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Emily

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Who's In The
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pg. 42**

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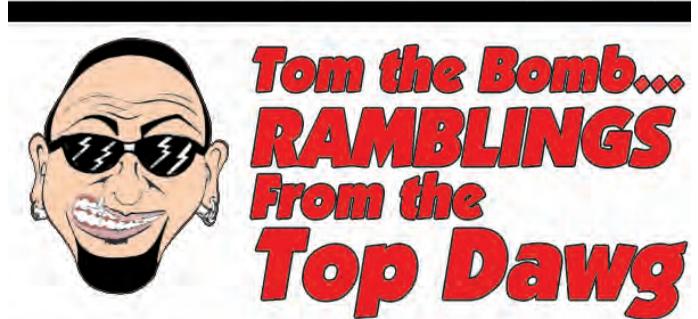
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To many, January represents not only the birth of a new year, but new attitudes, breaking bad habits, and resolving to do better. Several people I know are trying the nearly cliché “quit smoking” or “lose weight” resolutions this time around, and I wish them the best of luck. Basically, it’s the traditional time people look backward to figure out what mistakes they made in the last year that they don’t wish to repeat. I’ve made a bunch of them. Riding too fast is a big one for me lately. It seems like I’m always getting a late start and trying to make up for it on the road.

Anyone who is familiar with riding a motorcycle knows the thrill that comes by twisting that right-hand grip, but the smart ones also realize the added danger involved. If you get in a minor wreck in a vehicle, more than likely the end result is property damage. If the same wreck happens and you are on a motorcycle – the chances are good you will also end up with injuries. Add speed to that factor, and the results can be devastating.

Something to think about: I believe, on a basic level, the difference between riding and driving is immense. To me, it boils down to “insulation.” I’m not talking about the pink stuff you put in attics, but the fact that the shell of a car or truck is designed to separate you from the environment around you. While in a vehicle, you can’t really feel the wind pushing against you, the road rushing underneath you or the sun warming your back. You are “insulated” from reality by years of technology and design. While on a motorcycle, you get to feel the

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intensity of the moment. You smell the honeysuckle. You taste the rain. I think a good motorcycle ride is the best way to awaken your senses. I can't think of a better way to truly experience the stimuli truly involved in a trip – even a short one. How many times have you been floating along in a large vehicle and suddenly realize you are going way beyond the speed limit? In fact, you've been lulled into a coma by years of engineering. The trade-off comes when things go wrong. When your bike gets involved in a tangle with an Oldsmobile, the asphalt or a guardrail – suddenly insulation doesn't sound like such a bad idea. Most people I know wouldn't mind being insulated from bugs, skunk smell and cold weather, but being insulated from a jolting impact with a stationary object is much more popular.

I think that is what separates true motorcyclists from the rest of the population. They know there are risks involved in riding, and take precautions when possible – but feel that the non-insulated experience is worth the gamble.

Anyway, keep your fingers crossed for me as I try to leave earlier and take things slower this year. Besides, the scenery is prettier when it's not just a blur.

Before you turn the page this month, I want to put in a big plug for our "Biker Tees For Troops" campaign. Road Rash has teamed up with Bikers For Christ to collect and distribute (through Operation First Response) new or like new t-shirts to injured troops in VA hospitals coming

home from overseas. These wounded vets arrive here without any personal effects, not even clothing. We want to show them our support by giving them all t-shirts to wear during their recovery. We believe that men and women who are injured fighting for our country shouldn't be reduced to wearing drafty hospital gowns, but rather - made to feel that we appreciate their efforts. I know getting a t-shirt isn't like hitting the lottery, but it just might make a difference to a soldier who feels like no one cares about his sacrifice. How many bike-related t-shirts do you have laying around collecting dust? Take them to Thunder Creek or Mountain Creek Harley-Davidson, Steel Horse Motorcycles, Ultimate Cycle and Scooter, Doctor Dave's Service, Riders Bar and Grill or Quick Tees and put them in the donation boxes. Not only would you be paying respect to the deserving – but it would help clear up the clutter in your own life.

Well, the staff and I would like to wish each of you the best in the upcoming year. Remember to support those who support you (show our advertisers your appreciation), and keep the rubber side down!

*Tom
THE
Bomb*

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SEE 8 STATES

Wings In The Wind

by Eddie Rahm (Part 7 of 7)
Photography by John Martin



for each individual (and others) along the way, and the wonderful feeling of getting away, even when we were on the way back home was special. Switching the room mates and Bible leaders each day allowed the opportunity

to share in the family, jobs, struggles and blessings of our fellow riders.

John Martin:

Since going to the Smoky Mountains at the age of eight I have always wanted to take a motorcycle trip with a bunch of guys after seeing a group of bikers taking a break by the old concrete picnic tables in the park. Our Wings Eight State Trip surpassed every thought I had about such a venture. The scenery we enjoyed and the places we stayed were all partly a result of the guys in that old rugged motorcycle gang years ago. Thanks to the "Wild Wings" and the good Lord for a wonderful trip.



I hope you have enjoyed my See 8 States article series about the trip by six Wings in the Wind members, and also hope the articles have in some way motivated you to take a trip. My original plan was to "See Seven States" with involvement from one of our local tourist attractions that extensively uses that slogan, but since that didn't work out we just added another state and had more fun with "See Eight States".

Actually, it turned out better since we ended up with better Mystery Pic prizes by using Road Rash advertisers for the sponsors of the gifts (\$500 worth of prizes). Congratulations to all the winners and thanks to the sponsors who made it happen! Also, thanks to Alton Brown of the Food Network for his entertaining series Feasting on Asphalt and Feasting on Asphalt II that originally planted the seed in my mind.

I asked each of our riders to give my some of their thoughts on the trip and have included those below (my apologies to our riders for incorrectly labeling their names under their pics last month).



Wally Hammel:

I enjoyed the riding every day, except the day we had to ride in the rain, however, it did greatly improve my riding skills. The trip was some great riding and was comparable to riding in South Dakota when I went to Sturgis. I don't have a favorite day, but my favorite time of the day was our devotion each morning when we got to share with each other. I loved the good food we ate on the trip and

especially enjoyed meeting the people we met along the way. I am looking forward to our next trip.



Hobert Brabson II:

I thoroughly enjoyed the trip, which was more than just riding the bike; it was fellowship, new experiences, and developing stronger friendships. My favorite day was the second day, it was absolutely gorgeous, sun shining, a little cool requiring leathers, and just too perfect to imagine. We rode a lot of miles, but it seemed like a dream with everything being so picturesque. One thing I thought was interesting was seeing the Washington Monument in Kentucky. I'm ready to go again! (Ed.Note: Jefferson Davis Monument)



Jon Arbuckle:

After 43 years of various motorcycle excursions, this trip was unique because it included six different riding personalities on six different kinds of motorcycles. The comradery, compatibility, concern



Randy Carter:

It seemed like everyday God had something special for us. A missed turn resulted in a photo opportunity, John Martin's request for ice cream resulted in all the ice cream we could eat free (via the ice cream delivery man), at the hotel in Cairo we met a group of bikers that were members of the church we would attend in Lawrenceburg, etc. God watched over us and blessed every moment of our trip and the fellowship/worship time we spent together was tremendous.



