

ROAD RASH

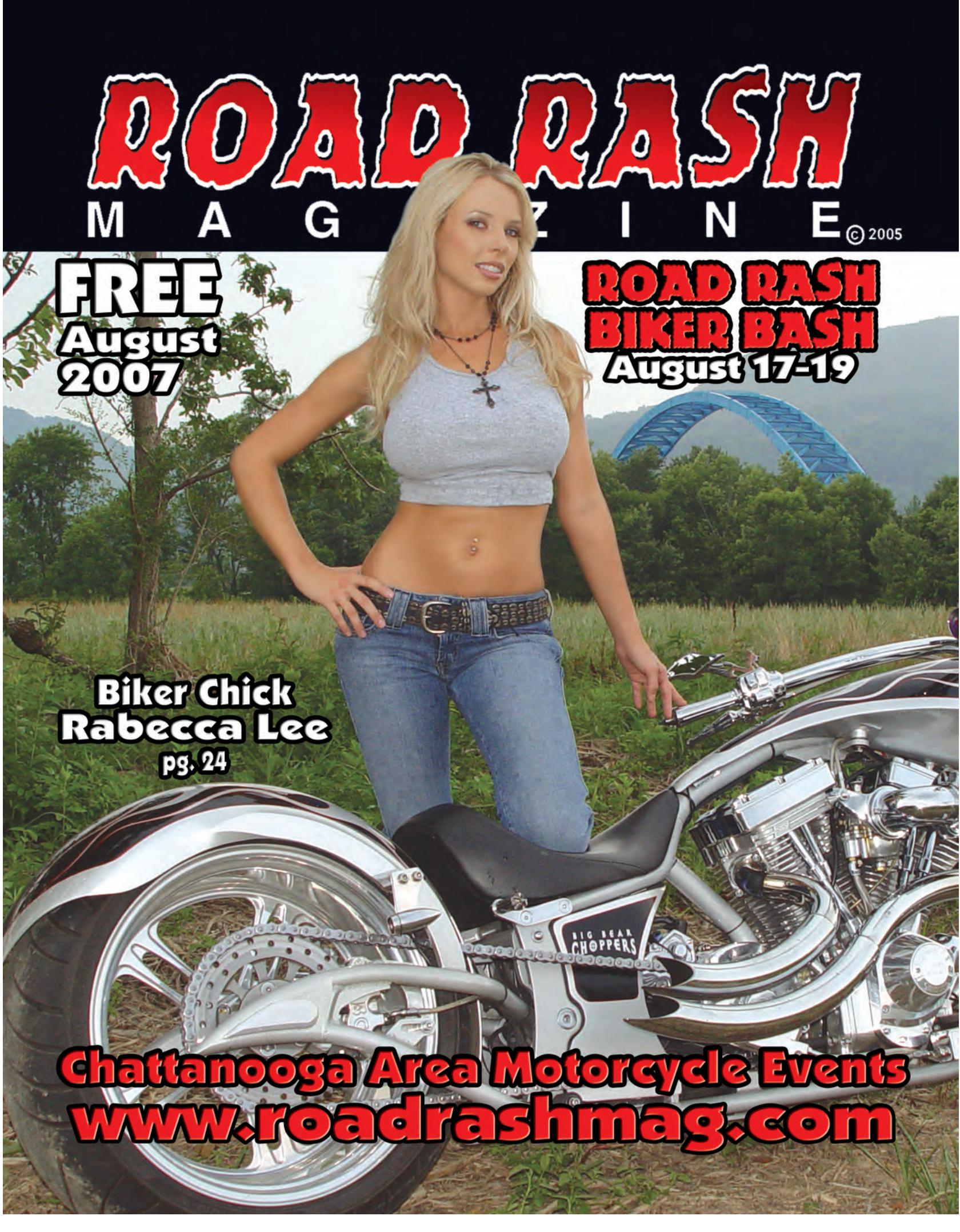
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August
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ROAD RASH
BIKER BASH
August 17-19

Biker Chick
Rabecca Lee
pg. 24

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ROAD RASH MAGAZINE ©2007 TABLE OF CONTENTS

Features:

- 06 See 8 States (Part 2 of 7)
- 23 Event Listings
- 24 Biker Chick - Rabecca
- 26 Biker Friendly Business Listings
- 42 The Hot Seat - Trey McBrayer
- 44 One of Our Own - Kris Turner

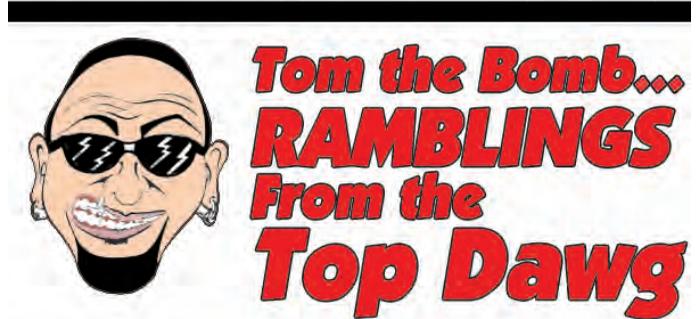
Columns/Articles:

- 04 Ramblings from the Top Dawg
- 08 Rock's Two Cents
- 12 Joe Cool's Biker Health
- 14 Here's the RUB
- 18 Reverend Booger's Two Wheeled Pulpit
- 34 Blowing Smoke



If you have a bird's nest in your helmet you need to get out more

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Welcome to the August 2007 edition of Road Rash Magazine. Next month will mark six years of Road Rash Magazine's existence. There is no arguing that in the six years since we've been around, motorcycling participation has skyrocketed in Chattanooga and the surrounding area. I honestly don't know to what extent the chicken came before the egg in this situation (did the growing participation help Road Rash Magazine or vice-versa), but in either case – it's a good match.

Road Rash was started with a few main focus points in mind. One of the main ones was to get everyone "on the same page" as far as event planning. It has finally gotten to the point where event planners check our Web site event listings before picking a date – which alleviates a lot of the local competition between worthy charities. The next step in that direction is for event planners to submit their event information as soon as those decisions are made - where it can be posted. Another magazine focus point was to give local people a voice. Road Rash provides an arena where everyday people can share their stories and opinions, as well as broadcast information and advice. Because it is set up that way, the content in this magazine is only as good as the people who contribute to it. In other words, if you attend an event, take pictures. You can easily share them with the rest of the Road Rash readers, and we encourage you to do so. A few months ago, we started a program where if you burn us a CD or email us your event pictures, we will put them up on our Web site within 48 hours. After that – anyone with Internet access across

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YOUR NAME HERE ?

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the globe can download them and/or print them off free of charge (for their personal use). It doesn't stop with pictures though... Write up a few paragraphs and shoot them over to us via email. Whether you had a great experience in Sturgis or found a great ride in Alabama – if it's worth telling your friends about, the rest of us want to know too! The other side of the coin is this: We can't be held responsible to print something unless it is submitted. If you want something to appear in the magazine – give it to us. This is your magazine.

Which reminds me... Last month, I misspelled Terry Higgins' name in our Tears On Black Leather feature. Terry was the owner or Rumors on Hixson Pike (one of our loyal advertisers) who died of an apparent heart attack. The regrettable mistake (coupled with the lack of information provided in the magazine) was taken as a slap in the face by Terry's wife Emily, his family and friends. Obviously, that was the opposite of what I wanted to do, and I offer my sincere apology. You can check out over 30 pictures of his memorial ride on our Web site, but if anyone has stories about or pictures of Terry they would like to share with the rest of us, please submit them.

