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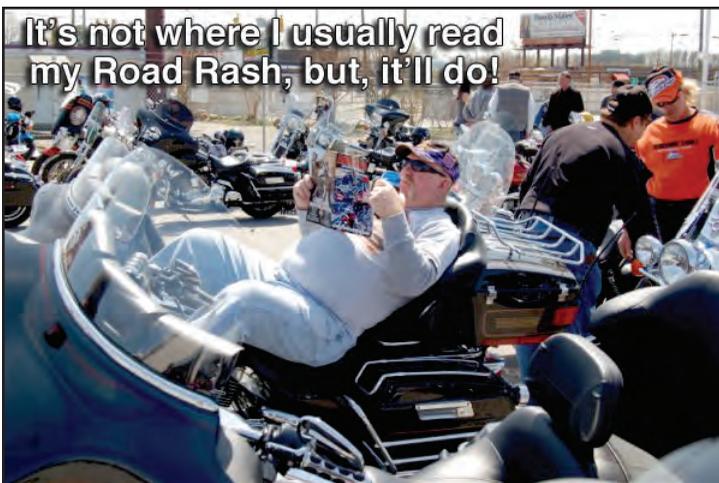
*Dianna Paul*  
Daughter of a Southern Man



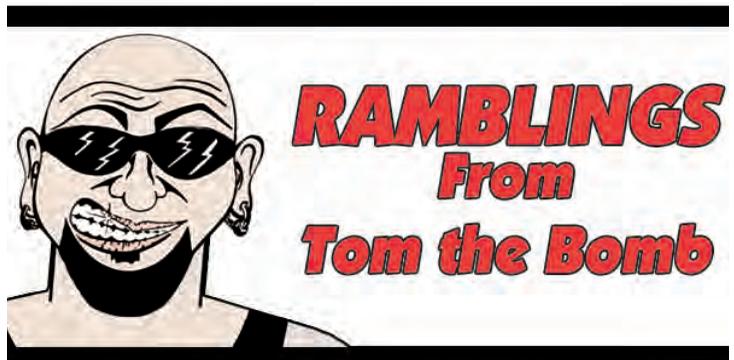


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Well, the time for May flowers is upon us. Judging by how often I'm having to update the event listings on our Web site, the time for bike events is also! The weather is great, and the time is right. Get off your couch, turn off the TV, and put your knees in the breeze!

Last month was a rough one for a lot of us. Everything seemed to be going well, and then all of the sudden, bad things started to happen. I got a phone call way too early on a Sunday morning, telling me my 23-year-old "adopted nephew" Zach Nichols was involved in a motorcycle accident the night before, and that he'd died from his injuries. Still reeling from that news, I soon heard my good friend Randall "Biscuit" Duckett had also died in a car wreck that same night. I understand that in "the big picture," accidents, even fatal ones, are commonplace and unpredictable... But it really sucks when they come one after the other and you don't get a chance to handle them separately. In any case, please take special consideration to those around you who are grieving, and pay special attention to the health and safety issues around you so that your friends and family won't join their ranks. Especially if you are my personal friend, because if my hair wasn't already too short to grab, I would have pulled it all out by now.

Anyway... Speaking of bike events, please be sure to check out all of the poker runs, rides and benefits printed in this magazine and the extensive list we have posted on our Web site. Of course, everyone is planning on attending the Thunder On The Rock rally late in the month, and checking out the HOG rally early next month, but I want to remind everyone to hit as

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many of the smaller events as they can. ABATE District One will have their Iron Horse Rodeo, American Motorcycles will be hosting the official Thunder On The Rock Kick-Off Party, you won't want to miss the Rally In The Valley, and, of course, Thunder Creek Harley-Davidson will kick off their Sundown parties - all this month. I am going to try my best to attend as many events as possible, and bring as many friends along as possible. I'd like to personally invite you to attend the Bikini Bike Wash at Ziggy's on Cherokee Avenue in Chattanooga (starting at 6 p.m. on May 22) benefitting the "Fight The Streets" program. By then, most all of us will have some road grime on our bikes, and there's just nothing like knowing you're getting your bike clean and helping out local underprivileged kids, all the while witnessing the miraculous wonder of the two-piece bathing suit in action... Besides that, there is an after party featuring the long-awaited reunion of the band Stoneline (with the original members), a performance by the Corpsewax Dollies and even "Kat the Midget Entertainer." In other words, hang around for the after party, and you'll have plenty to talk about at the water cooler later!

We've finally got everything rolling toward the Road Rash Biker Bash coming up August 13-15 in Martin Springs, Tennessee. If things go as planned, it will be the biggest and best old-school biker party we've ever put together. So, if you get a chance, drop me a line at tomthebomb@roadrashmag.com and let me know what your most favorite and least favorite parts of the Road Rash Bash have been previously. It will be the magazine's ninth anniversary party, we try to learn a little more each year, and we'd appreciate your opinion! What are some of the changes we are considering this time around? We are looking at more shade, even better entertainment, more organization, less hassle and more fun. In the interest of keeping everything affordable, we are planning on keeping our all-inclusive admission the same. We will continue to offer our online hassle-free advance admission option, but we will also have advance tickets printed up and for sale at a few specific outlets. Those outlets will be announced next month. So... go ahead and ask off from work for that weekend, and get ready to party!