Eddie Rahm:

I particularly enjoyed the people we met along the way and the fellowship we shared with each other. The periodic "flogging out the bikes" was fun too. I'm ready for next years trip, once again to eight states (some the same and some different) and this time for seven days. Let's ride!

Planning your trip:

Here are a few of my thoughts regarding trips if you are currently considering planning one for your group. Start by getting an idea of how long the potential participants can be gone from their jobs and families. Everyone would like to cut out for a couple weeks but not many would be able to when it really comes down to it, and remember, the longer your trip the more likely folks will drop out before you actually leave. We started out with eleven commitments but ended up with six by the day of the trip. Once you have an idea of the length of the trip you will need to decide if your group is more interested in miles covered (destinations further away) or if they would prefer back roads through small towns with less miles and probably a more stops along the way. Also a consideration is the type roads you will ride, weighed against the skills and experience of your potential riders. Curvy mountain roads (possibly in the



a safety standpoint as well as endurance. Once you know the type of ride, go to the many sources that offer help in planning trips. Try to plan each destination somewhere that is interesting or fun. I highly recommend researching your routes in detail rather than just exploring. The last thing you want on a trip is to have a bunch of tired folks ending up on a gravel or dead-end road when they thought they were about there. I use the Delorme Street Atlas USA computer software, motorcycle trip books, cycle magazine articles, internet research, word of mouth, road maps, and any other info I can find. When planning each leg don't overdo it and I would try to vary leg lengths (short leg after a long leg) to give your group a rest day after a tiring day. Ideally, each day should give you enough riding to make the riders feel like they are on a trip but not so much that they are totally worn out when they arrive at each destination. Each day should leave the participants with excitement for the next day.



Once you have a good idea of your route and the demands of the trip put the details out to your group for interest level and some soft commitments. Give them the deadline for the solid commitment or one that can't be changed without costing money due to cancelled lodging reservations. Once you have a solid number of participants you are ready to make your lodging reservations. We doubled up on rooms to cut costs and to facilitate our fellowship, an effort that was quite successful. Now start nailing down some plans regarding places to stop along the way; of course there will be many places you see along the way that will turn into stops.



As your trip approaches you may want to consider having someone responsible for giving each rider's bike an inspection for the trip roadworthiness. One bike problem resulting from neglect can mess it up for everyone. Be forceful here, you are the leader! As the day arrives have a list of mandatory and

recommended things to bring (see list below). The item that helped me the most with back pain was a waist belt, and this may be something you will want to recommend to your riders. I personally used a Garmin GPS unit with our routes downloaded from the Delorme Map program. These are great tools not only for directions but also for other interesting info (distance to turns, maximum speed, distance to destination, etc) on the trip.

You are now on your way! The most important thing you can do before the wheels roll is get your group together and have a prayer for the safety of the group, safety for the family members left behind, and the mechanical reliability of your bikes. Plan on making lots of stops to give folks a break, I recommend no more than 50 miles at a time. Remember if anyone needs a rest room break they don't have to apologize for it, and make sure everyone knows that. When you stop where gas is available, make sure everyone has enough fuel to go another 50 miles and try to allow plenty of time for visiting at your stops, after all, that's part of the fun. Consider having one of your more experienced members ride in the rear to "watch the flock". It will be this person's responsibility to watch everyone and give the leader a "heads-up" (via passing everyone) if a problem arises or someone motions they need to stop. You will need to be flexible on the trip but remember someone in the end has to make the call, and if you are the leader it is you. As the trip leader you will find yourself to be part leader, part negotiator, and part mother to the group. There will be times you will be worn out and frustrated and other times you feel like you are on top of the world. But remember the trip is not about you; it is something you are doing for everyone else. If they have a great time you

have done your job. Have a great trip!

Items to bring

- 1) Rain gear
- 2) Good tires
- 3) Mechanically good bike
- 4) Plenty of clothes
- 5) Prescription medicines
- 6) Snacks
- 7) Waist belt (highly recommended)
- 8) Good attitude!
- 9) Helmet (keep it on everywhere)

Leader should bring

- 1) Maps
- 2) Tire repair kit
- 3) First Aid kit
- 4) Someone assigned to help with directions
- 5) GPS unit (optional)
- 6) Group comes first attitude!

If you would like for me to speak to your group regarding my thoughts on planning a trip send me an email and I'll do whatever I can do.

Eddie Rahm

Wings in the Wind
edtennga@bellsouth.net

PS: If you would like to view the video I made after our trip select the You Tube link below. The photo quality is quite poor due to the conversion for You Tube but I think it will still enjoy it. - http://www.youtube.com/v/B_62voofHX0



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ROCK'S TWO CENTS

In a few more days 2007 will be history and we will be celebrating a new year. There have been many, many rumors going around about Road Rash Magazine and our staff this past year. Everything from we are going out of business to

and so said such and such about him or her. We have not addressed any of these rumors in print before now. Instead we have tried to take the high road and have concentrated on improving our magazine, leaving the gossip on the streets. Our content speaks for itself and therein lies the truth. You will now hear our slant on things As Paul Harvey says "Now... the rest of the story."

It's a fact that Road Rash Magazine has been at war for our very survival this year. About this time last year, after we discontinued the Biker Dude feature, we had a disgruntled employee leave the magazine and start saying some not-so-nice things about us. Out of spite, our ex then went straight to our competitor, which we will call "WalMag," (the WalMart of motorcycle magazines) in an effort to administer "get back." Our ex even works as an unpaid volunteer and suddenly WalMag had a local face to carry their banner, take your picture, and ingratiate

themselves into the Chattanooga market. You can even buy a copy of your photo, for a price. Just as Walmart moves into small towns forcing mom and pop businesses to close, WalMag is trying to corner the motorcycle magazine market snuffing out their competition. They have recently added the state of Tennessee to their stable. Did you ever try to find a can of shoe polish in WalMart? I'll compare it to trying to find your ad in over 100 plus pages of ads in WalMag.

WalMag also sent in a salesman who began sleeping in a camper two or more nights a week while calling on our Biker Friendly Businesses from A to Z. Some of our advertisers were convinced and took out ads with WalMag in addition to keeping their ad with us. A few dropped their Road Rash ad and went exclusively with WalMag. It's a fact that a half dozen of those businesses are now out of business. I'm sure that's just a coincidence. Let's look at this logically for a moment. How could a small business in Chattanooga possibly benefit from an ad in a magazine that covers three entire states and part of another? Is someone going to drive up from Atlanta, Macon, or perhaps Birmingham to grab a bite and a brewsky, get their bike fixed, or buy some leather? If you believe they are, I've got some ocean front property in Arizona that I'd like to sell you.

Our circulation is concentrated within a 50-mile radius of Chattanooga. I guess what I'm saying is, that it makes much more sense to place your advertising with Chattanooga's motorcycle magazine. As our ad says, "We're the LOCAL GUYS" (see page 10). All three owners live, eat, sleep, ride, and publish right here in Chattanooga.

