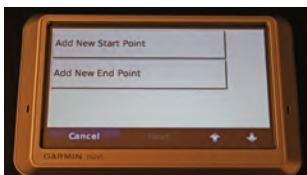
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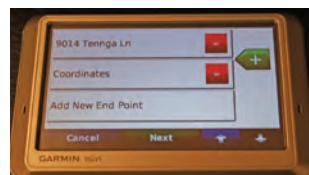
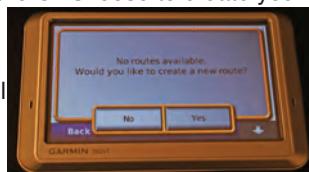
on the interstate, you have more points to enter. Now is time for the fun part- you are now ready to start armchair exploring, using the [VIA] feature. Between the start and end points of your route you simply select any back roads or small towns you want to pass through, enter each of those points as a [VIA], and then turn the GPS loose to create your custom route. If you want to do a little more exploring on some additional back roads, just pop in some more via points for your revised route, which will also provide you with the trip distance and projected time of travel. Once you are confident you have what appears to be an interesting route just save it



under a name you want to designate. If you decide a lunch stop would be in order at a particular town the route takes you through, just search for [RESTAURANTS] under the [POINTS OF INTEREST] feature, select your restaurant, enter it as a [VIA], and the GPS will include it in the itinerary.

Once you have completed your armchair exploration your route is ready to be recalled on the day of your trip!

When the big day arrives, just mount the unit on your bike, recall your custom route, and let the good times roll! Now you just sit back and follow the GPS directions, which dictates every turn by visual arrows, audible instructions, and even includes mileages to upcoming turns. Its like you are on a guided tour with no fear of a wrong turn, getting lost, or having to turn around at the end of a



dead-end. Your "Tour Guide" will even keep you informed of your projected destination arrival time with adjustments for stops along the way. I think you will find your GPS unit doesn't spoil your sense of exploration; it enhances it!

One trip I made from Greenville, South Carolina to Chattanooga was a classic example of how my Garmin enhanced a trip. The route as originally planned without via points was entirely by interstate, but I then added one via point on Highway 64 at Ocoee. The route changed from the boring interstates to one that was primarily mountain roads and small towns. I simply sat back and enjoyed my mystery tour, not knowing where the next turn would be. It turned a for-sure, boring trip into one of my favorite rides in recent years; of course, it also added a couple hours to the ride. When you get ready to make the GPS plunge, shop around before you buy, because prices can vary greatly between models and retailers. Don't forget you will also need a 12-volt accessory outlet mounted on your bike for your unit's power supply since its internal battery will only last a few hours on a full charge.

Just as the GPS units are greatly under-utilized as an aide for travel over the highways, we have an underutilized travel guide to life that addresses our every obstacle and turn. It's the Bible, and it is God's word to a world that is totally lost without it. Even Christians fail to read their Bibles regularly for its daily guidance and nourishment. I hope you will make it a habit each day to set aside time to feed on God's Word, written to you personally. Take advantage of an invaluable tool from the Lord, one that provides guidance through a life that presents many difficult barriers and decisions. Start with the book of Proverbs, it's the Bible's guide to many of life's daily obstacles and issues.

"Now lets go out and play in the streets."

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This & That

I've been pondering life recently. Perhaps it's a function of two stages in life; one, when taking an introductory class (and perhaps follow-up classes) in philosophy in college. The other, later in life, when it suddenly dawns on one that the stuff once studied no longer seems to hold a lofty and revered spot in life. Pursuit of unanswerable questions no longer demands time and effort; in fact, it is a waste of time and effort. Who cares about the origin of stuff? Evolution? If I came from a frog and you came from a pig, what difference does it make? Or if you prefer, I came from a pig and you came from a frog. Better yet, we all came from the dirt of some prehistoric landfill. I mean, we all deal with this stuff at some time and at some level, but what meaning does it have in relation to the double-yellow line I just crossed in a right-hander because I was going too fast while pondering the origin of the universe when I should have been focusing on the road? If someone had been coming from the other direction, that would have gotten my attention really quick, and I would have been forced to test the traction of the yellow paint. Not a favorite pastime of mine, I can assure you. And I felt really stupid when I realized the predicament I was in; obviously no cars were coming from the other direction or this would not have been written.

It's easy to get "in the zone" while riding. Random thoughts pop in and fade out, some discarded as inconsequential; others to be dealt with later. Besides, this is relaxation time. Well, it ain't so. "In the zone" is all too often a euphemism for not paying attention. Racers can be "in the zone," and when that happens they cannot be beat that particular day. Those guys are thinking only of the challenge at hand; the casual cruiser is "in the zone" when all is well with the universe, it's a wonderful ride and all just happened to go well today. One just accidentally backs into another day of



successfully surviving the ride. It may not last. That is the state of mind which allows accidents to happen. That's why they are called accidents. It was a mishap. Wouldn't happen any other time; only this particular time, and if so-and-so had not done such-and-such, it still would not have happened. Well, that is the result of not paying attention. And it is incredibly easy to get oneself into such a predicament. Oh, well.