Your homework this month? Make a special effort to know who advertises in this magazine, and do business with them. Are you really a big Road Rash fan? Can you name five current Road Rash advertisers? Without cheating, make a list, then see if you can find their ad. You might be surprised!

Keep it twisted!

*Tom  
THE  
Bomb*

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# ROCK'S TWO CENTS



## THE WING DUDE

It is unusual to write a story about someone you have never met. It's even harder when you don't know the person's name or anything about them. This story will be told by the man's motorcycle and my imagination. This is a story about "The Wing Dude."

I will start by telling you that WD doesn't know his nickname is "Wing Dude." You see, this nickname was bestowed upon him by BooBoo and I when our paths crossed this last summer in Gillette, Wyoming on July, 21. Our paths crossed, but unfortunately we didn't have the pleasure of meeting WD face to face. We did, however, spot his extremely filthy Gold Wing and all of it's unusual attachments. It was so unusual that I got my camera to document this veteran machine of the highways.

Two months later BooBoo spotted Wing Dude in Killboy.com's weekly highlight pics. We had noticed a dragon sticker on WD's front fender in Gillette that night, and now, here he was on the Dragon again. WD is a veteran of the Dragon. Boo was not 100 percent sure so he called me for a positive I.D. I pulled up my pics and indeed there was no doubt that this was the infamous Dude. Wow, how cool is it to ride for months on end? I have wanted to interview this mega rider, but, to date I do not have any contact info on him. I am still working on that.



Until then, here are my musings on Mr. Wing Dude. Wing Dude is in his late 50's or early 60's and was once a Harley rider. You can tell this by his well-worn skid lid and black jeans. This is not the usual attire of "Wingers." He is from somewhere in Missouri, but he's not at home for much of the year. WD has been known to use a helmet cam. You can see the dock for the camera on the top of his helmet. WD is probably a Vietnam veteran or ex-military. He is retired, single, and has a pension that allows him to ride many months of the year. Wing Dude has been known to camp (you can see the gear on his bike), but likes to stay in motels from time to time.

Wing Dude eats right. He is not overweight and he always has sunflower seeds on his dash and a banana stuck behind his side wind wing. WD stays hydrated while he rides as you can tell by the two water bottles on each side of the bike.

He does use smokeless tobacco which is evident by his

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This ride not affiliated with any Trail of Tears ride other than the "Charlie Maxwell Ride" from Cartersville, GA, "Cherokee NC Ride", and the "Cherokee Northern Route Ride" from Kentucky all of which take place on Friday, September 17, 2010. Trail of Tears Remembrance Ride is organized by a 501 C3 non profit Board of Directors

attached spit cup with lid on his right handlebar. I believe that WD thinks a lot and take notes about his journeys. He also probably rides long distances with no hands while note taking. You can see he has an ink pen and highlighter above his GPS screen. He also has a sunscreen for his lips and a lip medic in case of sunburn.

By looking at his license plate holder, you can tell WD is a seasoned iron-butter. Another dead giveaway is his sheepskin seat pad with an adjustable air hawk cushion underneath. He modified it so he can make it firm or loose using the air bulb on his left side while he is riding. Although his wing is so caked in bugs that you can hardly see the paint, the WD hates to ride with a dirty windshield. You



can tell this by the squeegee he keeps on the right side of his fairing. I can almost guarantee you that the Wing Dude is packing heat, most likely a small snub nose 38 with hollow points. He keeps it in the leather pouch in front of his seat. WD likes to talk with truckers on his CB radio to amuse himself, check traffic, and keep himself from falling asleep on those long hauls.

You can tell the Wing Dude is safety conscious by his two add-on windshield mirrors and the extra fog lights mounted under his mirrors. His GPS is another safety feature to help him find those gas stations in the boonies. He carries a laptop with him on his travels. The memory stick attached to his key is the clue. Wind Dude likes his tunes and listens through small blue earplugs. Not only can he hear the music better, but also they keep him from becoming wind deaf.

Even though I don't know him personally, The Wing Dude is a kindred spirit. You see, shiny trinkets, patches, or pins on a vest don't impress me one bit. I am impressed with riders that know what motorcycling is all about, riding. Riders that don't care about how it looks, just it's functionality. The Wing Dude resides at the top of the heap.



Stay tuned, I will get that interview.

LTRNTT,

Rock

Send comments, suggestions, & hate mail to: rock@roadrashmag.com

P.S. - I have located the Wing Dude and have talked with him on the phone. I will be doing a personal interview with him and will have the Wing Dude's real story next month.



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# Tears on Black Leather

## Brothers and Sisters Down or Gone

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

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

It is with deep sadness I announce the passing of my Dad, Reverend James Martin on Friday 03/19/10. Dad served proudly in the Lord's Army and in the US Marines during the Korean War. He was a decorated veteran including a purple heart, bronze and silver stars. Dad was 80 years old and had not been in good enough health to ride for years. He knew he could not hold up a 2 wheel bike any longer, but he still talked about getting a 3 wheeler. His eyes would still light up and he would still grin when he talked about the bikes he owned, his adventures and mishaps. He would always tell me when it warmed up he wanted me to take him for a ride. Well, we never made that ride Dadâ, but now you are with me I am carrying your memory always... Ride Safe Daddyâ, your little girl will ride with you somedayâ.