The big news this month is our six-year Anniversary celebration. "The Road Rash Biker Bash." For the first time ever "your local Bike Rally" will be held in the great state of Tennessee. New Hope, Tennessee to be more specific, and if you can't find that on your map-it's just across the river (via the humongous blue bridge) from

South Pittsburgh. The ground is flat and there are plenty of great camping spots whether you want to be in the middle of the action or away from the noise. It is located not far away from the intersection of Tennessee, Alabama and Georgia, and it is just far enough away where we won't be disturbing "decent" folks but close enough that you can make it to a store, restaurant, or hotel within five or ten minutes. We're only allowing adults (21 and over) into the event and we are not allowing pets of the four-legged variety, so leave your young'ns and critters with a sitter. Although there will be food and drink vendors available, you are welcome to bring your own if you wish (as long as they aren't in glass containers). You can bring your RV, truck or car at no extra charge. You can even bring your golf cart, four-wheeler or scooter and ride it around the parade route (as long as you don't destroy the property or cause a safety issue). Admission is \$30 per person and includes all entertainment, primitive camping, parking, and entry fees. Buy your tickets online at www.roadrashmag.com and get express entry. So come and join us at the Biker Bash! As always: What happens in the campground stays in the campground!

Keep it twisted!

Tom
THE
Bomb

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SEE 8 STATES

with Wings In The Wind

by Eddie Rahm (Part 2 of 7)

Photography by John Martin

Day 1 - Tennessee - North Carolina – Virginia - (280 Miles)

After much preparation, necessary reservations, cycle safety inspections, and numerous informational emails, it was finally the day everyone had been looking forward to. The plan started with meeting at the Kangaroo convenience store, located at the intersection of Ooltewah-Ringgold Road and Highway 11. As each participant arrived a huge grin appeared as he removed his helmet and expressed disbelief we were actually doing the trip and leaving the annoying part of life called "responsibilities" in our rear view mirrors. John Martin let out a yell "Wild Wings", a sentiment he expressed numerous times over the five-day trip. Every member of our group contributed something unique to the trip; John's contribution was his great personality and sense of humor. Yes, we were psyched about spending the week with good friends, beautiful country scenery, our favorite form of recreation, and meeting some new folks along the way. About 9:15 am we said a group prayer for our riding safety and for the well being of our families and then pushed that little black button that converted the dreams into reality. As we headed down Highway 11 toward Cleveland the air smelled fresh, but then again, even the dead skunk a little ways down the road smelled socially acceptable that day. We did not worry about tightly packed formations, except as we relaxed, enjoy the a little room bikes when via Chattanooga until the north side of town. We immediately started seeing remnants of a once heavily traveled corridor, but in



built by the L&N railroad in 1903. The railroad's 3,000 employees at its massive new train facility needed a place to call home, so L&N took care of that problem.

In a short time we arrived in Englewood to have lunch at the Tellico Junction Café, owned by Dianne Kinser, an Englewood native. According to Dianne, she had always wanted to own a restaurant where patrons could experience great home cooked food. Mission

accomplished Dianne! Englewood is another town along 411 that to extent owed its initial existence railroad, although the textile would become its mainstay time. After we lingered over lunch we on through Vonore,

a large to the industry in short a little continued Madisonville, and Greenback until we made a fuel stop for our bikes and our sweet tooth on the south side of Maryville.

Greenback is thought to be the location of a cave once used as a stop by the Underground Railroad in the 1800's.

As we passed through the tastefully renovated part of old downtown Maryville the pace slowed but after a few turns and a little congestion we were back at cruising speed. The dark clouds we were seeing on our previous stop were now looking much closer, but hey, we were not ready to sweat it (yet). We motored along carefree on 411 through the small towns of Seymour, Sevierville, and then took a break at Newport, where we checked fuel status and reviewed the road map for an upcoming road change. Seymour is one of the fastest growing towns in Tennessee due to its proximity



to the Smoky Mountains and Knoxville, while Newport had the dubious reputation as the capital of vice and corruption for the east Tennessee region in the early 1900's. We then picked up Highway 9/70 and in short time entered the Cherokee and Pisgah national forests.

Up to this point our riding had been mainly through small towns and farmland, utilizing mostly two-lane, somewhat straight, highways. We now had ventured away from civilization and were on the type roads most sport-bikers dream of. My Aprilia Tuono would not have liked it if he knew I was here with the Magna while he sat in the confines of the garage. After some of the best riding of the day we stopped for some photos at the North Carolina state line and



these days of interstate travel it has mainly become a haven for relaxing highway rides and commutes for the local folk. We stopped at a convenience store just prior to Etowah to top off our tanks and to take a short break. We would only ride about 40 or 50 miles between breaks, remembering that fellowship is as much fun as the riding. We passed through Etowah, a well-groomed small town designed and





begin feeling the raindrops we had smelled for a while. The scattered drops soon turned into multiple drops and then, gulp, a full-scale rain. After a wait of about twenty minutes under the cover of the old deserted State Line Grill drive-through we decided we had better just bite the bullet and head out, because the rain had obviously set in and we still had miles to go before we sleep. The heavy rain in combination with the extremely curvy two lane North Carolina mountain Highways 208 and 212 made for some stressful riding. Leaning forward and concentrating on the line through the curves had replaced the relaxation of sitting back and enjoying the surroundings. After passing through the town of Hot Springs and are back in the mountain roads again and the rain is still coming down.

Finally, we crossed back into Tennessee and a straighter Highway 352 stopping at a convenience store at the south



edge of Erwin. Erwin has the unusual reputation of being the town whose citizens turned out in mass to see the public hanging of Mary from a railroad crane. Mary, who was hanged without a trial, was an elephant who had killed her trainer. At this point the roads were still wet but the rain had pretty much stopped and most everyone voted to

alter our route in favor of the interstate in order to get to our destination at a more reasonable time. Our rain stop and slow riding pace had definitely set our timetable back. The planned route would have taken us on Highway 19E to Hampton, then Highway 67 to Butler, along the Watauga Lake (highest elevation in the Tennessee Valley Watershed and probably the most scenic lake). The route would then continue on 67 to Mountain City and is completed using Highway 91 through the Cherokee National Forest to our first day's destination of Damascus Virginia. Damascus is equally popular with hikers, bicyclists, and motorcycle riders due to the Appalachian Trail, the Virginia Creeper bicycle trail, and the curvy mountain roads near town. Our revised quicker, but less scenic route, took us on Interstate 81 to Virginia, a stop at the closed Virginia Welcome Center to shed our rain gear, and then exiting the interstate onto Highway 58 at Abingdon located about fifteen mile markers down the road. Another dozen miles on Highway 58 in slight fog, as Hobert predicted, and we finally arrived at our overnight lodging, the Dancing Bear Vacation Rentals, at Damascus. This small mountain town was pretty much

closed for the night except for a Subway sandwich shop, which was being locked up as we approached. The young lady who was locking up probably heard our stomachs growling, prompting her to graciously open the door. With stomachs full, we tipped her well for being a sweetheart and walked back down the dimly lit street to our lodging a few blocks away. The owner of the Dancing Bear let us park our bikes in his garage overnight, meaning our bikes and gear enjoyed rested in a dry place while we enjoyed our spacious and comfortable rooms. We doubled up on rooms each night on the trip to further our fellowship and lower the trip costs. We have had a wonderful, interesting, relaxing, tiring, and blessed day, and we hope you enjoyed riding with us. We were honored to have your company and hope you rest easy tonight, because tomorrow is our longest leg of the trip.