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I am asking for your vote on Feb.5,2008. I am a past president of the Highland Park Neighborhood Association and understand the hard work neighborhoods do. Being a proven hard worker myself, we will build the working relationship needed to give District 6 the BUZZ that is present when communities are enjoying prosperity and rising property values.

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I don't know if ya'll realize it, but Chattanooga is unique in the fact that we have our own motorcycle magazine. Not statewide, not regional, not national, strictly local. Believe me folks, we're not in this for the money. If we were, we would have folded this rag a long time ago. We're just three local motorcycle guys who try to entertain you every month. Road Rash Magazine has supported Chattanooga area bikers and charities for over six years and now we're asking for your support. Send a message to the carpetbaggers. Leave WalMag on the rack. Please support our advertisers and make sure you tell them that you saw their ad right here in Road Rash Magazine. If it weren't for our advertisers, you wouldn't have a Road Rash Magazine to read. It's as simple as that. If you enjoy having Road Rash Magazine around, be loyal and talk us up, so we can continue to be the voice of Chattanooga area bikers for years to come.

As the 2008 riding season cranks up, be looking for our staff out and about taking pics and covering Chattanooga events. Get your mug in our next issue or on our Web site. All our event pics are uploaded within 24 hours to our site and you can download any of them free of charge (for non commercial use only). When you see the "cow bike" or the two sinister black ElectraGlides with the Road Rash Staff plates on the back, give us a honk or a wave. We're looking forward to entertaining and serving you for another year.

LTRNTT,

Rock

Send comments, suggestions, and hate mail to:
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TEARS ON BLACK LEATHER

Brothers and Sisters Down or Gone



On Saturday, November 24th, 2007 Donald Hammons, age 46, husband, daddy, friend, and brother was killed on his 1998 Ultra Classic named Sable. He was struck head on while southbound on highway 225 in Murray County, by a north bound truck that crossed into his lane. He leaves behind his wife, Tammey Hammons and daughter, Brittany LaShae Carpenter.

Donald was true. You never had to wonder what he was thinking. He was a faithful husband, devoted father, and loyal friend. In ten short years and 1000's of miles of riding together, I never heard Donald complain, judge, or criticize. He was just glad to be with you and wanted everyone to have a good time. He had a deep respect for all people and could find the good in any situation.

Donald was a long time employee of Shaw Industries in Dalton, Georgia where he was employed as an electrician. Anyone that knew Donald, knew that he could fix anything. Especially, if he was the one that broke it in the first place! He loved customizing his rides and helping others do the same. He would work tirelessly on your project, while his own project(s) lay waiting for his attention. His attention to detail was nerve racking, but you knew if Donald fixed it, it would be right. (Might take a couple of hours or days longer, but it'd be right!) If Donald didn't have the right tool for the job, he'd build one. Cause he damn sure wasn't gonna buy one! That's just the way he was.

For those lucky enough to have known Donald, we all know that he was pleasure to be around. I don't believe he ever turned

me down when asked to ride. He rode hard, but never so hard to endanger those around him. He was one of the most skilled riders I know. Always acting, rather



than re-acting. He loved style, speed, and horsepower. He was a fantastic story teller and had a knack for entertaining everyone he met, old or young, rich or poor, black or white, male or female, waitress or bartender, biker or motorcyclist, American or Canadian, everyone loved Donald's stories about riding!

Donald died living life. He wasn't scared to experience all life had to offer. His memory will be with his friends and family forever. I'm sure he'll be checking on us in his rearview mirror, just like he always did.

Donald, while you're up there, will you map out the good roads and locate the good bar & grill's so you can fill us in later? I'll be ready for one your infamous Long Island Iced Teas! We love you and miss you.

See you later, brother.

Eric "Otis" Ward
Dalton, Georgia



CLEARWATER, Fla. - Evel Knievel, the red-white-and-blue-spangled motorcycle daredevil whose jumps over crazy obstacles including Greyhound buses, live sharks and Idaho's Snake River Canyon made him an international icon in the 1970s, died Friday. He was 69.

Knievel's death was confirmed by his granddaughter, Krysten Knievel. He had been in failing health for years, suffering from diabetes and pulmonary fibrosis, an incurable condition that scarred his lungs.

Knievel had undergone a liver transplant in 1999 after nearly dying of hepatitis C, likely contracted through a blood transfusion after one of his bone-shattering spills.

Longtime friend and promoter Billy Rundel said Knievel had trouble breathing at his Clearwater condominium and died before an ambulance could get him to a hospital. "It's been coming for years, but you just don't expect it. Superman just doesn't die, right?" Rundel said.

Immortalized in the Washington's Smithsonian Institution as "America's Legendary Daredevil," Knievel was best known for a failed 1974 attempt to jump Snake River Canyon on a rocket-powered cycle and a spectacular crash at Caesar's Palace in Las Vegas. He suffered nearly 40 broken bones before he retired in 1980.

"I think he lived 20 years longer than most people would have" after so many injuries, said his son Kelly Knievel, 47. "I think he willed himself into an extra five or six years."

Though Knievel dropped off the pop culture radar in the '80s, the image of the high-flying motorcyclist clad in patriotic, star-studded colors was never erased from public consciousness. He always had fans and enjoyed a resurgence in popularity in recent years.

His death came just two days after it was announced that he and rapper Kanye West had settled a federal lawsuit over the use of Knievel's trademarked image in a popular West music video.

Knievel made a good living selling his autographs and endorsing products. Thousands came to Butte, Mont., every year as his legend was celebrated during the "Evel Knievel Days" festival, which Rundel organizes.



They started out watching me bust my a\$\$, and I became part of their lives," Knievel said. "People wanted to associate with a winner, not a loser. They wanted to associate with someone who kept trying to be a winner."

For the tall, thin daredevil, the limelight was always comfortable, the gab glib. To Knievel, there always were mountains to climb, feats to conquer.

"No king or prince has lived a better life," he said in a May 2006 interview with The Associated Press. "You're

looking at a guy who's really done it all. And there are things I wish I had done better, not only for me but for the ones I loved." He had a knack for outrageous yarns: "Made \$60 million, spent 61. ...Lost \$250,000 at blackjack once. ... Had \$3 million in the bank, though."

He began his daredevil career in 1965 when he formed a troupe called Evel Knievel's Motorcycle Daredevils, a touring show in which he performed stunts such as riding through fire walls, jumping over live rattlesnakes and mountain lions and being towed at 200 mph behind dragster race cars.

In 1966 he began touring alone, barnstorming the West and doing everything from driving the trucks, erecting the ramps and promoting the shows. In the beginning he charged \$500 for a jump over two cars parked between ramps. He steadily increased the length of the jumps until, on New Year's Day 1968, he was nearly killed when he jumped 151 feet across the fountains in front of Caesar's Palace. He cleared the fountains but the crash landing put him in the hospital in a coma for a month. His son, Robbie, successfully completed the same jump in April 1989.