Jamie Braden In loving Memory of Randall "Biscuit" Duckett

May 30, 1984 to April 3, 2010

The sudden passing of Randall "Biscuit" Duckett left everyone that knew him with an indescribable feeling of loss. He leaves behind his Father William Randall Duckett Sr., girlfriend, Mitzie Williams, daughter McKayla Duckett, stepdaughter Mason Williams, brother Kit Baliles and many other family members and friends.

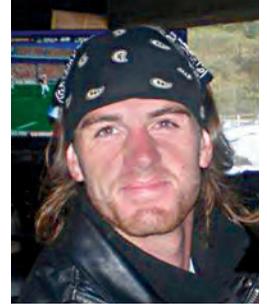


Anyone who ever met Randall knew he had a great love of life. He always had a smile on his face. He enjoyed riding, especially with his stepdaughter Mason. He was a huge Tennessee fan...GO VOLS. His favorite band was Shinedown. He also enjoyed hunting, playing cards, anything he could do to be with his friends. He attended many biker events, rallies, and rode in many benefit rides. He loved riding across Big Ridge. He was a HUGE fan of burnouts. After the funeral service we went to his home and Cornbread roasted the heck out of that tire. Randall's favorite saying was Skeewoo so here's a big SKEE WOOWOOOOO !!!!!!!!!!!

As an Eagle flies, so does our Brother.

Amanda Hutcheson

Just this side of Heaven is a place called "The Lonely Road." When a special Brother passes on, they ride down "The Lonely Road" to the eternal clubhouse to await our arrival. There are twisties, turns, straight a ways, a speed limit of 110 m.p.h., and no cops to give tickets. All the brothers ride, drink, and party together. Even rival clubs get along. All are brothers at the eternal clubhouse.



There's warm sunshine, fresh air, and no rainy days for our loved ones. Those that were ill are restored to good health. Those who were hurt are made whole. Zach Nichols has been restored, riding that road and raising cain at that clubhouse. He is waiting for us so he can ride that road with us. His "Club Dad," Bird, of the Southern Journeymen, told me of a dream he had the night after Zach had passed. He saw him on The Lonely Road pulling up to the eternal clubhouse, where Bertha and Mad Mike greeted him. He looked back at Bird with a look that showed no fear. He smiled and said, "It's all good now!"

Zach was my little buddy. I miss him daily. I am proud to call him a friend and a brother. He may of never worn an Outlaw patch, but he had the true heart of a 1%er... He even had our bad attitude. To some, Zach was called brother, while others called him son. We all lost one heck of a Southern Journeymen and one heck of a biker.

Oatmeal 1%er



Wanda Lee of Rossville, was a loving mother, wife and Grandmother. She was a long standing member with the Southern Cruisers Riding Club Chattanooga Chapter and served as mother figure to many of us. Sadly, she passed away at her home on October 26th 2009 after a long illness. Wanda was a fiesty little woman who had love in her heart for everyone she came in contact with. She was truly a sweet spirit and is sadly missed by all who knew her.

"G"

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## RIDE TO EAT

March weather is typically unpredictable in this town. This day, the sun was shining as it had not done in quite awhile. The temperature was above 60 degrees for a change. My motorcycle had been cleaned and previously serviced. The pavement was calling...and the answer was definitely yes. It felt like a lifetime had passed since I felt the freedom of riding and the wind in my face!

We headed out of Chattanooga about noon ready to eat - so food was the agenda. We started out with several of us going and that quickly changed due to a mechanical failure. Highway 27 South was the chosen route. The streets were not too crowded at this time of day and not in as bad a shape as I thought they might be. With all the rain that we have had in February, I expected a lot more pot holes in the roads.

Slowly taking our time we traveled thru Chickamauga Battlefield viewing the open fields that will soon be green again. All the yellow school buses for Walker Co. schools sat in their perfect lines waiting for Monday morning. Passing thru Noble I quickly said a prayer for the families effected by the tragedy there a few years ago. Then passing thru Lafayette I wondered about Sheriff Wilson's progress with his cancer. I love having all the time and freedom to think while riding (Dr's office on wheels).

Then we were in Summerville, Georgia. We stopped at Jim's Restaurant. We met one of the owners - Gina Goodnight. She actually took the time to come out and sit with us for a few minutes. She explained the remodeling that had taken place since the fire last August, and invited us to come back this summer for their

HOMEMADE ice cream! If it is anything like the meatloaf and sweet potatoes I will be there. This was possibly the best meatloaf I have ever had! The size of their portions is enough to make me want to go back there. One meat and two veggies for 4.95! Two people could easily feast on one plate of this size. Everything on their menu is reasonably priced too.

Evidently other bikers knew about Jim's already. As we ate I saw a bike pull up. Then it was five... the rumbling got even louder... 9+ bikes. We were joined by the North Georgia Kickstands. Great bunch of people! I can't wait until their next benefit and riding down to meet them again. Other groups of bikers came in as well while we were there. Unfortunately, we didn't get a chance to chat with them as much. It was time to head 41 miles north back to Chattanooga before the temperature dropped. Thanks to Georgia for all the hospitality and go see Gina and her partners @ Jim's Restaurant, 50 Hwy 114 Summerville, GA (706) 857-2123.