Some things we learned on Day 1:

- How many admirers we attracted because our bikes were loaded up with gear for a trip.
- How well the state of Tennessee has done with road signage (best state of the eight).
- How much we enjoyed each other's fellowship.
- How God must have had motorcyclists in mind when he created the southeast.
- How many special small town folks there are to meet.
- How hospitality is alive and well in back roads USA
- How having the good health to ride motorcycles is truly a blessing from the Lord.

Hint for the next leg (next month): We will follow the trail of one of our country's most famous pioneers, experiencing beautiful countryside pastures and scenic mountains. And you can now put your rain gear away for the rest of the trip! Wild Wings!

Eddie Rahm

edtennga@bellsouth.net



Mystery Pic #2 – Give me the name of this tunnel that we entered in Tennessee and exited 4600' away in Kentucky. Prize is a \$100 gift certificate to Ultimate Cycle & Scooter sponsored by Ultimate Cycle and the "Wings" ride participants.

Note: Last month's mystery pic is located in Damascus Virginia and was not correctly identified.



Rock's Two Cents

Hi Folks,

Thank goodness we have gotten some rain lately. You know we're in a drought when everyday riders are praying for rain. The heat and sun have been oppressive. All you see on all sides is brown grass and

fields. Area corn farmers have been hurt badly. Their stalks are only half the normal height for this time of year. My wife, Julie and I quickly realized that the drought did not extend west of Memphis during our 1850 mile, 8 state trip last week. No, I'm not trying to one-up Eddie Rahms series on Wings eight state, 1200 mile ride (see page 6 & 7). We may have ridden more miles, but my travelogue here will not hold a candle to his detailed well written series. Our trip just fell together. The 4th of July fell on a Wednesday this year and is traditionally Quick Tees slowest week of the year. Luckily, Julie had plenty of vacation days at Chattanooga State so she took off and so did we. I hastily mapped out a route and made motel reservations on-line, estimating our destination cities each night. We would hit 24W and get off at Monteagle, taking 41 toward Winchester. Then we would ride 64W across Tennessee and over the Mississippi River into Arkansas. Our first night would be spent in Batesville, AR some 500 miles from home. This first day was mostly

cloudy with highs in the mid 80's. Perfect riding weather.

The next day we traveled west on dozens of mainly county roads, through the Ozarks and into Oklahoma. Our route then headed south along the eastern border of Oklahoma. I had made reservations in Texarkana,

AR for that night. Usually I'm good at estimating distances by just a cursory look at the maps. USUALLY. This time things just didn't pan out the way I had planned. We left in rain gear and donned it at least four times during the day. In addition the county roads through the Ozarks did not help the situation. My onboard computer (my brain) was continually updating our ETA (estimated time of arrival). After eight hours on the bike, I calculated we still had three hours to go. My speed increased as this realization hit home. My wife later informed me that she only hated me for part of one day of our five and a half day trip. This means I drove in her comfort zone most of the time, except this last three hours. We rolled into Texarkana after an eleven hour day. We were both beat, but we had a nice steak and a good room and shower which helped us revive.

The third day was overcast with a 50/50 chance of rain as we traveled southeast through Louisiana toward Natchez. We were lucky and dodged the rain showers. This day we logged only 300 miles as we rolled into Natchez. We had reservations for two nights in Natchez, Mississippi. I would try to redeem myself by taking Julie on tours of two of the many antebellum homes in historic Natchez. It worked and I reaped the rewards later in the day. Hey, I might be old, but, I'm smart and I'm far from dead. After our two nights in Natchez we headed north up the Natchez Trace. BORING.

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I liken the Trace to the Blue Ridge Parkway. Don't get me wrong, they are both great rides to do ONCE or twice, however, I'm over my limit on both. The Blue Ridge is great for the passenger, but the driver must concentrate continuously to prevent some Floridian from crossing the center line and hitting you head on. The Trace is very peaceful, but the speed limit is 50 mph (heavily enforced) and the scenery is mostly the same. I much prefer county or state roads, which have much more personality and small towns to enjoy. Anyway, we stayed on the Trace a few hours then jumped off and headed northeast through Mississippi and Alabama, again on state or county roads.

After an eight hour day we decided to stop for the night instead of busting a@#. This was also a good way of extending our vacation for another day. We stopped in Cullman, AL. Cullman sounded familiar to me, but I knew I'd never been through there before. Then it hit me. The photo galleries on roadrashmag.com. There was a gallery submitted by the Road Benders Riding Club of their trip to Ave Maria Grotto at Cullman, AL. This is a replica of the city of Jerusalem in miniature. It was many years in the making and came about by the dream of one Monk Priest. Check out their photo gallery.

I will again solicit you to submit photos of your clubs, meetings, events, and rides. We will post them on our website www.roadrashmag.com within 48 hours. Then all of your club members and friends can download them **FREE OF CHARGE**. Visit our photo galleries weekly to see the latest photos. I also encourage you to send us vintage photos, articles, eulogies, and other info that you feel would be of interest to our readers. Email is cheap and fast. Send your information to rock@roadrashmag.com.

Our staff strives for perfection, however, occasionally typos occur. This was the case last month in Tears on Black Leather. Terry Higgins, owner of Rumors on Hixson Pike, and long time advertiser in Road Rash Magazine, passed away on May 22. Although his name was spelled correctly on the photo gallery of his memorial ride (roadrashmag.com), it was accidentally, misspelled by our Editor in Tears. Unfortunately, striving to meet deadlines precipitates mistakes on occasion. I apologize for our error. Everyone makes mistakes, nuff said.

I want to say hi to my new friends at the Lighthouse Cafe in Guntersville, AL. We've ridden there three times in the last four weeks. Below left is Wanda Pike and her crew. Note the Road Rash Magazine helmet sticker on the nautical wheel behind the cash registrar. Its a nice ride, ya'll give them a try. Until next month, challenge yourself, RIDE a long trip, you just might dig it.!

LTRNTT,
Rock



L/R - Wanda, Susie, & Allie

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TEARS ON BLACK LEATHER

Brothers and Sisters Down or Gone

The local media has had some bad luck lately. Dave Weinthal (who has gained local celebrity status as the editor of Enigma and Homes and Living Magazine among other things) was run off the road by a drunken Riverbend Festival goer. The Stella scooter he was riding fared much better than he did through the ordeal. Although he injured his shoulder, knee and neck, he is recovering well.

Chris Braley (who was the creator or co-creator of television shows such as Fuel TV, Rock Theater and Sound Check, as well as being the head-honcho at the Chattanooga Independent Artists awards and writing a monthly article for The Pulse) recently flipped his bike and in the process sustained several injuries including ten broken ribs. After a short stay at a local hospital, he was sent home to recover. I'm sure those of us who know how great broken ribs feel can sympathize.

There are several others out there who are suffering from illness, injuries or worse. Please keep them and those around them in your thoughts and prayers this month. And remember that none of us are promised tomorrow.