I finally finished assembling the Tourmaster jacket I have. It really is a great vest. In winter, it has a wind- and water-proof insert as well as a quilted insert for added warmth. In summer you can get rid of all that stuff as well as the outer shell of the jacket and have a mesh jacket while still retaining all the shoulder and elbow protection. It works really well. The only problem is trying to reassemble all the pieces when fall comes around. Reassembly is required only once a year, you understand! Twenty-two-and-a-half minutes later, I finally got it back together. The outer shell does not lend itself to interpretation as to which way the pieces fit. You zip an arm and then discover the whole outer shell is upside down. The left arm of the shell is now zipped onto the right arm of the jacket. Undo and start over. It's still a great jacket, but I yearn for something a little less challenging. Trying to do all this on the road would be a real pain. Chalk it up to old age, I guess.

We rode the Cherohala again this Wednesday. I never get tired of that ride. This time we left from Robbinsville with others with whom I have not ridden. Well... 4 turns into the ride and two of them were completely out of sight, not to be seen again until the first gas station going into Tellico. One was on a wing and the other was riding a dual-sport BMW. I wish NC and TN would get together and close the Skyway to normal traffic, charge admission and let bikes leave unidirectionally at two-minute intervals. That would be absolutely incredible! One could sign a release and blast to the other end. Actually, the dragon would make for a good event, too. It'd probably be safer, since speeds would be so much slower. The states could provide for emergency folk; if you need them, you pay for their services. The states would have no liability, rake in tons of money and provide recreation for lots of riders. Other than that I just like to enjoy the Cherohala's vistas. And of course winter is coming and that is my favorite time to ride. The fair weather riders have parked their rides for the late fall, winter and early spring. Little is more invigorating than riding in the winter. Try it sometime.

Ride on,
Sandy Hodges

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LaFayette, GA
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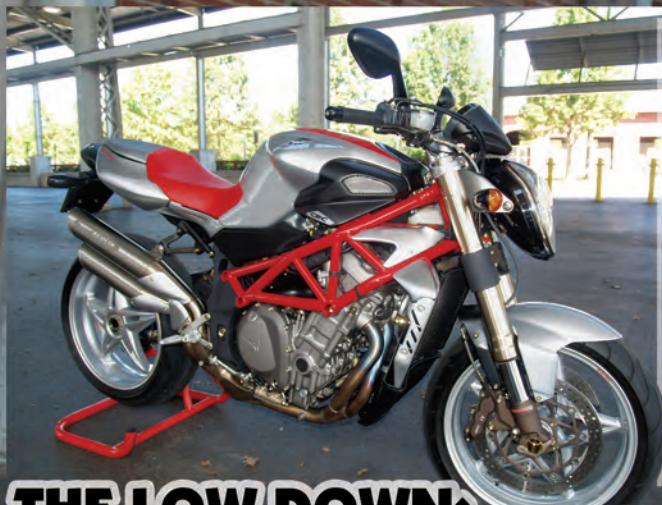
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THE LOW DOWN:

Make/Model: 2008 MV Agusta Brutale 910
Engine: 909cc, Inline four, Liquid cooled
Paint: Stock metallic silver and red
Owner: Tim Cheatwood - Chatt., TN
Photos: "Tom the Bomb"



I first heard about this bike during a brainstorming session about putting something "different" on the cover. My partner Rock approached the subject carefully, knowing that (among other factors) I always push to feature bikes that are highly modified. In my opinion (outside of a showroom environment), no one really wants to see a stock bike on the cover of a mag. However, this bike peaked my interest as an exception to that rule. Although I'm sure I'd read something about the brand somewhere on the Internet sometime in the past, I was pretty sure I'd never even seen a picture of an MV. In fact, this is probably the first time most of you have ever seen one. Hopefully, it won't be your last! Rock said it kind of reminded him of a "naked" bike. So, I hope you can forgive us as we publish this first small bit of Italian nudity...

MV Agusta, perhaps with the most storied history of all Italian motorcycle marques, was re-born in 1998 with the release of the F4. The Brutale followed, first produced in 2004 as a 750 model, and was met with instant acclaim. The engine displacement was increased to 909 cc in 2006. Penned by the legendary motorcycle designer Massimo Tamburini, known for the genius behind such bikes as the Ducati 916 and the MV F4, the Brutale is unique. It looks unlike anything else, it feels unlike anything else and it performs unlike anything else. One ride will convince you.