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# FROM ROCK'S MAILBOX

Back in March of this year I decided to stop in at Pandora's Motor Sports on Highway 58. Not only are they a new advertiser in Road Rash but a new business as well. I wanted a Ducati Sport Classic and since they did not have a red one in stock one would have to be ordered. I was informed there was also a special promo on this bike which included a rebate and a low interest rate. After applying for financing and being approved, I was told there was a small problem. Financing was no problem, however the special interest rate did not apply to this model of bike. After talking with Justin, he assured me that they would do every thing in their power to get me the bike I wanted at the interest rate and payment I was originally quoted. In this world we live in, very few people or businesses honor their word. Pandora Motor Sports went above and beyond to see that I was happy and satisfied with my buying experience. That is why I felt it was important to let Road Rash know about the integrity of one of their advertisers. I want to thank Justin Prann, Michael Lively, John Prann, Craig Collins, Ken Ivey, and the rest of the crew for making my buying experience easy and enjoyable. All of the employee's there were extremely helpful, courteous, friendly, and professional in the way they handled this situation. If you are looking for an awesome experience and are in the market for a Ducati or a BMW, Pandora Motor Sports is the only dealer you will have to contact.



David Estes

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Since last year I have been trying to work a track day on my Aprilia Tuono into my schedule but had been unsuccessful until this March, when I finally was able to fit it in. In this article I will go through the process of preparation for, and participation in, a

typical track day with some suggestions along the way for potential participants. Then I will share a few of my personal observations and experiences from my track day.

**Track Day Process:**

The first order of business when planning a track day is to make sure the particular track day you are considering is a good fit for you and your bike. Different track days are catered toward different type bikes and riders.

The next step is to make sure you have all the required protective riding gear required by the track day sponsors. For my track day, I purchased my son Tyler's old racing suit, plus I borrowed his current racing boots and gloves. These are not your everyday type riding gear and can be quite expensive. Typical one-piece racing suits are around \$1,000, decent racing gloves around \$200, and racing boots around \$300. For those who are just getting started these items can be rented at most track days.

Your bike must also be prepared for the track to prevent dangers to yourself and other riders. These modifications typically include removing blinkers or taping over the lenses, taping over the headlight, disconnecting all lights, replacing antifreeze with Water Wetter, and possibly safety wiring the oil drain



plug. Of course all these modifications are what keeps the track clean of debris so you and your fellow riders can flog it out without slipping.

One thing that is not mandatory but highly recommended is bringing someone along as your pit helper. Not only will this person be your helper in the pits but also in the unlikely event you are injured, they will be your driver home.

For those who plan to be a track day regular, a set of bike stands and tire warmers are a must. The stands prop the bike off the ground so the tire warmers can be mounted. Tire warmers keep the tires warm between track sessions, keeping them from cycling from cold to hot, greatly shortening tire life.

Of course one of the mandatory requirements is a truck or trailer by which to transport your bike. The first order of business after unloading at the track is the mandatory track meeting, which lays out the rules regarding passing, the meaning of the various flags used by the track workers, and details regarding the track itself. Even though everyone hopes it is not needed, the presence of the ambulance is a comfort to all.

Once all the preliminary details are taken care of, its time to hit the track and this is done in different classifications (Novice, Intermediate, and Expert), according to track experience.

The Novice group will always have an experienced track rider leading them on the initial laps to help show the proper line through the curves and to relay riding tips.

As you get out on the track and your speed continues to increase on successive laps you will realize that you are in the wrong place if speed scares you, because it doesn't take long before you pretty much find yourself running flat out.

Right off the bat you learn you must trust your tires in the curves, and since the track is clean of debris your tires will probably be more effective than you think. Of course your bike should already be fitted with good tires for the street anyway!

As your riding time progresses you will refine your technique and will adjust your line through the

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curves that you see used by the more seasoned riders. You also will learn that if you don't focus your eyes on the track ahead of you, the area off the track will become quite familiar territory. Your bike will go where you look!

Normally the track day organizers provide a good lunch to be included with the price of the event. For those who attend the event as spectators, there is normally food available for a fee.

One of the great side benefits of track days is the fellowship experienced during the day with the other riders and the new friendships made. If you enjoy brotherhood between bikers, try a track day for the ultimate fellowship based on the mutual admiration between the riders.

**My Track Day Observations:**

Part of my barrier to track day participation has been a busy schedule and partly my fear of sharing the track with a lot of other participants on my first time out. The problem of sharing a track with too many bikes was solved by Pandora's European Motorsports, who sponsored a track day at the Talladega Grand Prix Raceway, limiting participation to 20 bikes divided up into the three classifications. Pandora's is the first dealer I have seen in Chattanooga that has shown a commitment to riding skills enhancement, performance, and bike racing. These guys are just what many of us in the Chattanooga cycle community feel has been needed for years! This particular track day sponsored by Pandora's was going to be mostly participants who, like me, were not experienced track day riders and their bikes were their daily street bikes. The Talladega Grand Prix is the perfect track for new track day participants since the 1.5-mile road course does not have any high-speed (125-plus m.p.h.) straights. Based on these facts, it appeared to be a good fit for me, so I signed up and paid my fee!