Local musician Terry Gibson broke his back in two places and shattered his pelvis on 6/22/07 in a



motorcycle accident. He was released from the hospital without therapy four days after the operations because he had no insurance and was unable to pay. Terry has played drums in the Chattanooga area with many band for over 30 years. His rendition of Rainy Night in Georgia is a crowd favorite, but his could use a little sunshine now and some prayers. For information you can go to his

web site: <http://in-the-spotlight.com/TerryGibsonBenefit>

We encourage all of you to send us information about your friends who may have been involved in motorcycle accidents or who have passed away. We offer you all the opportunity to eulogize your friend in your own words. Heartfelt words written by a friend is much preferred over words written by our staff. The local newspaper won't offer you this option. Thanks for your help in advance. - **Rock**

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Joe Cool's Biker Health



They say that lightning never strikes twice at the same place. That may or may not be true in regard to the unpredictability of electrical storms. All I know is why take a chance on being struck by lightning if you can help it. Don't kid your self, if there is lightning in the area you are at risk of being hit even if you are on your motorcycle.

Recently, Kat and I joined a couple of thousand biker buddies in Cookeville, TN for the spring Junebug Boogie. The event was a blast, as always. But, unfortunately, a severe storm hit the immediate area. This put a damper on things, especially when one of the bikers was struck by lightning.

I did not witness the actual lightning strike, but a witness told me the biker dude was sitting on his scooter while everyone else was seeking cover. The bolt from the sky that struck him seemed to seek him out because the witness said the lightning bounced across the field and hit this unfortunate partier. The victim was found unresponsive. He had no pulse and no respiration. Qualified First Responders were on hand at the Boogie and they administered CPR until EMS arrived. The biker was transported to a local emergency facility. Later we were informed the guy struck by lightning, who was

clinically dead for several minutes, was responsive and in critical condition. Unfortunately, he has very little chance of survival without significant brain damage. He probably already had some brain damage though, considering his actions, or lack of proper life saving action during the lightning storm. Sitting on a pile of wet metal is not the best action when lightning is in the area.

What should you do to reduce the chances of being struck by lightning if you are caught outdoors during a lightning storm? My opinion is that specific details such as being in the wrong place at the wrong time or conducting yourself improperly during a storm can significantly increase the chances of being injured by lightning. If you are caught outside during a storm and cannot reach a safe building or a hard-topped automobile, stay in low areas and avoid areas that are higher than the surrounding landscape. Stay away from trees, do not use a tree as shelter. Stay away from metal objects, keep off of bicycles, motorcycles, golf carts. Stay away from tall objects, like fences, poles, power lines, towers. Spread out if you are in a group of people, don't all stand together in a huddle. Crouch down if you feel a tingling and your hair stands on end, lightning may be about to strike! Immediately crouch down. Do not lie down. Do not place your hands on the ground. Motorcycle riders may seek shelter from lightning strikes under an overpass or bridge if there is no nearby building available. Stay at least 50 feet away from your scooter. It may be a source of pleasure for you normally, but in this situation, your bike could be your worst nightmare. Also, don't lean against concrete or steel pillars as they may end up conducting a lightning bolt to earth (and you)!

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any rainfall. You are in danger from lightning if you can hear thunder. Lightning injuries can lead to permanent disabilities or death. On average, at least 10% of strike victims die; 70% of survivors suffer serious long term effects.

There are times when a lightning flash can travel horizontally many miles away from the thunderstorm cloud itself and then strike the ground. These types of lightning flashes are called "bolts from the blue" because they seem to come out of a clear blue sky. Although these flashes are rare, they have been known to cause fatalities. Documented incidences on the highways show that motorcyclists can be hit by lightning while riding on a motorcycle. It is recommended that motorcyclists should be aware of their environment (Is lightning occurring nearby?) and to seek safe shelter if lightning is observed. It should be assumed that any rain shower in summer months has the capability of producing cloud to ground lightning.

If you are caught outdoors during a lightning storm, riding your scooter down the highway, or parked in a field at a great biker rally, be smart and find proper shelter that can protect you from the threat of electrocution. I do not know the current condition of the unfortunate guy struck by lightning at the Junebug Boogie, but I pray he is still with us and his condition is improving. Remember to take care of yourself, because if you won't, who will? See you on the road.

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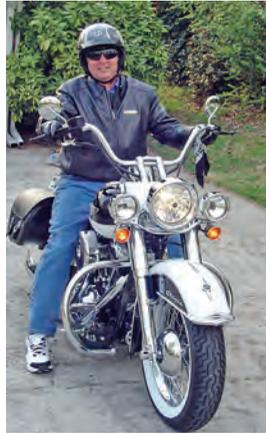


HERE'S THE RUB

"No more pencils, no more books, no more teacher's dirty looks!"
Author unknown

When I was a kid, summer lasted forever! I spent what seemed like a lifetime, hanging around with my buddies, riding my bicycle, going to the lake, and having one adventure after another. By summers end, I had eaten a thousand hot dogs, I was dark tanned and my hair was bleached from the sun... but eventually all good things must come to an end, reality took its toll and it was time to go back to the pencils, books and receive yet more teacher's dirty looks.

In 1974, the Beach Boys released their classic album of surfing and car tunes aptly entitled "Endless Summer," but my Camelot-like, endless summers had ceased a few years before with a tour in Vietnam. It is ironic that it took an actual war to signal the end of my age of innocence and wrestle those magical times of bliss away from me. When you think about it, you only get less than a dozen "summer vacations" before the responsibilities of adulthood take over. It hardly seems fair as you age that in comparison what once seemed like eternities are now just



brief nostalgic glimpses of memories from a more care-free time in life.

I have a sign in my basement that reads, "a wife and a steady job have ruined many a good biker." I still have one of the two, the good wife, but after thirty-five years in a row of working, I quit my job and reclaimed the right to spend at least one more endless summer riding my bike, hanging around with my friends and having one adventure after another!

The spirit of youth should not be wasted on the young and I am determined to completely wear out at least one rear tire on a single trip. I have already made one excursion across the United States riding with two close friends and meeting a few hundred more new ones. I favor the Northern states where there are no helmet laws because it adds to the sense of freedom, but I have found that a sunburned noggin serves as a reminder that times have indeed changed. I am blaming global warming, but the truth is that while there may be less Ozone, there is also simply less hair to be waving in the breeze than there was in the summer of '65.

Next week, I am making my first Iron Butt run of a thousand miles in less than twenty-four hours. We will book up on the interstate from Atlanta to Lacrosse, Wisconsin but wander back a bit more aimlessly on a considerably more laid back pace on the less traveled back roads. I will meander my way home re-tracing the Dixie Highway searching out the vanishing family-owned roadside diners and motels built in the 50's, whose neon lights still advertise vacancies, and modern attractions like pool, air-conditioning and television. I plan to pack light;

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occasionally buy a new souvenir tee shirt to wear and mail my dirty laundry home to the previously mentioned good wife. That way, I have less to carry, I can defiantly and un-adult-like wear the same dirty clothes for days on end, and preserve a few memories all at the same time. More than a few people have questioned my sanity and this seemingly reckless abandonment of reason asking if I am going through a second childhood. I just smile and answer, "I think maybe I am!"