In the years after the Caesar's crash, the fee for Evel's performances increased to \$1 million for his jump over 13 buses at Wembley Stadium in London — the crash landing broke his pelvis — to more than \$6 million for the Sept. 8, 1974, attempt to clear the Snake River Canyon in Idaho in a rocket-powered "Skycycle." The money came from ticket

sales, paid sponsors and ABC's "Wide World of Sports."

The parachute malfunctioned and deployed after takeoff. Strong winds blew the cycle into the canyon, landing him close to the swirling river below.

On Oct. 25, 1975, he jumped 14 Greyhound buses at Kings Island in Ohio. Knievel decided to retire after a jump in the winter of 1976 in which he was again seriously injured. He suffered a concussion and broke both arms in an attempt to jump a tank full of live sharks in the Chicago Amphitheater. He continued to do smaller exhibitions around the country with his son, Robbie. Many of his records have been broken by daredevil motorcyclist Bubba Blackwell.



Knievel also dabbled in movies and TV, starring as himself in "Viva Knievel" and with Lindsay Wagner in an episode of the 1980s TV series "Bionic Woman." George Hamilton and Sam Elliott each played Knievel in movies about his life. Evel Knievel toys accounted for more than \$300 million in sales for Ideal and other companies in the 1970s and '80s.

Born Robert Craig Knievel in the copper mining town of Butte on Oct. 17, 1938, Knievel was raised by his grandparents. He traced his career choice back to the time he saw Joey Chitwood's Auto Daredevil Show at age 8.

"The phrase one-of-a-kind is often used, but it probably applies best to Bobby Knievel," said U.S. Rep. Pat Williams, D-Mont., who grew up with Knievel. "He was an amazing athlete... He was sharp as a tack, one of the smartest people I've ever known and finally, as the world knows, no one had more guts than Bobby. He was simply unafraid of anything."

Outstanding in track and field, ski jumping and ice hockey at Butte High School, Knievel went on to win the Northern Rocky Mountain Ski Association Class A Men's ski jumping championship in 1957 and played with the Charlotte Clippers of the Eastern Hockey League in 1959. He also formed the Butte Bombers semiprofessional hockey team, acting as owner, manager, coach and player.

Knievel also worked in the Montana copper mines, served in the Army, ran his own hunting guide service, sold insurance and ran Honda motorcycle dealerships. As a motorcycle dealer, he drummed up business by offering \$100 off the price of a motorcycle to customers who could beat him at arm wrestling.

At various times and in different interviews, Knievel claimed to have been a swindler, a card thief, a safe cracker, a holdup man.

Evel Knievel married hometown girlfriend, Linda Joan Bork, in 1959. They separated in the early 1990s. They had four children, Kelly, Robbie, Tracey and Alicia.

Robbie Knievel followed in his father's footsteps as a daredevil, jumping a moving locomotive in a 200-foot, ramp-to-ramp motorcycle stunt on live television in 2000. He also jumped a 200-foot-wide chasm of the Grand Canyon.

Knievel lived with his longtime partner, Krystal Kennedy-Knievel, splitting his time between their Clearwater condo and Butte. They married in 1999 and divorced a few years later but remained together. Knievel had 10 grandchildren and a great-grandchild.

Joe Cool's Biker Health



Happy 2008 Road Rash Readers. We survived another year with anticipation of the coming months to be a year of happiness, good health, and prosperity for all. Each of us have many choices to make in regard to our relentless future. Let me help you choose a more active lifestyle habit for 2008.

An active life style is an increase in your physical energy demand by moving more. Walk as often as you can, take stairs instead of elevators. Push a lawn mower, do not ride one. Or, push a riding lawn mower and really burn some fat energy. Try new cardiovascular activities like tennis, rowing, or belly dancing. Continue to challenge your body to adapt to multiple activities. You will find that your physical strength, stamina, and agility will improve greatly. The food energy you consume will be used and stored as ready to burn fuel and not saved in fat storage compartments.

Remember that fat in the body is an energy storage compartment. Fat cells do not increase in their numbers, but increase in size. Consume more energy than you expend then the fat storage compartments grow larger. Burn more calories than you ingest then the cells shrink and take up less room in the body. Do not starve yourself of much needed energy to shrink fat cells. Train your body to be a calorie-burning furnace.

When a body is in regular demand for energy from an active life style then the fuel from carbs and fat are converted into glycogen which is ready to use energy for the muscles. The greater the physical demand the greater the fuel utilization will be. A very small percentage of carbohydrates will be converted into fatty acids for fat storage. Proteins (amino acids) will be the building blocks for increase muscle strength and stamina. Remember not to over fill on fuel, and just as important, is to make sure you have enough energy to meet your physical demand.

Staving yourself of precious energy can hinder your physical fitness improvement. You may loss a small amount of weight by limiting your food consumption. But, you will also lower the fuel demand over time. The body is adaptive and will protect from starvation by lowering energy expenditure by a decreasing the metabolic requirement and storing food fuel into fat storage.

So eat nutrient dense foods. Which means avoid fast fat food or prefab nuke foods (microwave dinners). Have freshly prepared meals with fresh fruits, vegetables, lean meats and drink water. Limit all soft drinks. Eat breakfast every morning and control your portions, because you can also get fat from over eating healthy foods.

Be proactive in your quest for an active life style. Move as often as possible. Consume fuels sensibly to meet energy demand. Start this New Year right and take care of yourself, because if you won't, who will?

Have a cool new year,
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HERE'S THE RUB

"We continued to tale a Personal Inventory, and when we were wrong, we promptly admitted it" Step ten of a twelve-step program

Two years ago, I wrote my first column for Road Rash magazine. I dubbed myself with the nom' de plume RUB because so many of the hardcore were using the word as a common derogatory pseudonym for all Rich Urban Bikers.

I had read the magazine Editor Rocks' continual rants and raves about how motorcycles were "meant to be ridden" and never trailered" and I guess I wanted to see if he would dare publish any alternative viewpoints. After all I rationalized, the majority of riders were not "living the lifestyle" but were in fact weekend like myself. Weekend Road-warriors; Monday through Friday, tie-wearing, nine to five, ham and egggers who come Saturday morning, if the sun was shining, were looking to shuck the corporate suit in favor of some leather and black and blues, eager to do a little posing.

To my amazement, Rock not only published my article but he actually gave me my own monthly column. Hmm... perhaps I wasn't strong enough in my taunting, so I proceeded to pen articles with titles like "Zen and the



Art of Trailering a Motorcycle." I wrote stories about the fun I had washing my bike, and polishing my motor to put in "Ride-in" shows. Rock of course, true to his nature, continued to preach about wearing out tires, sticking to less-traveled back roads, and riding in the rain.

I had a neighbor take a picture of me on my Softail decked out in all official factory-brand, logo-bearing bar-and-shield clothing that I used with my blogs. At one point Rock couldn't stand it any more and wrote, "I'll bet William Harley

and the Davidson brothers would be rolling in their graves if they knew how many Harleys today were being carried in the back of trucks!" The next month I dug a picture out of the archives and he printed a picture of the original Willie Davidson hauling an early-edition motorcycle in a flatbed Ford Model T pick-up. Touché' Take that! I threw barb after barb and Rock took them all on the chin, smiled and maintained his position about how chrome don't get you home.