Our track day was scheduled for a Monday, so many of us spent Sunday night at the same motel, enjoyed supper together and the great time of fellowship. Pandora's arranged for professional BMW racer Nate Kern (2008 ASRA Pro National Thunderbike Champion) to attend our track day to provide some guidance and



coaching. Since Nate was one of the supper participants, we had an interesting conversation over our BBQ dinner regarding bikes, racing, and techniques. I particularly enjoyed Nate's common sense approach to his instructions and his humility regarding his racing accomplishments. Jack, one of our fellow track day participants, picked up the tab for everyone's dinner and our thanks go to him for that gracious act. The next morning was cold (low 50's) and the forecasted sun and warmer temperatures never arrived like we had hoped. Most of us probably were colder standing around in the pits than we were on the track, even though our speeds were in excess of 100 m.p.h. on the track. There are a lot more things on your mind at track speeds other than the temperature.

My first session was with the Novice group, since I had never done a track day. I was directly behind Nate as he led us around the track initially for some "on the bike" instruction, including his suggested lines through the curves. After several laps he motioned me by so that he could work with the guys who were further back. After a few more laps my speed was increasing and by the end of the session I thought I was really chewing up some quick laps, until learning what my actual lap times were – not very good! Two more sessions with the Novice group and it seemed appropriate for me to bump up to the Intermediate group. My lap times continued to improve but the fact I was scraping my kickstand in two curves was not only slowing me down in those curves, but also served to disrupt my concentration on the whole track. Finally on the last track session my pit man, and son, Tyler removed my kickstand and it changed everything. Not worrying about my kickstand allowed me to run a much quicker pace and to concentrate more on what I was doing, meaning not only much better lap times but much more fun. At the end of the day I had completed probably 50 laps and was pretty tired. Also surprising to me was the fact that my bike that normally gets 40-plus miles per gallon only managed around 10 miles per gallon on the track. This kind of gives you an idea of the amount of throttle used during these sessions.

The two things I was most apprehensive about prior to hitting the track actually were items of no concern as I spent more time on the track. One thing I previously feared was running high speeds within feet of other riders. I learned that as you concentrate and focus on your riding, the other riders are not that much of an issue. The other thing I previously feared was passing other riders in curves; about the only place passes can be made (everyone is fast on the straights). This fear actually was reversed as I learned that the challenge of picking a line through the curves (that allowed me to pass other bikes) was one of my favorite parts of the sessions. I did run off the track twice, once to keep from running over a slower rider and once due to a missed downshift in a curve. Both instances I was able to immediately jump back on the track and continue.

They say, "one day on the track is worth a year on the street," but in actuality, it probably is more like five years on the street. The two things I took away that made me a better street rider were to trust my tires and to look where you need to go. On the track, as you push your bike to what you believe are its limits there are times when you just miss the line intended on a curve. This missed line will in some instances result in running off the track and maybe crashing, unless you force yourself to look ahead where you need to go. This results in an increased lean angle and more work on the tire edges. Several times it kept me out of trouble because it works. So my word to you if you find yourself some day in trouble in a curve you misjudged is: "Look ahead where you need to go, not where you don't want to go."

To our Road Rash readers who have contemplated venturing on to a track, I would encourage you to "go for it." I know I enjoyed it enough that I will make at least one more Track Day this year and may consider purchasing a track bike. My thanks to Justin, John, Michael, Don, Ben, Randy, and Ken at Pandora's for a wonderful and well organized Track Day. You guys do everything the right way!

**Eddie Rahm**  
"Fast Eddie"  
erahm@roadrashmag.com

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# This & That



Greetings! I hope this finds you out riding! The last couple of weekends have been wonderful. Last weekend we ran the Cherohala Skyway from Tellico Plains to the pizza place just north of Robbinsville then returned the same route back to Tellico. Surprisingly, it was not crowded...

I guess most folk consider 60 degrees too cold to try the Cherohala, but it was not that cold; it really felt quite warm.

We also stopped at Pandora's for their grand opening. They had the BMW 1000 R there and were testing it on the dyno. Mercy! The advertised horsepower for that bike is 193 or so and the weight is about 400 lbs. Is that a power-to-weight ratio of 1:2? Me thinks so. Add a few rpm's (I'll bet that thing can spin three times faster than my scooter) and you have one incredible beast. The Ducati factory was represented and offered rides on several machines. There also was an Ecosse in the parking lot. Very rare, indeed!

We went for a ride (the aforementioned Cherohala ride above) and then went to Ultimate Cycle's customer appreciation party. There was quite a collection of scooters there and much fun was had by all. It seems there is going to be a happening every Thursday evening. Be there or be square!

Hope you have been successful with your resolutions. You know those promises you made to yourself four or so months ago? WHAT? Have you slipped? Have you failed? Are you beating yourself up? Does your inner voice refuse to stop the incessant chastising? Do you feel you have the will power of a sea slug? HA! Told you. The reality is that it is not too late to start. Better late than never, if you will. You may recall my mentioning that I thought spring was a much better time of year to begin something new than in the dead of winter. It's amazing how crowded the workout places are in January and February and how much attrition there is beginning in March. By April things are back to normal and the crowds are gone. We've begun exercising in our "workout room"; I have lost about 20 lbs and resumed time on the treadmill and elliptical machine, and reacquainted myself with the Bowflex and the hang-upside-down contraption (which I suspect is a vestige of the inquisition). At any rate, stop chastising yourself and get hot! Time's a-wastin'. Who cares if you missed your intended start date? Go forth and start exercising and changing your diet.