Being a "Road Scholar" is fun. Eventually, summer will come to an end and I will have to return to the working world. Gas is not \$1.00 a gallon anymore and I will have to find a way to pay the bills for a few more years before actual retirement. The financial bank account will have suffered a dip but the emotional bank account will have been built up considerably. Besides, summer vacations while times of adventures, were never without their occasional skinned knees and bruised elbows to remind you that real life is about taking chances and not playing it safe. I feel like no one was watching, so I took the opportunity and stole third base. Who knows if I will get such a chance ever again? It was good to grab one more summer vacation away from adulthood. I don't know if I could have done it without the motorcycle or the wife however, so there are some advantages to being an adult.

Still, there is a thin line between "child-like" and "childish" that can only be found if you occasionally go in search of it. Because I am riding that thin line this year, somehow hot dogs just seem to taste better!

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REVERAND BOOGER'S TWO-WHEELED PULPIT

Well hello,

My name is Booger and I am an alcoholic. Now if this sounds like I belong in an AA meeting, it should, because I do attend them. A lot of you may not know this, but I am a recovering alcoholic. Now before all of you start hiding the beer every time I come around, I will tell you to relax. I have no problem with other people drinking. But I will tell you if you are trying to quit that's when I will sit and talk to you about it. A lot of you may be thinking at this point "Booger, what does this have to do with motorcycles". Well, I will tell you that now. A few months ago I was approached with the idea of starting a "clean and sober" riding club here in town. An international organization was found and the regional rep came down and got us cleared. Chattanooga now has a chapter of A.R.M., which stands for Association of Recovering Motorcyclists. This group has an annual international meeting in Wisconsin every July. It was decided that we would not only go, but in order to get a club patch we would ride 1,000 miles in 24 hours. Now one last thing before I go through a stop by stop account of the 1,000 miles up there. I had big plans to keep a journal of the trip and use it to write this article. Somewhere around mile 800, I lost my notebook, so I am doing this from memory. The miles are approximate but should be close.



Leg 1 - 115 miles Start Tennessee Welcome Center - End Nashville, TN. 6:00 a.m. - Butt Soreness Level 3.0 (B.S.L.)

This leg was easy. We did have a mini stop for the fellows from Marietta, GA to get gas, but all in all it was a smooth ride even with Chattanooga and Nashville traffic. My main thought was that I didn't realize how hard it was to get flavored toothpicks out of the pack while going 70 mph. I managed, and they did help with

my nicotine craving.

Leg 2 - 110 miles. Start Nashville, TN - End Paducah, KY BSL 5.0

Still nice ride. Two things happened on this leg that made for an interesting morning. First, we had a KY Highway Patrol to come up through the pack and get behind each pair. I guess he had a job to do, but it still was just a little stressful. Second, I bought a bag of mini Tootsie Pops at the last stop to help with nicotine cravings. These proved to be even harder to deal with than toothpicks. I finally came up with a technique of biting off top of paper and then peeling paper back off bottom. It worked out to two Tootsie Pops for every 100 miles.

Leg 3 -100 + miles Start Paducah, KY - End Salem, IL BSL 5.5

I really have no recollection of this leg. I guess it was same old same old, ride, eat Tootsie Pops, wait for 100 miles to end, get off bike, gas up and smoke all I can. Sky is looking dark and threatening. Oh well, that's why I have a

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brand new rain suit in my saddle bag.

Leg 4 - 100 + miles Start Salem, IL - End Tuscola, IL
BSL 5.5

Guess you can tell my butt soreness has leveled off to a certain level. Believe it or not it is very bearable. The sky did open and start raining on us. As we were riding in the rain, my thoughts were on that brand new rain suit in my saddle bag, I looked up and saw a rest area sign. I said to myself "If there is a God in heaven, the leader will pull us into there." I was blessed because he did. We suited up and headed back out pushing through Illinois in rain. At either this stop or next, we ate ham sandwiches in a parking lot in the drizzle. Nothing says friendship like lunch in the rain.

Leg 5 - 100 + miles Start Tuscola, IL - End Wenona, IL
BSL 5.5

Another uneventful leg, still raining, Illinois is boring, I don't mean to offend anyone from there, but it got to the point where I was excited if corn was a different height than the last bunch we passed.

Leg 6 - 100 + miles Start Wenona, IL - End around Rockford, IL - BSL 5.5

Passed something real cool on this leg; a windmill farm. Also, it was at the end of this leg that my gas card quit working. A piece of advice to anyone thinking about attempting a run like this. Your card company will lock you out after so many purchases because they think some one swiped your card and are making a mad dash across country. On the plus side, the rain stopped.

Leg 7 - 100 + miles Start Rockford, IL - End somewhere in southern Wisconsin - BSL 5.5

Since I am paying cash now and forgetful, I didn't get receipts and don't have a clue where this stop was. I do know that it was around here the notebook decided to go its

own way. I hope it has fun.

Leg 8 - 100 + miles Start somewhere in Wisconsin - End somewhere farther north in Wisconsin - BSL 5.5

I made a decision on this leg. Evidently in Wisconsin they have a person that turns off summer at sundown. It has turned seriously cold on us. A cup of coffee and two apple fritters was like manna from heaven.

Leg 9 - 100 miles Start somewhere in WI, End somewhere in WI - BSL 5.5

Well we are at our exit and even though we are here, we lack some miles on trip meter. It was the toughest leg as far as getting back on the bike. Just seeing a motel across street and knowing there was a bed there made it tough. We topped off tanks, smoked all I could, said farewell to fellows from Marietta, and headed out to finish miles off.

The End - Black River Falls WI, 1000 miles 12:00 am local time (approximate) - BSL 5.5

There I did it, I have patch to prove it. Pulled back into the truck stop across the street from the motel and had a celebratory meal. My thanks and congratulations to all my co-riders, Hitch, Bouncer, Kit-Kat, Moleman, Pinkie, Frog (our leader), Jammer, and Bumble. Also, having Little Mama and Chad in chase truck behind was nice. My thanks to them too. To have a group this size do this together and not be at each other throats before its over, is a minor miracle in itself.

The rest of the weekend was one of the most uplifting in my life. Sunday morning I took off heading home by way of Arkansas. Well, that's it for now.

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From left to right: Bill, Sue, Thera & Archie

I wanted to send you a story that I have had others tell me they thought was amazing. I'm sure it was due to our ages, but as we tell them, if you say you can't, you never will.

On May 25th 2007, myself, Bill Smith age 62, riding a 2003 Harley Électra Glide Classic, my wife, Sue Smith age 67, riding a 2005 Softail Deluxe, my sister, Thera Ketchersid, age 68, riding a 2005 Softail Deluxe, my brother in law, age 70, riding a 2002 Ultra Classic, started on our Tour of the U.S. Leaving out of Whitwell, Tennessee, we rode up the East Coast to Atlantic City, New Jersey, then around the Great Lakes to Highway 2, following Highway 2 all the way across to the California Coast, after going down the Coast of California for a ways, we started our trip back across the states, arriving back in Whitwell, Tennessee, on the 26th of June 2007.

During our Tour of the U.S., we had visited 26 different states and ridden 7,983 miles. We enjoyed every mile and hope to ride many more.