Life is funny, and as proof that God has at least an ironic sense of humor, shortly after I became a regular columnist, I began riding regularly with Rocks' best friend and business partner, "Jimmy the Moleman." Bare in mind, Rock's boyhood, lifetime friend, buddy, partner and confidant was now seen sharing lane-time with his personal on-line nemesis. I had "an in" that I could use to get insider-information in my crusade as Rock's personal Lex Luthor. I now enjoyed the uphill advantage; high ground from which to poke Rock's underbelly with a sharp stick.

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If Rock said you got on the bike from the left side, I said it made more sense to mount it from the right. I pointed out how he had a radio on his bike, wore electric heated riding suits and once put a peel-and-stick "Ride to Live, Live to Ride" chrome do-dad on his Electric Glide (okay, I made that last part up but I wish I had used it anyway.) Yet, Rock never wished me any ill. In fact, Jimmy used to confide to me all the time that Rock was amused by my articles, complimentary of my writing style, praised my ability to throw change-up pitches each month, liked how I always made deadlines, appreciated that I required very little proof-reading and that he was especially fond of the way I started out articles with a quote from a song, movie or piece of literature.

...Okay, here's where it gets weird... If you ride with Jimmy you better keep up. The man traded in his eleven-month old 2007 two-wheeler with 32,144 miles for an '08! I am proud to say I rode shotgun for a respectful number of those miles. We rode in rain so hard you had to keep one hand on the handlebar and wipe your sun glasses with a gloved finger like a windshield wiper with the other. We rode when it was so cold I thought my toes would fall out of my boots when I took them off. We rode at night and brushed the snow off the saddles early the next morning before heading out again. When everyone was headed south for Daytona bike week, we were headed north riding 400 miles to get a bowl of chili because it tastes better that way. We rode the freeways, scenic roads, back-roads, graveled roads and one particular stretch of bad road that I wouldn't wish on my worst enemy. We rode an unofficial Iron Butt and upon our arrival 20-hours later, discovered only 992 miles on the odometer, so he insisted we run four miles up the road and back just to claim bragging rights...as if anyone besides us

cared! We rode in packs, groups and many times just the two of us. The bikes were ridden hard and put away wet and I was having a ball! I didn't have time to take my Harley to the shop any longer to get the oil changed, as it took too long. There were miles to be ridden and we were burning daylight if we weren't putting asphalt under the tires. If you ride with Jimmy you find he keeps oil in bulk supply and you change your oil yourself...at Rock's place. This is how I came to meet Rock face-to-face for the first time. I think he knew my Rub persona was rubbing off the more I rode with Moleman but he didn't let on.

I thought it was going to be strange for people to see Rock and I together at events but that doesn't happen much. Rock is in the crowd snapping pictures of the first bike to arrive and the last bike to leave in a formation. Then he hauls ass to get to the next stopping point to do it again. I waved at him once as he stood atop an overpass shooting the bikes from above. Thirty-five miles and fifteen minutes later, there he was again as we entered a curve shooting pictures. How he time-warped from point A to point B in that impossibly brief transitional period of time defies the physical laws of nature. I looked at a map, calculated time and mileage and came to the conclusion he had to cut through two yards. I am telling you the man walks the walks and doesn't just talk the talk.

So, as Arthur "Fonzie" Fonzerelli so eloquently says, I was Wra, Wrah, Wrog... I was Wrog...

I was wrong dang it!! Rock has been right the whole time.

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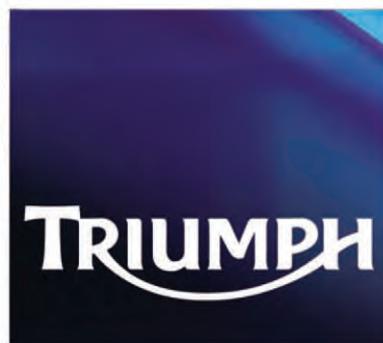
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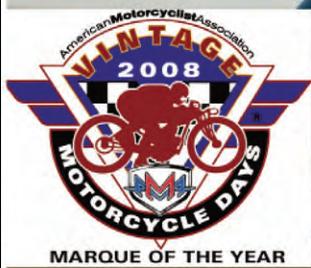
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REVEREND BOOGER'S TWO-WHEELED PULPIT

Well hello. I hope everyone got through the holidays okay, the fat guy in red was good to you, and the New Year is shaping up the way you want it to. Before I get to my sermon, let me take a few minutes not only to wish everyone a Happy New Year but to look back at last year and thank everyone that blessed my life, family, friends, co-workers, bosses, and anyone else whom graced my presence. Also I would like to send out a great big thank you too "Pebbles" for editing and straightening out my article every month, if it weren't for her it would be totally unreadable. With that said, let's get back to my in-depth exposé of the inner workings of "Boogtown."

Before I move on from bikes to other things, I have to admit after I finished last month's article, the "Boogtown" committee (voices in my head) went into a long-winded debate about types of bikes and what I had said about them. So to appease the committee I am going to make a list of the Top Ten dream bikes that I would buy if I had unlimited time and money.

- 10. Buell Ulysses
- 9. Triumph Thruxton
- 8. Kawasaki KLR 650
- 7. 1970s Honda 750 Four (restored)
- 6. New model Harley Dyna (every year)



- 5. Harley Sportster with every high performance goody you can put on it
- 4. New model Harley Electra Glide Classic (every year)
- 3. BMW R1200 RT
- 2. Harley XR750 or XR1000
- 1. Suzuki SV650 (set up for track day with all leathers and other necessary items)

So there, if you threw in a 1984 Yamaha RZ350 Kenny Roberts edition not only would you have all

my dream bikes in one place but you would have every major manufacturer represented. Now keep in mind this list is not in order as far as preference.

Ok, let's move on to roads. If I had to pick a location for "Boogtown" to actually exist, it would be somewhere right in the middle of the Appalachian Mountains. You would have to take only twisty two-lane roads to get to it and the only store in town would be an old general store with benches out front to sit on and rest. You would think as much time as I spend riding these types of roads that I would get tired of them, but I don't. There are four permanent "members" of the committee, Nostalgia, Racer, Adventurer, and Mr. Inpatient, these roads appease three out of four of these voices in my head for now, so all is well in "Boogtown." But I have to admit at some point, the adventurer is going to get bored. He is the one that keeps the map with all the roads I have ridden highlighted. The goal is to ride every road in America at least once. You have to admire him for having goals.