"I wanted a bike that performed and was exciting to ride," bike owner Tim Cheatwood explained, "one that had character and was distinctive. An MV excels in all aspects. The ride is demanding but very rewarding. It is what a motorcycle should be. I have been through many different motorcycles but this is by far the best. Actually, I have a trick 100th anniversary Harley Softail in the garage but I always choose the MV. If I have to explain, you wouldn't understand."

Special thanks goes out to Tim and his lovely wife for taking time out for this photo shoot inside the First Tennessee Pavilion in downtown Chattanooga. Our own "Tom the Bomb" performed the photographic duties. If you'd like to see many more pics of this cool bike (and much more), check out www.roadrashmag.com

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Joe Cool's Biker Health

This month is the time for thanksgiving. So I wish to use this month's article to express my most heart felt appreciation to the women in my life - five women to be exact. My wife, my mother, my two sisters and believe it or not, even my mother-in-law. They all had some part in making me the man that I am today.

Let me begin by saying that I am thankful for the men in my life as well. My father and my brother are men that I love and admire. My dad worked for 30 years on a job he never liked but stuck it out to provide for his family. My brother has served our great nation in the Army for the last 20 years and fought in the Gulf War with the 101st Airborne. But the biggest impact in my life came from the women in my family. I am thankful for my two younger sisters. I watched them grow from little girls to beautiful women. I admire their loving spirits and their commitment to their families. I love being with them when our families can get together and I miss them terribly when we are apart.

I am thankful for my mother. Not only did she bring me into this world, but also she has taught me how to love this world that I am in. My mom is truly my life's inspiration. She lives by the most "golden" of "The Golden Rule:" do for others and expect nothing in return. My mother loves her children unconditionally. My mother loves God with all her heart and soul. This is how I seek to live my life. I know some people whose life motto is "WWJD" (what would Jesus do?) For me it is WWMD (What would Ma do?). The love and



adoration I feel for my mother is too great to express in words. So simply put, Thanks Ma.

I am grateful to my mother-in-law who gave birth to the most important woman in my life. My mother-in-law is an intelligent and creative woman who thankfully passed those traits on to my wife. Kat and I have been entering our 29th year together. I can honestly say they are the most wonderful 29 years that any man could ask for. Good times and bad times, I am thankful for it all. Kat is my heart and soul. I am thankful to her for keeping my feet firmly planted on solid ground. I am thankful for her creative spirit. I am thankful of her beauty and love that she gives me everyday. I am thankful for her tolerance and forgiveness. I am grateful to her for the love she bestowed to our sons, who are two fine men with their own families. I am deeply thankful to God for my life-long friend and lover. I am thankful for the man I have become because of her. Thanks Kat.

I am thankful to you the Road Rash readers for letting me indulge myself in this article. I hope all of you have wonderful families, as I do, who love and support you. Give thanks to your loved ones this holiday season. Take care of yourself, because if you won't, who will?

Be cool and stay cool,

"Joe Cool" Wiram

Exercise Physiologist

Healthwize1@aol

Road Rash readers please forgive me, I made an error in my article for the October issue. I wrote about the first aid treatments that I rendered to some needful people at the Road Rash Bash. In the article I stated, that I treated a woman for "Hypothermia (heat exhaustion)". "Hypothermia" is a cold related illness. The article should have read "Hyperthermia", which is a heat related illness. Sorry for the confusion. Stay "Cool"