Speaking of camels (how's that for a non-sequitur?) I have added a backrest to the scooter. As a matter of fact, I have added one to each of the last three motors I've had. It's a requirement...my back gives out between the shoulder blades

without one. Makes me feel like an old foggy, but you gotta do whatcha gotta do. Makes all-day rides not only possible but comfortable. I did an iron-butt (not a formal one, just for my personal edification) after putting one on the Victory. I absolutely could not have done it without the back rest.

Our weekly rides take us around, about, over and through some strange places. And there are some very strange places in these foothills of the Appalachians! Most folk overlook those little county roads that leave the more popular highways, but it is those little back roads that provide the most interesting rides. Why worry about getting lost? Just go. You may have no idea where you are after turning onto several other small (or smaller) roads, but most roads eventually will lead you back to someplace with which you are familiar. Then you can get home. He who knows the back roads is Gary. He evidently doesn't work...no way someone could work and have the time to discover all the roads he seems to know. My sneaking suspicion is that he just makes it up as he goes along. But that's ok; it's just the lack of hesitation at intersections that leads one to assume he always knows exactly where we are! I think one of the best casual roads in this area is highway 30 from McMinnville to its conclusion at highway 315 at the turn-off to Reliance. Ride it either way...both directions are equally fun. The scenery is quite nice and there are rolling hills, lots of twisties and some sweepers to boot. Very pleasant riding. Don't just ride past Fall Creek Falls, stop in and explore the place. Take a picnic. If you haven't seen the falls, you need to take it in. Hike to the bottom of the falls...it's well worth the effort.

I was asked about pet peeves the other day. To admit to pet peeves is to admit that one focuses on the perceived shortcomings of others. There are only a few of us who have no idiosyncrasies or foibles that others may find offensive! So here goes: 1. Cagers who pull out in front of you, go

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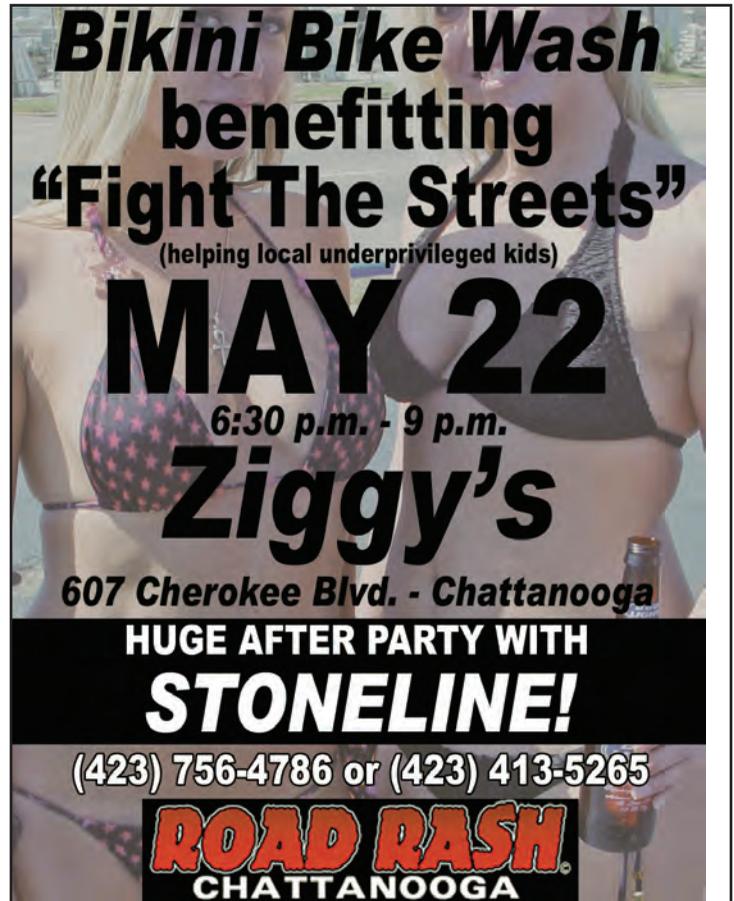
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slowly and then turn off at the next intersection or driveway; 2. Cagers who will not pass in a line-up; 3. Anyone not giving a blinker; 4. Anyone who gives a left blinker, then pulls far to the right so you can neither go around them on the right (quite dangerous, by the way) nor pass them. They also usually give the blinker and start slowing down at least 1/4 mile before turning; 5. Eighteen wheelers on two-lane roads. I think they should be relegated to the outside lane of the interstate and have a speed limit of 55. No passing, no going slower or faster...just maintain 55; 6. Elitist liberals. Back in the day, they were called "limousine liberals"; they would complain how some folks had too much money and the government needed to spread it around...all this while getting into their chauffeured limousines. Other than that, nothing bothers me. Heh, heh. Truth be known I condensed the list from 47 to 6. Truth be further known, I'm slowly arriving at a rather low-level sense of serenity; letting others bother you is nothing less than letting others control you. I've been around long enough to realize that there are many predictable actions that others take to deliberately annoy you; knowing what they are going to do before they do it provides its own sense of tolerance and even elicits an inner smile at their juvenile predictability. Oh, well. Let's just go out, ride and enjoy the warm weather!