Now that you have been introduced to four of the

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"members" you can look back at my list of motorcycles and see which "member" chose which bike. Now don't get the idea that I shun interstates, Mr. Inpatient has his way sometimes and despite the rest of the committee not liking these roads, they are resigned to the fact that interstates are, for the most part, the fastest way to get from point "A" to point "B." Like most motorcyclists, I am not real fond of traffic but there is a committee member that not only likes it sometimes, but relishes in it when he is in the mood. That member is "the Racer." Fortunately I (the chairman) keep him reigned in most the time. So if you see me darting in and out of traffic with a weird smile on my face rest assured that the racer has taken over and I will get him back under control before I get killed. To the racer, traffic is not an inconvenience but it is a rolling Rubik's cube to be solved in the fastest and safest way. Since I have given time to three of the four committee members I mentioned I guess I should give "nostalgia" a few words. This is the member who likes town squares, old men sitting on porches that wave as you go by, and old-fashioned drive in restaurants with chocolate dipped cones. There is a certain kind of freedom you can feel when you are cruising down a two-lane through scenery like that, that is the freedom that I like best. Okay, before I close this up for this month I want all you to know that these four "members" I have talked about are not the only ones. These are the four that for the most part decide which roads I ride and which roads I like. Next month we will delve into what all the committee members think of riding apparel. Till then,

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MCIC NEWS

NEXT MEETING:

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@ FULL MOON SALOON

Thankfully, my friend and business partner Rock was kind enough to call and remind me about the MCIC (Motorcycle Clubs In Chattanooga) meeting held December 6 at the Full Moon Saloon. Otherwise it probably would have slipped my mind. Actually, Rock had called to tell me he wasn't going to be able to make it because he was feeling sick.

Although the temperature was very cold (and the flu was going around), the number of bikes that showed up was impressive and the turnout was large. One of the first things I noticed was the smell of food. "Little R" helped organize the sale of dinner plates to help his friend Terry Sellers get a trike. Over \$100 was raised and the food was



delicious. Other business matters were discussed including the production and sale of MCIC shirts, (I volunteered Rock to take care of that... before I realized he had shown up unexpectedly), upcoming poker runs, two benefits for our Freedom Riders MC friends Harold and Angie (who are recovering from a bike wreck), and general

concerns about our brothers and sisters who are sick or injured. But the highlight of the meeting (for me at least) was when little Blake told everyone "Thank you."

If you read last month's MCIC News, we mentioned young Blake and how people were pulling together to get him a special needs bicycle and a gift certificate to Toys R Us. Although Blake actually received his bike (actually a "Quickie" 3-speed trike) in November, he was presented with the gift certificate at the meeting that night and his smile lit up the room.

Blake is the 5-year-old son of Joseph and Beverly Thurman. His Mom, Dad and two sisters were riding in the family van on January 21 of last year when disaster struck. Without going into the details of the wreck, the demolished van ended up on it's top and (although child seats and restraints were in place and no one died) the family suffered serious injuries. The two girls ended up with bumps and bruises



Attorney Mike Raulston Speaks

as well as a few stitches. Joseph came out of it with two broken legs, a broken arm, and damage to his liver, bladder, and kidney. He used up 61 units of blood, died three times during the process and had to have his spleen removed. Beverly had to have her left kidney, spleen and



half of her pancreas removed. Blake had a spinal injury. He pulled and twisted his L2 and also lacerated his colon and intestines.

The doctors took some bone from his hip and two metal plates to fuse his spine together. He is now paralyzed from the chest

down. Besides Blake's physical problems, you couldn't tell him from any other healthy young boy. His disposition is cheerful and his parents say they just can't be around him without smiling and being happy. When Santa asked Blake what he wanted for Christmas this year, Blake said, "A Black and Decker Tool Set, and for my legs to work." As Santa replied, Blake is going to have to rely on God to help his legs. In the meantime, some Earth-bound angels are doing what they can. Tom Henley of Henley Medical in Chattanooga gets a lot of praise from Blake's parents, saying that he has done whatever it has taken to get Blake what he needs. Local television host Jed Mescon and the Civitan Club also deserve a special thanks, as well as Blake's "motorcycle buddy," Jeff "Little Bear" Beskin from the Freedom Riders MC and countless others. It breaks my heart that this great little guy has had to suffer though what he has, and I'm proud to be a part of anything that might help him.

Come to the next MCIC meeting to be held January 3 at Full Moon Saloon. Together, we can move mountains.

TOM THE BOMB



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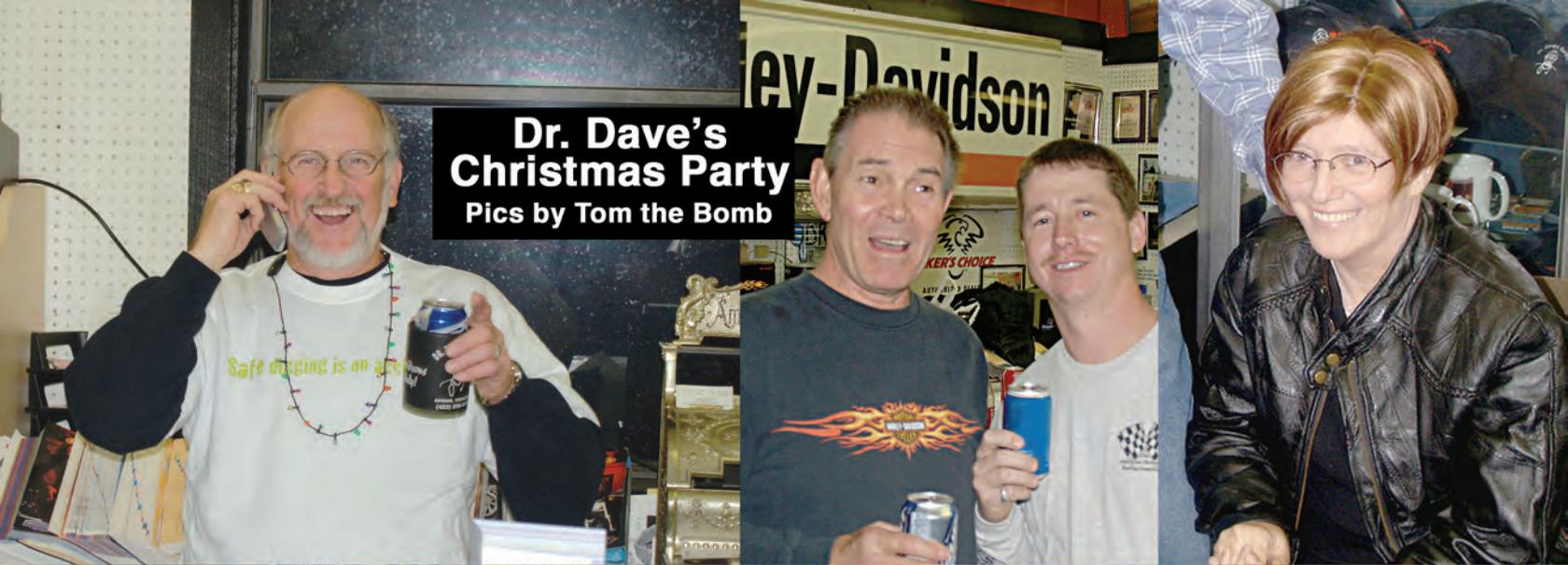
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January 2008 Biker Chick Emily

The Low Down:

Make/Model: 2008 Big Dog "Pitbull"

Engine: 117 cubic inch S&S

Paint: Factory "Heaven Blue"

Owner: Super Street Custom Cycles – Fort Oglethorpe, GA





This brand new Big Dog Pitbull caught my eye as soon as I walked into Super Street Custom Cycles. The beautiful blue paint, rigid frame, distinctive (4.6 gallon) gas tank, 23-inch front wheel and 280 rear tire got my attention. By the time I realized it had a 117 cubic inch (1916cc) engine – I was hooked. The 33-degree rake really gives this bike a mean stance – and because it weighs in at only 678 pounds (dry), I imagine this bike could cash whatever check its appearance might write. All this – and it could be your's for \$29,900. On top of that – Super Street has some great financing, so you owe it to yourself to go check it out!