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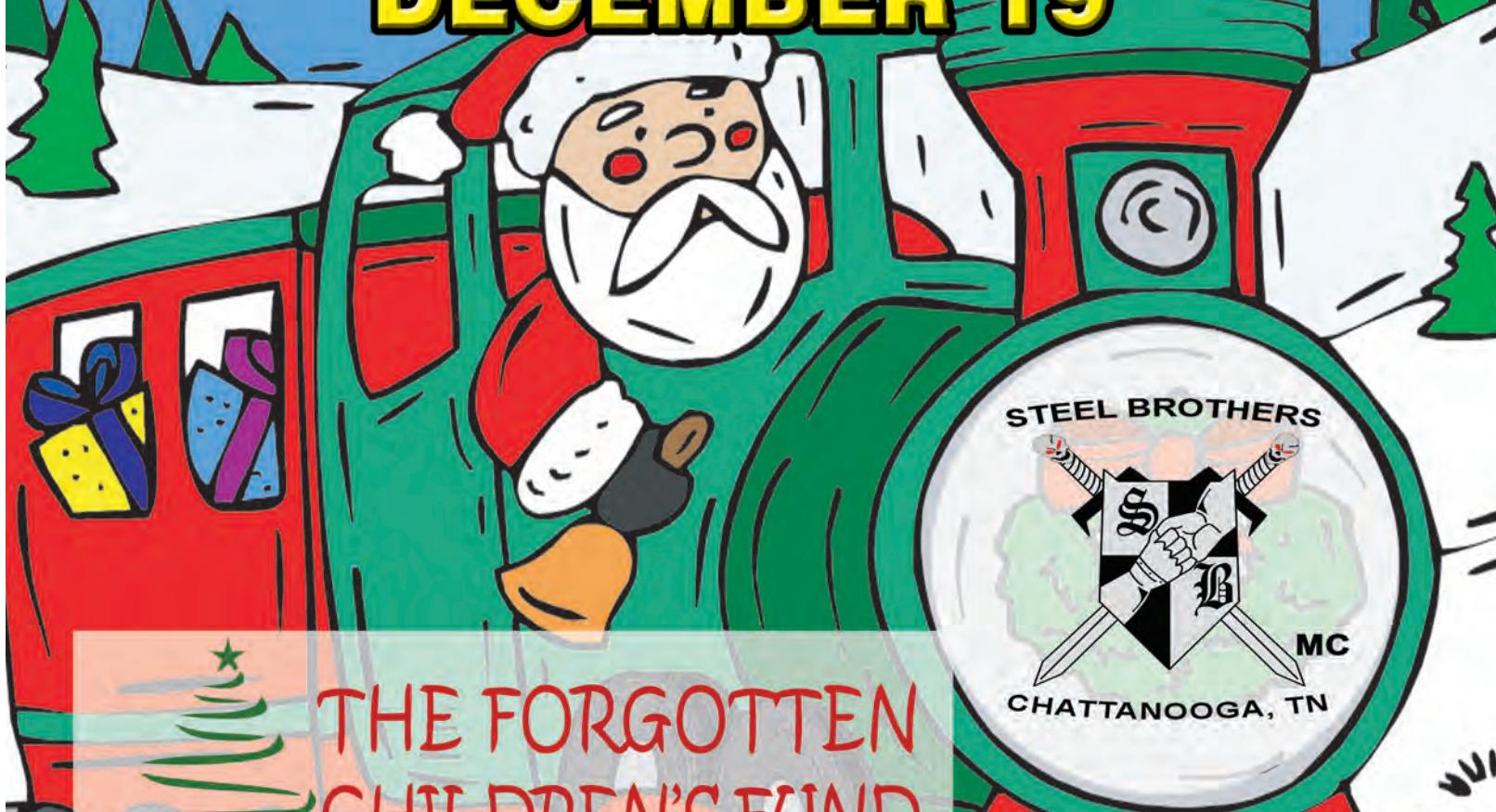
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ENDS: ROSS' LANDING

Info: SteelBrothersMC.com or RoadRashMag.com

The Newbie

Cherokee Survivor '09

I know we're not some hardcore outlaw biker mag, nor are we some dirty chopper rag. I also know that we have some loyal readers among the ranks of law enforcement. But being both ignorant and opinionated, I can't help but wonder aloud where the line really is between cops and the Gestapo. Those of you who have been riding for much longer than I have – and that's 99.999 percent of you – have your own horror stories about the time you were pulled over by some storm trooper. But since I'm the one writing this article, you have to listen to mine.

Rock has explained to you all before how print media works, so you won't read this story for almost two months, but as I write this it's still September. I just got back from Cherokee, North Carolina where the Cherokee Survivor Rally was held. The ride out was good, Lucky Man got us turned around a couple times, but that just made the ride longer, and the weather was perfect, so nobody's shorts were twisted. That is until we got into Cherokee and found out that we'd been lied to. My wife had booked us a nice little cabin at the local KOA after being assured that it was on the reservation and within walking distance of the ceremony/fairgrounds where the rally was happening. Evidently the KOA folks like to walk, because they were a good 10 miles out of town. The nice lady tried to assure us we'd enjoy the accommodations and I tried to assure her that I couldn't care any less about the accommodations – I was there for the rally. She sealed the deal by telling us that we were right on the river. Sweet! Mosquito heaven! At that point I was so mad, I might as well gripe about nature too.



After settling in (throwing our bags and sleeping bags in the cabin) we headed back on into town to get our tickets and see what there was to see. Getting there early was a mistake as the vendors and the crowds were underwhelming. It seemed to me like every tent was selling the exact same thing. As the night progressed the crowd filled up and got a little crazier, a little more fun. We did run into a few folks from right here in Chattanooga, including a bunch from Ultimate Cycle. At some point Jeremy and Lucky Man

split and found some grub off site, but with no cell service we couldn't find out where they were. Roxy and I left and made the pilgrimage back to the cabin so we could eat some of the chow we brought and save a buck. Still without cell service, we drove back in to see what was kicking at the rally. We couldn't find the fellas, but did catch some of Drivin 'N Cryin. I'm not a huge fan, but they put on a decent show and got the rally going. After wandering around another hour or so and seeing the same vendors, we came across a little booth in the corner selling yet more helmet stickers. About that time the chick behind the table got her coworkers attention and pointed out about 25 guys walking in the gate. When I asked what was going on they told me they were all cops, just flooding in the gate. Roxy and I decided that even with nothing to fear, that might be a good motivation to go ahead and split for the night. We found the boys back at the cabin waiting for their jackets, which we had in the truck. So we went to bed and the guys headed out to Mickey's Pub in Bryson City. Their ladies would be happy to know they were good boys and successfully avoided both the cops and any STD's lurking about.