Sincerely,
Bill, Sue, Thera & Archie

Hopefully this will inspire you young trailer jockeys out there to hit the road on two wheels instead of six. - Rock

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AUGUST 2007 ROAD RASH BIKER CHICK Rabecca Lee

A bike like this is a rare find in these parts. I'll admit it. When I first saw it, I almost gave myself whiplash. I love the low-slung stance, the riding position (19-inch seat height), the wide-tire styling, custom paint... This bike just looks like it could probably kick your butt. And that's not too far from true. Jason Barrick's Big Bear Choppers Sled Prostreet is one heck of a machine. Manufactured in Big Bear Lake, California, it boasts a patented softtail frame (with a 113-inch wheelbase), an exclusive smooth-running 100 cubic inch engine, and a Baker six-speed tranny. It spits out 112 pounds of torque to a 300 series rear tire. 'Nuff said? From all indications, every inch of this bike was well thought out and practically bulletproof. But... of course, Jason couldn't leave well enough alone. He's put his own touches here and there, even custom fabricating forward control brackets and other goodies.

You should recognize this month's featured model... because you've seen her on our cover before! For the first time in Road Rash history, we've brought back a former Biker Chick to grace the cover for a second time. When Rabecca Lee first appeared on Road Rash Magazine in the July 2006 edition, she was really just getting started as a model. Her modeling career has really taken off since. She has been featured in The Accelerator Magazine, Plush Magazine, and Teeze Magazine as well as being featured in several calendars (the Tease-um Bikini Calendar, and the soon-to-be-released Lex and Terry Calendar, to name a couple). She's competed in and won several bikini contests (in person and online), has been booked for a slew of personal appearances, and has landed several jobs as a promotional model for a number of different companies. She won the Savvy.com "Is She Hot" contest, and has been the featured model on several internet modeling sites. She currently has two Web sites (rabeccalee.com and myrabeccalee.com), and has Yahoo and MySpace online fan groups. Oh, also be on the lookout for Rabecca Lee's very on comic book coming soon. I think she's absolutely gorgeous and it couldn't have happened to a nicer person.

Special thanks goes out to Ed Martin for the use of his property (the 2007 Road Rash Biker Bash venue), Jason Barrick for delivering the bike, Tom the Bomb for photography and of course... Rabecca Lee for shooting in the rain again. It must be good luck!





The Low Down:
Make: Big Bear Choppers Sled Prostreet
Engine: BBC/S&S 100 SMOOTH™
Paint: BBC – Factory Custom
Owner: Jason Barrick – Chatt., TN



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Aunt Sue's K-9 Bakery- pg 40

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AutoCycle Powder Coating - pg 34

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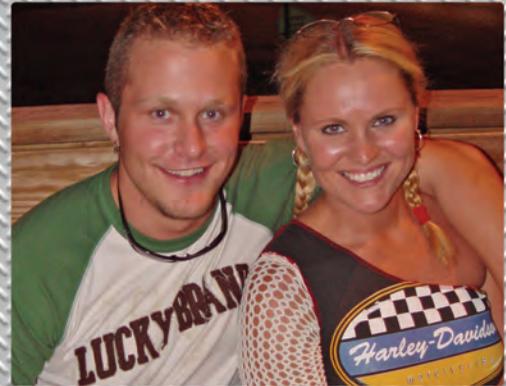
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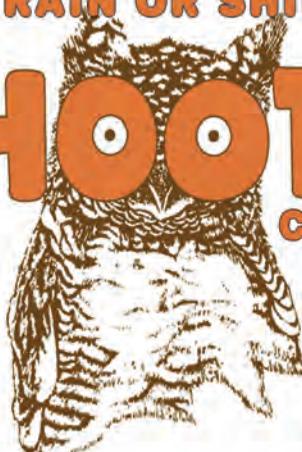


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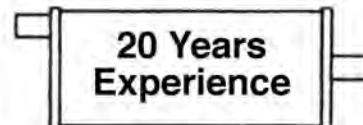
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Back to the question, well, if you're my ingenious father, you make that trailer a double decker. Yes, 2 stories! On the morning of June 21, we all packed into the truck and headed off

– Bob, Marvin, Tommy, my dad, and me, the only female! We headed out 24 with everything seemingly going well until a trucker pulled up next to us and started honking. Not even over Monteagle, we were already suffering from not one, but two flat tires on the trailer hauling the massive load. After a two hour delay and some help from a couple of guys, who charged us over \$600 for the tires, we were on our way. The trip continued on with a few minor incidents and we finally crossed the New Mexico state line, we were almost there! Then, out of nowhere – blue lights. We were pulled over, not for speeding, but for bypassing the weigh station. The officer apparently thought we were commercial, that is, until we all piled out of the truck and explained the purpose of our trip.

Needless to say, he let us go free. We continued on admiring the landscape, including the gorgeous coloring in the rocks and the occasional antelope or deer. We finally arrived at our

destination Chama, New Mexico the next evening for some much needed rest.

The next morning we awoke to some chilly weather

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and got ready to head out to the Jicarilla Apache Reservation to help set up the tents for the week long revival. But to our dismay the truck would not turn over for any of us and it wasn't the battery. My dad and I took off on foot to the nearest service station over a mile away when

we passed the local authorities, we tried to wave them down. They waved back and kept going!?!?! It took them a minute but they did turn around and gave us a ride to the station. Have you ever been in the back of a cop car with your dad?

While waiting on help, we all unloaded the truck and trailer. The Apache showed up to help us and guess what? The truck cranked right up for him - it's still a mystery. With everything working again, we headed out



to the Wager Ranch another 40 miles to set up the tents. This was one of the best parts of the trip because we got to work with the Apaches, their families, and the missionaries.

Our church, Temple Baptist, has been working with Good New Baptist in Dulce, NM in constructing a new building for the church to hold services in. The former building will house a school for the Jicarilla Apache. The next day we attended the tent services and the dedication of the new building. There were individuals there from West Virginia, Florida, all the way to Alaska.

Monday morning rolled around and that meant ATV time in Carson National Forest . . . to be continued next month.



Teri Welborn

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GRAND OPENING!

American Cycles. Imagine a place with a plethora of previously owned Harley-Davidson motorcycles and a finance department that can work miracles. Craig Collins (former Road Rash Kickin' Dude – ask him about the refrigerator magnets) and Mike Caron (from American Alternator Starter and Battery) have teamed up to give the Chattanooga area motorcycle industry a huge shot in the arm. This isn't a "Mom and Pop" used bike operation. American Cycle is a true pre-owned dealership. They have a showroom full of high-quality late model bikes, many with low miles. And like I said before – if anyone can – they will put you on one.

American Cycles hosted their grand opening party July 14. The Bikini Bikewash girls were there doing their part to clean up the town, and the infamous acoustic duo "Tim & Reece" kept the crowd entertained. The good folks at Xcite Lingerie and Clubwear were there vending "clothing" and various unmentionables and were kind enough to bring along a few of their lingerie models to show off the merchandise. A steady crowd of bikes moved in and out of the parking lot (on Rossville Boulevard in Chattanooga) all day long and everyone seemed as impressed as I was with the spotless facilities and huge selection of quality bikes. Everyone had a great time mulling around and shooting the bull with their friends, but it seemed (even with the distraction of pretty girls around every corner), no one could resist checking out the offerings on the showroom floor. I did get a chance to snoop around behind the scenes a little bit (no one was looking – what can I say?), and checked out the huge service department along with shelves of tires and parts. I'd say these guys are definitely "in it for the long haul." And they're doing it right.