Our model this month is a real sweetheart. Emily has worked for her Uncle William at Super Street Custom Cycles for around eight months now, and does a little of everything from apparel, customer service, parts, Pay Pal transactions, et cetera. This hazel-eyed beauty is the mother of a 20-month-old son, a college student (studying Occupational Therapy), and likes camping, meeting people and trying new things. If you have a chance to go by and see her at Super Street, ask her to sign your copy of Road Rash Magazine. Trust me – it's worth the trip to Fort Oglethorpe just to see her smile.

Special thanks goes out to William Lanier of Super Street Custom Cycles for providing the cover bike and studio space and to Emily for being so patient and accommodating during the shoot. Photography by "Tom the Bomb" Blevins.

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miles seeing nothing but forests and a stream, but all that changed when we reached the West Thumb intersection and I got my first view of one of the thermal features with its bright blues and greens. We continued on around the edge of the lake and what did

we see? A big bison probably 100 feet from the road munching on some grass. We pulled off and snuck through the bushes to get his picture. A little further down the road four deer were wondering down the edge of the road. We made our way on up to our home for the next few nights, Lake Lodge. The bison we saw previously were nothing compared to our encounter here, where traffic stopped for three massive bison crossing the street. After that minor traffic jam we went to the lodge and checked in the Pioneer Cabins, which were built in the 1920's. Believe me you could tell their age but they were all we needed on our visit. When in Yellowstone the last place you want to be is in a room. We unloaded our bikes and decided to go walk around. I went back up to our cabin to change shoes and my dad went to find a good spot to take a picture of the bison that were still munching out in front of the lodge. I heard this noise and looked up. Dad was sitting on a log up on a small hill with the camera and motioning for me to be quiet. I walked past the "Do not enter" sign; in Yellowstone they want you to stay



on the trails due to the amount of wildlife. I finally made it up the hill only to see the back end of a big ole Bison. Obviously, when my father wondered up the hill to take in the view, he didn't know what was waiting. About the time I sit down my dad gets a bright idea - to try and get

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the face of this massive animal that is not but about 50 feet away. He tells me "if he starts coming this way hide in the brush." Yeah right, like that would stop the ton that would be charging at me. After that excursion we headed out for dinner in the cafeteria and a sunset ride around the Park. We had to make a stop at the fishing bridge first to visit

a friend from Chattanooga that had purchased a scooter from us a few months before the trip. Now this guy has a great job. Tommy works for six months as a fishing guide in Yellowstone followed by six months in the winter in the Everglades. He had the inside scoop on where all the animals were being spotted. My dad had one mission - he wanted to see a bear! The next morning we awoke to a frost - brrrr! We suited up and headed out for the day. Bison are everywhere in Yellowstone and they rule where you walk and drive and when. We pulled over when we saw people with binoculars and sighting scopes. It seemed obvious they were looking at the bison around Hayden Valley, but my dad got his wish. It was a grizzly bear and her cub. Now, what I'm about to tell you is probably the funniest thing that happened the entire time we were gone. I was standing with some other people watching the bear and bison while my dad walked over to get his bigger lens out of the trike. I turn around and there is this huge bison walking down the middle of the road, my dad had his back to him. As he gets closer, he's making all sorts of crazy sounds that remind me of something out of an outer space movie. About that time my dad looks up



and the bison is literally 10 feet away from him. The people next to me almost panic and start talking about jumping in the river if he starts coming our way. This whole time I'm thinking that's MY DAD over there with Mr. Bison and are you people stupid there's at least 10 more beasts in the river just down the slope. The bison walks right by my dad and our bikes, walks right in front of us and goes over just a ways and starts rolling over just like my dog does. I guess he had an itch he could scratch! Then, the other bison came up from the river and they all go on their merry way. As you can probably tell, we had many adventures in Yellowstone which I'll finish telling you about next month.

I'd like to change gears for a second and talk to you all about something that has recently touched my life. I have a friend, Stephanie Gregory Vasofsky, who was diagnosed with Stage 4 cervical cancer in April. Despite the work of her medical team, chemotherapy and radiation have been unsuccessful and her body is too weak now to handle further treatment. She has a very caring husband and a 2-year old daughter named Zoe. The 28 year-old mother has spent these last months writing letters to Zoe for all the events in her life that Stephanie will not be here for. This girl has been so strong and has had such a positive attitude putting all her trust in the Lord. She has been such a wonderful Christian example to me and many others that have read her story on www.caringbridge.org/visit/stephanievasofsky I am truly inspired by her and hope you will be too. A Foundation for cervical cancer is being started in her name. If anyone would like to donate to the foundation or to help her family in this time of need, that would be wonderful. Just send any donations to me here at RT Cycle. Steph has many prayer warriors lifting her up, but can always use more, so please keep her in your thoughts and prayers.

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I caught a glimpse of a nice former police bike parked at Thunder Creek Harley-Davidson and (being a former police bike owner myself), I couldn't help but walk around the corner to check it out closer. It looked like it'd been taken care of, and the "birch white" paint reminded me of my present ride before I forced my infamous bilious paint scheme upon it.

Walking back toward the dealership, I saw the bike's owner. We struck up a conversation, and in no time, I had him strapped down to the Hot Seat for some Q and A.

He turned out to be Dean Mullins: a 41 year old divorcee with two grown children (D.J. – 23 and Amanda



– 21), who has lived in Soddy Daisy, Tennessee for about 6 years. Before that, he lived in Sequatchee County and still has friends there. As a matter of fact, he bought his Harley Electraglide from a friend of mine – "Crunch" at Sequatchee County Motorsports. He said he likes to wrestle Crunch from time to time, and if you've ever seen Crunch – he's a big ole boy. Let's see how Dean does when we throw him in the ring with our Hot Seat questions:

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

When I was 18, Glenn Smith, a school friend of mine started calling me "Guido." It stuck, and some people still call me that.

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

When I was 13, I had a 1965 Harley-Davidson single-cylinder 125 that I rode everywhere.

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

I went to New Orleans from Chattanooga during the hurricane disaster relief. I saw a lot of things that made me think about what could happen in life.

4) Do any other members of your family participate in





motorcycling?

My Mom and Dad rode practically all of their lives. They had bikes and trikes as far back as I can remember as a kid.

5) Have you ever had any serious wrecks?
No. I've been lucky so far!

6) Have you ever been discriminated against because you ride a motorcycle?
I have had a lot of people look at me funny because of my tattoos and stuff, but those people who get to know me find out I'm the kind of guy who'd give you the shirt off of his back.