Saturday saw us waking up late and dragging around the campsite some. The KOA was full of bikers and a church youth group – what a mix – and at least one dog that barked all...

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night... long. Some lady happened to be walking by when I commented that I'd have to kill the dog if it barked again that night. Later we saw the same lady walking the dog. Oops! We got to the rally too late to catch any biker games, but in time for the first round of the Miss Cherokee Survivor '09 contest. I'll omit any further details regarding that save that the MC was this big Native American guy who was an absolute riot! Roxy and I ducked out to the truck so we could grab a bite to eat. Her driving the truck with the cooler was a simple way to save some money! We wandered back in, checked out the tattoo booths and caught the crowning of Miss Cherokee Survivor. We all went out to the truck for some water and a snack, and just sat around talking for a while. After the terrible night sleep we'd gotten, Roxy and I fell asleep. It was a nice rest until I was rudely awakened. Evidently John Goodman has a twin brother, and he's a cop. He just opened the hatch and started pawing around in the back. I thought they had to knock or something, but these guys had an agenda. They started picking everything up and sniffing it, I suppose checking for drugs. Too bad I didn't have any dirty boxers lying around for him to sniff! Some chick cop was rousting Roxy from the back seat and hammering her on how much she'd had to drink, all the while Officer John Goodman was rummaging through our stuff. They finally jumped back on their little ATV's and sped off to harass someone else. To say I was shocked would be an understatement. The only upside is that 5-0 woke us up in time to get inside and right up front for the righteous Reverend Horton Heat.

Those of you who know me know that I love my rock-n-roll, and the good Reverend's brand of Psychobilly certainly hit the spot. The only thing that might have been better would be if the headlining act were a big ugly British guy who plays bass – wait – it was! The ever so ugly and never lacking for words Lemmy Kilmister and his band Motorhead closed out the rally. Their set was on fire – you could tell by the number of bikes being revved to the redline in lieu of applause. Lemme tell you – my ears are

still ringing even as you read this! After their hit "Ace of Spades" the fairgrounds started to empty. People were flooding out of there in droves. The four of us hung around, biding our time until we figured it was worth the effort to try and leave.

Ha! We sat in traffic for hours. At first I thought it was just congested. Then I was afraid there had been a wreck. Lots of bikes, cars, and booze... I could see the potential. But no, it was the police. They had decided that 11 o'clock at night (as a couple of thousand bikers tried to leave and get home or to a hotel) was the best time to set up a roadblock and have a little license check. Perhaps they could have been a touch more inconvenient and difficult. Maybe they could have arranged for it to rain or something while we sat there. There was not a cop to be seen anywhere directing traffic, rather they were all a mile down the road stopping each person trying to get though and making sure we were all legal. All I wanted was a couple of burritos and a cold drink! Instead we moved two feet, stopped for two minutes, moved two feet, and sat for two minutes. Repeat till you see the blue lights. Even Taco Bell was closed by the time we cleared their checkpoints, so we settled for Waffle House, the default storm shelter for bikers across the country.

After a slightly better nights rest we jammed everything back into the Pathfinder and headed home. The ride back was even better than the ride there. The roads had less traffic and the weather was a touch warmer as well. We made good time and enjoyed the road.

Despite my whining over stupid crap, the weekend was a blast and I'd even go back next year. I'll just know not to stay at the KOA or take a nap in my truck.

See you on the road.

Keith "Angel" Riddle

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Busa Doc Tech Tips

Twelve things you need before Christmas!

You may have been told about this list before...But I think it is well worth repeating. Basically these are twelve essential items that everyone and anyone who rides a motorcycle should own... or at least have access to!

I will be the first to tell you that you should have your favorite "local" service center perform your service intervals and major maintenance... But that does not mean that you should not have anything on board with you to do some basic repairs and adjustments. Last month, I mentioned having a first aid kit on your bike at all times. That reminded me of this great list of must-have items. While there is no perfect list of things on a trip, I think this one is a very good list:

1) Owner's manual and corresponding make/model service manual.

This is the most valuable tool you can own. It'll tell you everything you need to know about your motorcycle. Including how to tell when something's gone wrong. Yes, there may have been updates or changes, but overall you can find the basics to determine if your baby should go to the "doc doc," or maybe just needs a bolt tightened up. The service manual for your bike is a completely separate book from the owner's manual and will go in



to much greater detail on how to do certain functions and when to do them. Bring a copy of the applicable service interval sheet to your favorite service center when you come so as to make sure they know what you want done and can use it as a check sheet.