If you haven't already (they're already off to a great start), you need to go check out American Cycles. Don't be the guy or girl talking about some uncle's former son-in-law's neighbor who used to ride a Harley... Life is short. Ride your own! Oh, and make sure you tell 'em you read about them in Road Rash Magazine!



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You know that bike? The nice chopper? The one with the cool paint scheme you know you've seen somewhere around town but you're not sure where? We found it. The bike's owner, Trey McBryar and I actually go way back. How far back? Well, let's just say I vividly remember seeing him in a tee-ball uniform. There are still things that went on during our stint in Lookout Valley High School that



I can't talk about because I'm sworn to secrecy. Valley boys gotta stick together!

A divorced father of two and avid Alabama football fan (no hate mail please), Trey works as a Project Manager for White Electrical Construction Company in Chattanooga. He's always been a good friend to have, a blast to be around and a quick wit... but let's see how he does under the bright lights once we sit him down in "The Hot Seat."

The (infamous) Hot Seat Questions:

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

I've been called the Tom Cruise of Birchwood. It was given to me by my friends Tim Lewis and Reece Varnell of "Tim & Reece." Not sure how that one happened.

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

My first bike was a Suzuki dirt bike. I think I was 12 or so.

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

My longest road trip was probably a little over 300 miles. When I got my chopper I wanted to see how many miles I could actually stand riding a hard tail. Nothing specifically interesting happened... I just had a slight pain in my back the next day.

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

I have a few cousins that ride but no immediate family.

5) Have you ever had any serious wrecks?

No serious wrecks. I have been very fortunate. Worst was a few spills on a dirt bike due to worn out knobby tires and Mount Aetna mud.

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

The only discrimination I have ever felt was being "forced" to wear a helmet. I think it should be the rider's decision.



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

I have been very taken care of at a few of my favorite local venues. I have been allowed to park my chopper on sidewalks and was once actually asked to bring it under cover at a local bar to get it out of a hail storm.

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

I love to ride on back roads and highways. I often choose those roads over an interstate route due to traffic and soccer moms with cell phones. I think one of the prettiest rides is over 111 and down through the Sequatchie Valley. There is a lot of very pretty landscape there.

9) On average, how many miles do you ride each year? I probably average between 2 and 3 thousand. Not a lot compared to some of my iron-butt friends.

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

I would like someone to actually put some real money toward developing a lighter and stronger helmet. If we are going to be forced to wear a DOT helmet, someone could design a much smaller and lighter helmet using materials of today as opposed to materials that were developed in the '60s. I know you can buy a carbon fiber shell now, but the shock reducing Styrofoam is the real reason our helmets have to look like the cap on a mushroom. This can be reduced if someone will pay for the research.

Well, there you have it folks. Trey didn't do too bad on the questions. A few drops of sweat might have trickled down his temple during the ordeal, but the doctors say he'll be just fine. If you see Trey out and about on his flamed-out chopper, be sure to ask him to sign your copy of Road Rash Magazine. Just don't ask too many questions about me. He knows too much!

If you or someone you know needs to be featured in The Hot Seat – let us know! Nominate your friends today!

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ONE OF OUR OWN

Kris Turner

It's in his eyes. The intensity and the focus they call "The Look". It mesmerizes, boring through you like an X-Ray. I've only seen it once or twice in my lifetime but never in someone so young. Kris Turner is barely 15 years old but a single glance tells you that he's going all the way. It's easy to fall under his spell, especially when you hear the incredible rags-to-maybe-riches story that could only happen in America.

Kris started riding motorcycles when he was only 3 years old, believe it or not. Coached by his Dad, Danny Turner, Kris came up the hard way, the dirty way, through youth motocross racing. He was only 7 years old when he started taking home trophies in the 65cc motocross racing series and he's currently running 3rd



in the East Division of the U.S. 125GP series.

Kris told his Dad early on that his goal is to become a MotoGP World Champion. We all know how hard that is for a European, much less an American. But Danny Turner wanted to give Kris the support that Danny never got as a youngster, and the die was cast. Danny and Sue Turner are going all the way to support their son, and it's heartwarming to see. It wasn't an easy decision, but Kris obviously has special talents, because he was one of 1,100 young racers who recently tried out for the 2007 Red Bull MotoGP Rookies Cup series, and was accepted!

The next step was a can-you-get-there-from-here journey from Chattanooga, Tennessee to Valencia, Spain to compete against 165 other riders to see if he could make it into the top 20. The top 20 riders would then move on to compete in a 7-race support series at the 2007 MotoGP World Championship motorcycle races. It would have been a wonderful story if it ended here, but the fairy tale isn't over yet. Kris made it into the top 20 and he's now competing in the Red Bull MotoGP Rookies Cup!

This is a phenomenal opportunity for Kris and we wish him the best of luck. The Rookies Cup isn't just about motorcycle racing, it's also about the young racer's personality, their communication skills (important for sponsors), the racing spirit, sportsmanship and mechanical knowledge. Kris will excel in all of those categories, because he's one of the nicest, most well-spoken young adults you'll ever want to meet.

Watch the video of Kris at the first Red Bull Rookies Cup race in Jerez, Spain. He starts about mid-pack -- he's wearing the white helmet -- and he comes storming up to 5th place after the first couple of turns. Unfortunately, his brakes failed towards the end of the race and you can see him run off the circuit at the end of the straight!

So what's the next step? The top 6 or so Red Bull MotoGP Rookies Cup riders will be accepted into the prestigious Red Bull MotoGP Academy. This is a motorcycle racer development program run by the famous Alberto Puig, who discovered and trained current MotoGP racers like Dani Pedrosa, Toni Elias, Casey Stoner and Chaz Davies.

The Academy helps these young racers improve their mental approach along with the physical training necessary to race at



the highest levels. They'll have access to the top coaches and mentors in the sport, along with excellent facilities in Barcelona, Spain and the same Doctors and Physiotherapists that coach the best racers in the sport.

Both Motocross and Supermotard training are provided, along with on-track training at Europe's best motorcycle race circuits. They'll then go on to compete in Spain's MotoCEV series, which acts as a showplace for the young racers to demonstrate their talents to international professional race teams and sponsors. Some say that the deck is stacked against Americans, especially a hardscrabble road racer from Chattanooga. Not only do they have to travel back and forth to Europe for each race, but they have to ride completely unfamiliar KTM 125cc kit bikes. They're assigned apprentice mechanics -- Kris' brakes failed and his chain broke on his first outing in Jerez! But Kris is absolutely thrilled and honored at this opportunity and he's utterly determined and committed to represent his country to the best of his ability.

But here's the catch: as you can imagine, none of this comes cheap. The three Americans who were chosen to compete in the Red Bull MotoGP Rookies Cup have to pay all of their own expenses back and forth to Europe for the 7-race series, including room and board once they've arrived.



This is a huge disadvantage for the Americans, as it can cost upwards of \$5,000.00 just for each trip. Add in the terrible exchange rate for the U.S. dollar against the British Pound or the Euro, and you're talking lots of money.

And Kris Turner is the only American without sponsorship, until now. webBikeWorld.com is proud to announce that we're going to sponsor Kris to the best of our ability. We hope to encourage other Americans to do whatever they can to help make Kris' dream come true and to help develop another motorcycle racing success story in the vein of Nicky Hayden.

Kris' Dad runs Turner Cycles, a small motorcycle repair shop in Chattanooga, Tennessee. Kris' Mom and Dad are going all out to support Kris, and it's amazing they've been able to get as far as they have, because motorcycle racing is way too expensive.