7) Have you enjoyed special benefits because you ride a motorcycle?
Yes. I really enjoy going on poker runs – especially those that benefit cancer patients and kids. My brother died when I was five from a brain tumor and my Mother had breast cancer. I love to ride – and support those causes.

8) What is your favorite type of riding and what is your favorite local route (within 100 miles)?
I love to just cruise along. My favorite route is going up Suck Creek Mountain across Highway 111.

9) On average, how many miles do you ride each year?
That's hard to say. I just got this bike three weeks ago, and I've already put 3,000 miles on it. I don't really know. I like to ride year-round, even in the snow, etc.

10) If you could change one thing about the motorcycling community, what would it be?
I wouldn't change anything. Everyone seems helpful and polite. Most people will stop and help if you've broken down. Everyone waves, and it doesn't matter what kind of bike you're on.

Well, Dean did pretty good answering our questions. And I did get the feeling he'd be one of the guys who'd give you the shirt off his back if you needed it. If you catch him out and about on his birch white beauty, ask him to sign your copy of Road Rash Magazine. Any friend of Crunch's is a good guy to know, and you never can tell when you might need that shirt! - **Tom the Bomb**

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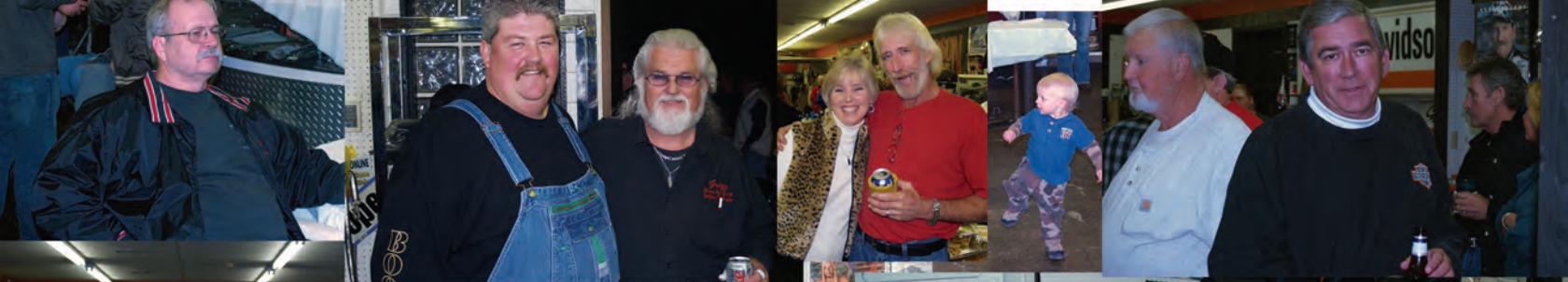
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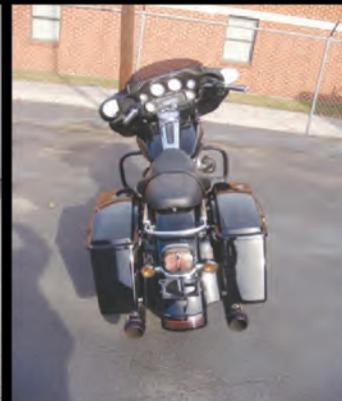
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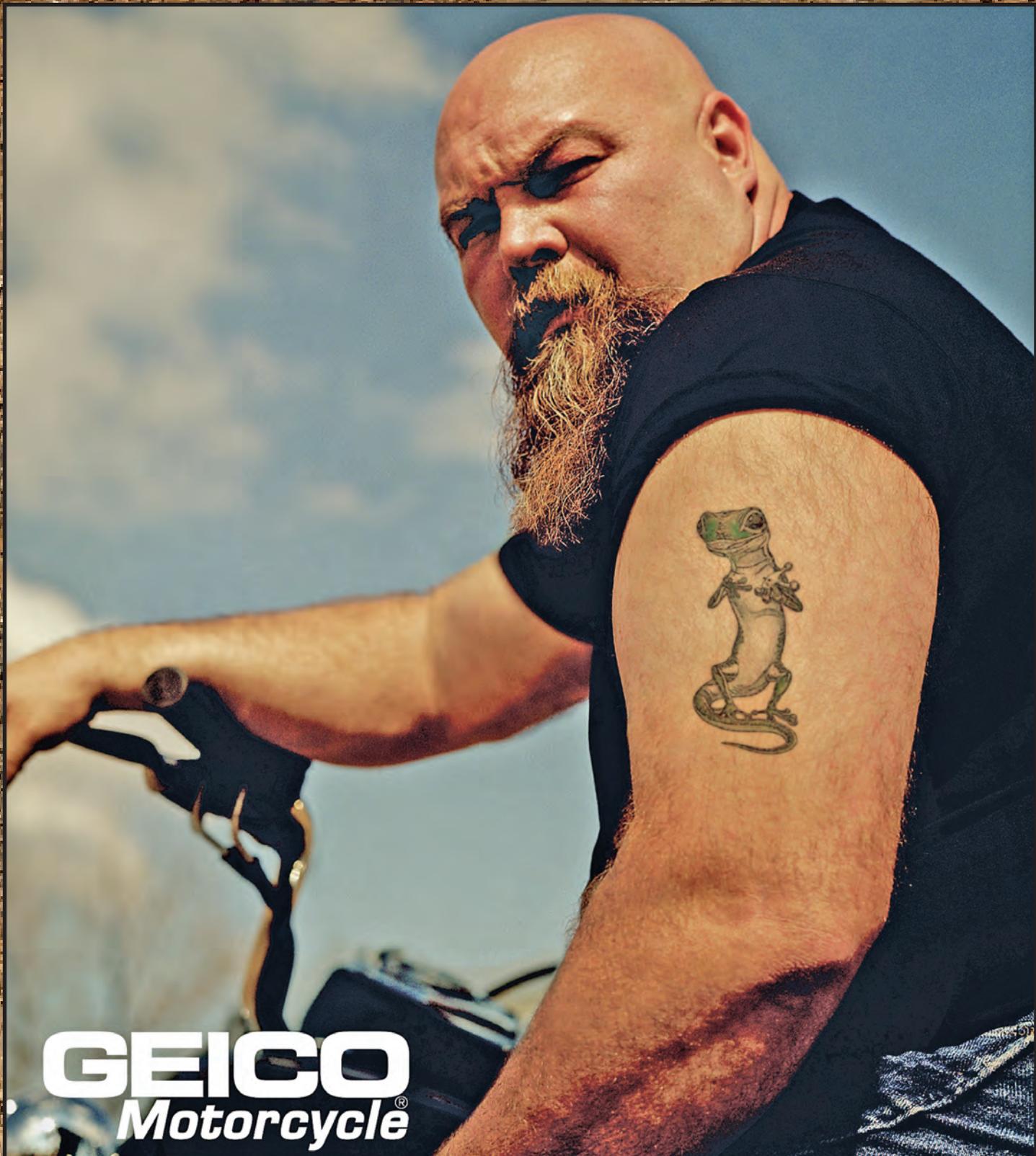
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