2) Tire pressure gauge.

Even a cheap one is better than none. If you can't check and adjust your own tire pressures, you really need to talk with your favorite service mechanic and get some tips. We all have to learn at some point. Check them every time you ride unless you ride daily. Then check them once per week. Personally, I suggest having your local service center put Nitrogen into the tires. That will give you much

better wear and consistent tire pressures. The cost is about \$10 per tire (on average). But the benefits are huge. Ask around to those (like "Tom the Bomb") who have put Nitrogen in their tires!

3) Four-way screwdriver (a four-in-one screwdriver with interchangeable tips).

Not the cheapest you can find. You need this to last at least one season at a time. So get the one that is fairly tough. They cost about 10 to 15 dollars at most tool centers. Use it to change that burnt bulb, make adjustments to loose fittings, adjust carbs, or tighten that loose tag that makes noise all the time. The idea here is versatility, not to get the toughest tool around. You never know when you need to get a screwdriver on something while riding and won't have the right size!

4) Adjustable wrench.

Here again, about \$15 will get you a nice adjustable wrench.

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Some of these will come in a pack of three or four wrenches that will cover 95% of all the things you will want to grab with them... and they auto adjust! You can use a good adjustable to do everything from tighten a loose bolt to making mirrors stay in position, to holding the can while your soup cooks on the fire!

5) Locking vice grips.

This one has saved me more than once. You must have one on board the bike at all times. It does not have to be a big vice grip, but at least medium size. For example, how do you get home when your brake lever pops off, or shifter spline gets stripped? You can clamp the vice grip on the shifter or brake splines and ta da... you've just saved a towing bill and got home a lot faster! One other good use is to hold a headlight in place at night after you hit a fox that ran in front of you and moved the light assembly noticeably to the right! Warning: these usages are not really recommended, but have been accomplished in emergency situations... The bottom line is "be prepared" right?

6) Flashlight.

Seeing in the dark is not so easy without night vision! Now days, good lights to carry are simple LED flashlights. They are nice and bright, last forever, and are easy to store. Don't go for the big C cell lights like we did in days past. Sometimes just seeing the problem can make fixing the problem much quicker and save a lot of cussing on your part! This is one item that every rider should not leave home without - day or night.

7) Shock adjusting tool/air pump.

Carrying a passenger is a lot more fun when the shock preload is properly adjusted. A proper spanner wrench is all you really need to make this adjustment on Softails, and a low-pressure hand air pump is all you will need for air shocks. (F.Y.I.: Do not use a compressed air hose on your air shocks or damage will follow).

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Believe it or not, shocks (of both types) tend to change with time, and thus may need adjustment prior to or during your ride. If you don't have either of these, or need questions answered, just stop by your favorite local service center and ask for them. Most shocks will use either a spanner wrench or a low-pressure pump. Consult your owner's manual or local service center for more details on the level of adjustment.

8) Battery Tender.

If you don't ride your bike on a weekly basis, the battery should be kept up to snuff with a plug-in "smart charger." The brand most well known is the "Battery Tender." While there are many brands out there, the main point here is to not just put a trickle charger or car charger on your motor... Use a smart charger that monitors the level of the battery and keeps it at optimum levels by periodically checking it and adding what is needed. Battery life can be significantly increased by using a smart charger.

9 A small funnel.

Running a bike low on oil, or other vital fluids, is a good way to walk home or worse! Also, spilling lubricant fluids all over it will make for a lot of smoke and a possibly a danger to your tire traction. You should be checking, and if need be, topping off your lubes and other critical fluids on a regular basis. Having a funnel handy makes the job a whole lot easier, and makes your bike stay a lot cleaner and safer. Don't be that guy who thinks he can pour everything from the bottle without spilling it, no matter what it is or where it goes!

10) Tool kit.

A good tool kit for minor repairs is a must! I recommend the "Cruz" tool kits, but you can even put together one yourself. The Cruz kits can be purchased at your favorite local shop. They are specifically made for motorcycles, and include many of the things you will need (including some of the items above). If you put together your own kit, make sure you have a variation of metric and domestic sizes of wrench, pliers, and screwdrivers, including the Allen and Starz wrenches. Even if you purchase the Cruz brand, you will need to add a few items to it to make it complete for your make and model. That is where your service manual comes in handy to identify some of the basic tool sizes and types use on the bike.

11) Hand towel/polishing towel/spray cleaner.

One word... mess! It is much easier to safely deal with a mess once you make it, than to try to ride with grease and/or oil in the wrong places while trying to ride! But also you need to carry two polishing microfiber towels, which can be used for the old wax on - wax off routine with your favorite spray cleaner. Shiny, clean bikes tend to get more attention whilst sitting pipes to the curb... You know that!

12) First aid kit.