RIDE ON,

Sandy "Sandman" Hodges

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# MOTORCYCLE EVENT LISTINGS

## MAY 1

Lafayette, GA

### RISE FOR THE AMERICAN CANCER SOCIETY

Jackson Realty - 10 a.m. (FBO - 11:30 a.m.)

Cleveland, TN

### POKER RUN BREAST CANCER BENEFIT

VFW post 2598 (N. Ocoee Street) - 11 a.m.

## MAY 2

Anniston, AL

### BIKER'S SUNDAY

South Highland Recreation Center - 3 p.m.

## MAY 6 - 9

Englewood, TN

### SOGGY BOTTOM BIKE RALLY

3435 Highway 411 North - 8 a.m.

## MAY 8

Chattanooga, TN

### CUSTOMER APPRECIATION DAY

Southern Honda Powersports (1408 Workman Rd.) - 10-3

Red Bank, TN

### BENEFIT CRUISE-IN FOR TVMC PRES JEFF CARDWELL

O'Reilly's Auto Parts (Dayton Blvd.)

Cleveland, TN

### RISE FOR THE RED

TriState Exhibition Center (I-75 Exit 20)

Chattanooga, TN

### FALL CREEK FALLS RIDE

Sportman's Warehouse (Hwy. 153 & Lee Hwy,) 10 .a.m

Pikeville, TN

### BIKERS FOR CHRIST 1ST ANNUAL THUNDER ON THE MAIN

Main Street, Pikeville, TN 10:00am-8:00pm

Chatsworth, GA

### 2ND ANNUAL MOTORCYCLE RIDE FOR KIDS - GEORGIA SHERIFF'S YOUTH HOMES

Murray County Sheriff's Office (810-1/2 G.I. Maddox Pkwy.)

## MAY 9

Chattanooga Tn

### CMT/ABATE FUN RUN

Mac's Pub 1200 noon

## MAY 14

Ringgold, GA

### BLUE KNIGHTS CASINO NIGHT

Willow Tree Farm (Post Oak Road)

## MAY 14 -16

Chatsworth, GA

### ABATE D1 IRON HORSE RODEO & SWAP MEET

Murray County Saddle Club - 8 a.m.

## MAY 15

Chattanooga, TN

### THUNDER ON THE ROCK KICK-OFF PARTY

American Motorcycles of Chattanooga - noon

Dalton, GA

### MOUNTAIN CREEK H - D 7TH ANNIVERSARY PARTY

Mountain Creek H-D - 12-6 p.m.

Chattanooga, Tn

### HAMILTON COUNTY GOV. UNITED WAY RIDE

Hamilton County Courthouse (Georgia Avenue Side)

Ringgold, GA

### RALLY IN THE VALLEY

REMCO Business Ctr (next to Cracker Barrel) - FBO: 10 am

Dunlap, TN

### AMERICAN DREAM CHARITY RIDE FOR SERINITY

### POINTE SHELTER

Serenity Pointe Thrift Store (15507 Rankin Avenue) - 1 p.m.

Chattanooga, TN

### CBB CAR WASH AND BBQ FUND RAISER

4922 Brainerd Rd. (just E of Brainerd & Moore Rds) - 11 a.m.

Cartersville, GA

### STAN WILKINS MOTORCYCLE RIDE & CAR CRUISE-IN

Harley-Davidson of Cartersville - 9 a.m.

Jasper, Tn

### KATIE'S HAVE A HEART POKER RUN

Harley B's - 10 a.m. CST

Winchester, TN

### THUNDER ON THE ROCK KICK OFF PARTY

Oasis Steakhouse & Bar (708 South College Street) - 6 p.m.

## MAY 22

Chattanooga, TN

### BIKINI BIKE WASH FOR CHARITY AND AFTER PARTY

WITH STONELINE - Ziggy's - 6:30 p.m.

Georgetown, TN

### GEORGETOWN CYCLE 2ND ANNUAL TRIKE AND BIKE

SHOW - 11182 Brittville Rd.- 1-7 p.m.

Trenton, GA

### DADE HERITAGE DAYS MOTORCYCLE PARADE AND

### BIKE SHOW

Hwy 11 - FBO: 11 a.m.

Chattanooga, GA

### ROLLING THUNDER AT THUNDER CREEK

Thunder Creek H-D

Cleveland, TN

### TAYLORS 4TH ANNUAL POKER RUN

Taylor's Ruritan Clubhouse (221 Old Kinser Road) - FBO: 10:30 a.m.

Lebanon, TN

### THUNDER ON THE ROCK KICK OFF PARTY & POKER

### RUN

A.J.'s Bar & Grill (8283 Carthage Hwy.) - FBO: 11 a.m. CST

## MAY 23

Lithia Spring, GA

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Thunder Creek H-D

**MAY 28**  
Chattanooga, TN  
**SUNDOWN @ THE CREEK KICK -OFF**  
Thunder Creek H-D - 7-9:30 p.m.

**MAY 28-30**  
Monteagle, TN  
**THUNDER ON THE ROCK**  
518 Brawley Road, Monteagle, TN 37356

**Pelham, Tennessee**  
**HOGFEST BIKE RALLY**  
56 Taylor Road - 4 p.m.

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# Joe Cool's Biker Health

Road Rash readers, I want you to always remember that a healthy lifestyle is an active lifestyle. An active lifestyle is living life on the move. This movement can be exercises and activities that are high-impact or low-impact and weight bearing or non-weight bearing movement. How you move is up to you.