Kris is currently racing in the U.S. 125GP class literally on a shoestring budget. His leathers were donated by a Turner Cycles customer who traded them in exchange for mounting and balancing a couple of motorcycle tires. Kris' Honda RS125 is a 1996 model that his Dad purchased several years ago for



\$3,000.00 and it's competing against \$30,000.00 brand new bikes in both the 125cc and 250cc class. Danny Turner does all the repairs and tuning. That's right: Kris is competing against many older riders on 250cc bikes on his 11-year-old 125cc and he's winning! Kris often has only one set of tires for the entire weekend, including practice, qualifying (125cc and 250cc) and racing both events.

Something has to be done to rectify this situation, and fast. So we decided to take the (Red) Bull by the horns, as it were. RAM Cycles in Gaithersburg, Maryland gave us a huge discount on a brand-new Arai RX-7 Corsair Kitagawa replica helmet that we bought for Kris, in his favorite colors of Red, White and Blue



(photo left). This is a good start and Kris is thrilled. We also kicked in for a couple of new visors with tear-off posts, tear-offs, a really nice Scorpion helmet case and even a can of Motorex helmet liner cleaner. And we worked out a deal with the super-nice folks at New Enough Motorcycle Apparel, who have been

collecting \$1.00 for every webBikeWorld visitor who buys an item through the store. We used some of that money to buy Kris a brand-new pair of Alpinestars GP Pro gloves and a pair of Alpinestars S-MX boots, both in blue, to match Kris' 125cc GP racing bike and his new helmet. We're now looking to get Kris a new set of premium leathers, because his current set is way past tired and much too scuffed up for a prospective MotoGP Champ to wear while representing the United States.

The bottom line? We're looking for other sponsors and individuals who want to help make this another American success story. Together, we can do it. Here's how:

1. Sponsor Kris: We're asking all of the fantastic motorcycle product manufacturers, distributors and retailers who have benefited so much by webBikeWorld.com reviews over the past 7+ years to step forward and sponsor Kris Turner. Kris needs a sponsorship from a major name in the motorcycle industry and YOU, the leaders of the industry, can do it.
2. Donate: Visit Kris Turner's website and make a donation through PayPal to Kris' parents by entering their email address: turner38@comcast.net. Make sure you tell 'em you read about it on webBikeWorld.com
3. Tax-Deductible Donation: Visit Adopt a Kid Racer and make a tax-deductible donation to Kris Turner, but make sure you specify that the money goes to Kris.
4. Donate Through webBikeWorld: Send a PayPal donation to us here at webBikeWorld.com and note that it's for Kris and we'll see that it gets to him.
5. Equipment: If you can donate brand-new, high-quality equipment suitable for MotoGP level racing, contact us at the address below. Kris currently takes a size XS helmet; size Small gloves; size 38 (US) leathers and size 41 (Euro) boots. He also needs a tire sponsor or someone who can donate tires to the cause.
6. Mentor, Coach or Manager: The amazing thing is that Kris' natural talent has gotten him this far without any guidance from a professional motorcycle racer, coach or manager. If you're



interested in mentoring Kris or if you know a professional racer who might be interested, please contact us. Kris is especially interested in learning about qualifying techniques.

Stay tuned to this page for more updates. For more information, if you know anyone who can help or if you have any questions, feel free to contact me at editor@webBikeWorld.com

Thanks everyone! MotoGP sees something in Kris. Let's chip in and make it happen!

Rick Korchak
President & CEO
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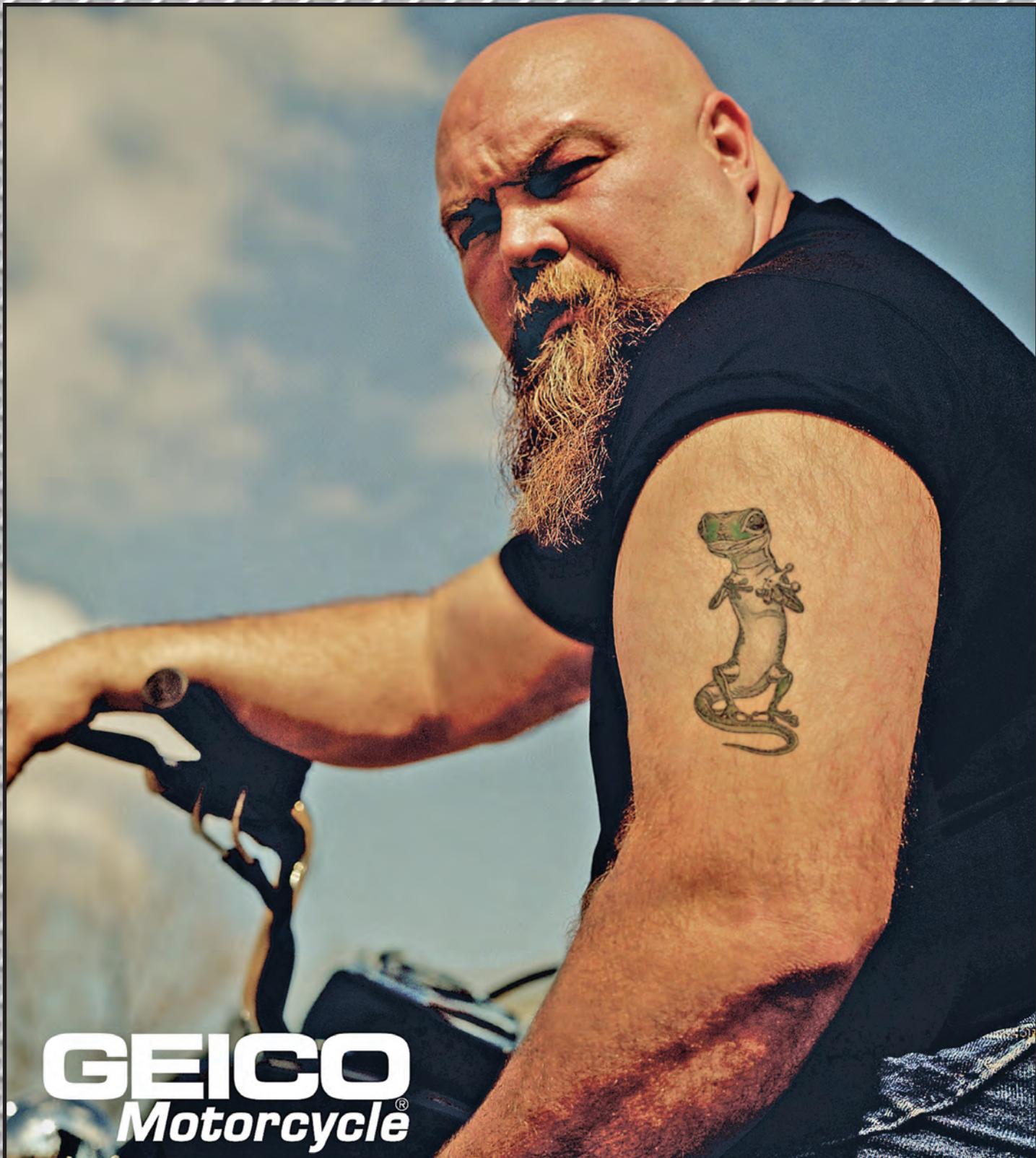
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