Last, but really first, is the first aid kit. I have written about this before. Please get one and carry it with you all the time! You can buy nice ones at the local "big box" stores and the result could be you saving the day for someone in your group... or even a stranger. I am not suggesting you carry an EMT life saving bag here, just carry a decent first aid kit so as to render basic first aid to someone in need.

As always, if you need help with your machine or even just have a question about service, please stop and see me at Chattanooga's local rider's shop... Ultimate Cycle.
 Be safe. Ride far. Come see me!

**Robert Zorn
"Busa Doc"**

THE VIEW FROM THE WING

Passed

I love writing for Road Rash. The money, the perks, the endless hours of soul satisfying work. Did I mention the money? And the many countless benefits that other companies just can't match.

Okay, I am stretching the truth just a wee bit. The best thing about writing for Road Rash is that I get to ride with Rock on Wednesdays and meet fellow Road Rashinians. This week I had the great pleasure of meeting Alan or Boo-Boo as he is affectionately called and Sandy Hodges. Great guys.

We met at the BP in Ooltewah, and I felt an immediate kinship with both of these men. It is fun to ride with people who love riding as much as I do. And of course it would not be a real bona fide ride without my friend Rock.

The last time that I rode with Rock, I had impressed him with my ability to lay my Wing through corners. I love corners. The feel of 1,000-pounds plus going into a corner at triple the recommended speed, leaning over to the limits of the bike, foot pegs screaming enough already and the engine revving to pull me out. After seven years on the same bike, I am very comfortable riding it extremely hard. It is my passion and my joy. And I don't like to be passed (by anyone, and never by another Gold Wing).

Another person joined our group this Wednesday, a man that you will be hearing a lot about named Justin Prann. I had talked to Justin the day before on the phone. Justin is going to open a



brand new BMW/Ducati motorcycle dealership in Chattanooga. I was going to meet with Justin two days later to interview for a job. Justin was riding his BMW GS1200.

We got our introductions out of the way and saddled up following Rock on his shiny Gold Wing out Rt. 74 on our way to Robbinsville. The trip was for the most part uneventful except for some bimbo behind the wheel of a mini van through the Ocoee river section who drove 5 mph. below the speed limit and 10 mph. slower than the recommended speed for the curves. Through the beautiful curves we were forced to ride with our feet outstretched so that we didn't fall over.

Rock was behind a Fedex van that was in back of said bimbo. I could hear Rock screaming, "Pull over!" but to no avail. We do need more signs informing stupid people, no matter what they drive, to pull over if they are slowing others up. The signs should read; "HEY STUPID, YEAH, YOU WITH 20 VEHICLES BEHIND YOU, PULL OVER!" And cops should be on hand to write tickets to those same people. Or shoot them. I'm good with that.

Rock and Justin traded bikes. Yes, sports fans, your Harley riding Rock who committed blasphemy by buying a Gold Wing, was riding down the road on a BMW. He looked so darn cute on that Beemer.

We got to Robbinsville and were eating lunch and getting ready to ride Cherohala Skyway. This may be the best road in the U.S. It is for me. Rock was telling people that I should lead because I ride so fast. He asked Justin if he liked to ride fast and Justin just smiled. He talked about a friend whom he used to ride with who was really fast. I asked Justin if he wanted to lead. He declined and said that he would be fine.

He went to the rest room and I explained to the others that BMW's were built for the Alps, and that Justin could eat my lunch. They questioned my sanity. I explained that as I was coming down from Mowbry Mountain one evening, I was

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followed by an older BMW. As hard as I tried I could not get away from that BMW in the corners. I was riding to my limits and the guy behind me wasn't even breathing hard. I pulled away in the straightaway but was very impressed with that Beemer.

We finished our lunch and took off and soon we were winding through the woods heading for the Skyway. I was pushing the limits as much as I felt comfortable but every time that I looked in the rearview

mirror, that BMW was right there. And he was smiling. We pulled up to a stop sign and I asked him if he wanted to go first. He said that he was comfortable and he would follow me.

I rode it as fast as I could. The few straight stretches allowed me to stay in front but soon the curves started coming faster and faster. I was pushing as hard as I could and was starting to feel out of control a little bit. I then screwed up and pushed it too hard to the left. My foot pegs had been dragging hard and when I crossed the yellow stripes with my foot peg it hit a reflector in the road and the jolt was felt to my spine. I looked to see where Justin was and he was on my tail.

I waived him around and this time he was gone. I kept up with him for a few miles but over 1,000 pounds of a low center of gravity touring machine is no match for a high center of gravity alpine machine that is 300 pounds lighter and a 53-year-old rider with diminished reflexes is no match for a 30-year-old rider on top of his game. But I still hate being passed.

As we sat at the bottom of the skyway waiting for the others (30 minutes), I took the Beemer for a ride. What a difference. There was so much more travel in the suspension and the height of the bike was at the top of my limit to be able to hold it up. If you have a 32-inch inseam or greater it is perfect. But it is an incredible machine. And with its high center of gravity it can lean over farther than I can. Which means it can go around corners much faster. Which means it is the bike that is faster! Yep, that's it. It's the bike.

Or could I be slowing down? Is it the reflexes of a man in his 50's that is slowing me down? I do not want to admit it. But it is the truth. I am much slower than I was just four years ago. I broke my femur falling from a ladder two years ago and am still walking in pain. So I do not want to go down. I still want to go fast but I do not want pain. So I am slowing down.

But maybe the answer for me is to buy a new bike. A BMW of my own, like the beautiful new S1000RR sport bike. Or maybe the Ducati 1098R Bayliss race bike - a real race bike with a \$44,000 price tag. Maybe I'll get both. With the money I make here at Road Rash, I will have both of those bikes before you know it. Of course I still believe in Santa Claus.

Or maybe I will stick with my Wing. It's paid for. And I can afford that on my Road Rash salary. And if I can't keep up with Justin on his Beemer, well it just must be the bike.

Gary Boyd
gboyd1800@yahoo.com

Rock's Note: In our defense, they did wait for us for 30 minutes, however, we stopped at pull-offs for at least half that time. I ride faster than most, however, they were going waaaaay too fast for me. The best advice I can give anyone is to always ride within your ability. Stones larger than your ability will get you hurt or killed.

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Choo Choo Wings
Photos by Rock

The Hot Seat

Chris Beaver grew up in Red Bank, Tennessee. He has always enjoyed bikes whether they be dirt, sport bikes, or cruisers. He even admitted to doing a wheelie or two in his day. He is currently enjoying life from the saddle of his Electra Glide.

Chris is an active member of the Christian Motorcycle Association (CMA). He works in his family business, Beaver Supply Company. You will see Chris at most motorcycle events around town with his daughter, Kiersten "Baby Girl" Beaver (see pics).

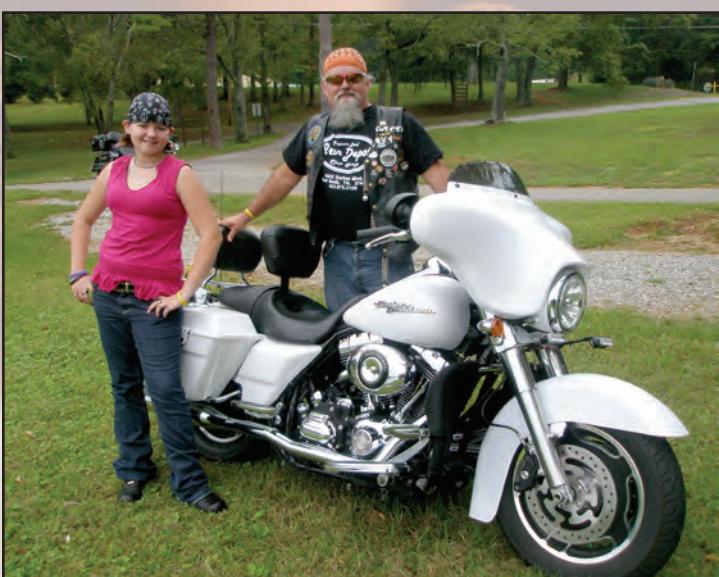
Chris is single ladies so break the ice and ask him to sign your copy of Road Rash Magazine.

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

Some people call me Beaver, so that's my nickname and my last name.

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

I was eight or nine years old when I got my first bike. It was a two speed Honda.



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

My longest trip is probably to Bike Week in Daytona. Time and club constraints keep my trips short.

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

I have two uncles that ride and a brother than rode up until the time he got hit. He no longer rides. One of my uncles bought one of the first Low Riders from Pate's HD. My daughter rides with me everywhere.

5) Have you ever had any serious wrecks?

I have only had one bad wreck and I'm lucky to still be around to tell about it. If is wasn't for the grace of God I would be dead. I felt like the six million dollar man during the rebuild of my broken frame.

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

Yes, once. We were denied a room by a motel simply because we were bikers.

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

Yes, after my accident I was shown much love by other bikers I didn't even know. It showed me that we are all just one big family.

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

I really don't have a favorite. Any route is good for me as long as you have good friends riding with you and plenty of curves up ahead.

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

Probably around 20,000 per year.

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

I wouldn't change much about the motorcycle community, but I feel that laws need to be changed when it comes to hitting bikers. There are way too many bikers being hit, and not enough punishment being handed out to the reckless people that hit or kill us.

We want to thank Chris for taking his time to sit in our infamous Hot Seat. He answered all our questions without even a wimper. Remember ladies, he's single.



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Trail of Tears Kick-Off Party Thunder Creek Harley-Davidson

pics by HippyChicKim



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