"High-impact" is an activity or exercise in which both feet leave the ground simultaneously. Some examples of high impact exercises would include running, jumping jacks and jump rope. High-impact activities are basketball, tennis, and soccer. High-impact activities can help strengthen the bones and some can help you develop more endurance, power, agility and coordination. However, if you are just starting an exercise program or have any injuries or other conditions like arthritis, osteoporosis or other medical problems, you should start with a low-impact exercise plan.

"Low impact" exercise is an easy or light movement that is often recommended for people who don't want a high intensity workout. An effective workout can be created without all the jumping around. Low impact exercises help you burn calories and lose weight as well as high impact moves. The difference is at high impact your energy demand peaks faster and you may not last as long. While the low-impact energy demand comes more gradually and you may last longer. Low-impact exercises would be walking, biking, swimming, and stretching. Examples of low-impact activities are golf and bowling. Low-impact



movement is less stressful on the body and is safer for those with various physical issues.

Your choice of exercises and activities will determine the stress that the body may have to endure to meet the physical demand. Some of these choices can be weight bearing or non-weight bearing exercises. I do not mean "pumping iron," but rather sustaining your own body weight during any movement. When you are standing, you are weight bearing. When you are sitting, you are non-weight bearing. Typically, any high-impact movement is also weight bearing. However, low-impact can be both weight bearing and non-weight bearing movement.

Low-impact non-weight bearing activities are bicycling, rowing and swimming. These activities can help you achieve improved cardiovascular fitness without the added physical stresses that come with high-impact weight bearing exercises. Running is the most common high-impact weight bearing activity, which can be very beneficial for improved cardiovascular health. But, running can also be very harmful to your bones and joints. While walking, a low-impact weight bearing activity, is just as beneficial as running and virtually harmless to the rest of your body.

Walking is done every day of our lives. Why not do an activity that not only improves your health but also benefits natural every day movement? Honestly, if you think about it, the only reason anyone runs is for sport and exercise. If God had intended for humans run everywhere, he would not have invented motorcycles. Just remember to protect what you have, while you improve on what you have. Be safe with your choices of exercises and activities. See you on the road.

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# The Newbie

## Bad Luck

If I didn't have bad luck I'd have none at all. Now I'm not crying, I'm happy with my life and feel blessed by all I have. But that doesn't mean it comes easy or that things just fall into place. For example, I came back from two weeks in Haiti to find my bike fixed up and detailed (again – thanks to "Lucky Man Cimo"), only to have it breakdown a week later.

First the battery crapped out on me. I had to jump it off just to get it to work, and it ran like crap the whole way there. My default mechanic, Lucky Man Cimo, drove out to where I work and replaced the battery so I could get home. Once again – thanks man. After work it cranked right up and I rode it home.

Back to my bad luck: Less than a week later I stopped to run an errand after work. Got back on the bike, turned the key, hit the switch, everything lit up and then went dead. Care to guess who I called? Come on now, I'll give you three guesses... Yes, that's right. Lucky Man came out and spent a couple hours digging into the electrics with me. If we jumped it, it would run, but take the cables off and the volts would drop. Roll the throttle at all and it would die. He made some calls and tried this and that and everything he could think of. No shorts we could see. Fuses all good. No corrosion.

So I called Ultimate Cycles for a tow to my house, just a few blocks from their shop. A short time later and Speedy



was there rolling my bike up on their super-cool lift thing and loading me onto the truck. Five minutes later and I was slipping him some green paper for his troubles and starting to seriously dig into my troubles.

No joy. I got no idea what's wrong with my bike, but I got a pretty good idea what's wrong with my life. My psychotherapy is sitting parked in the garage. My freedom is sitting in the garage. My peace of mind is sitting parked in the garage. I rode that

thing almost every single day this winter – 30 degrees, 25 degrees, 20 degrees even. It took a lot to get me into my cage.

But now that the weather is nice and the benefit rides have started I'm stuck behind the wheel while every last one of you is now running up and down Brainerd and East Brainerd with your throttle wide open, and I think you're doing it just to make me jealous. Not to encourage your dastardly plan, but it's working. I'm green with envy and cussing my luck.

The only thing going my way is that I have two different shops that have told me they'd love to help get my bike going - once I have some money to give them... Lucky Man Cimo came by with his multi-meter and thinks he has it narrowed down to the voltage regulator. I'll drag it (the voltage regulator, not the bike) to one of the shops that has offered to get me back on two wheels and see if I can get it bench tested or something.

Since I'm talking about mechanical woes and the folks who are bailing me out, I'd be amiss not to give Coots some props. He gave me some work when he found out I was

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without for a few days and then called one of his sons to fix my car when he found out it was causing me fits. A few hours later and my "POS" cage was purring like a kitten. Thanks to Coots and Billy for hooking me up with the repairs and the means to pay for them.

Now to get my bike running so I don't get all crazy and sideways with anyone. You guys go out and have some two-wheel fun for me.

See you on the road.

Angel

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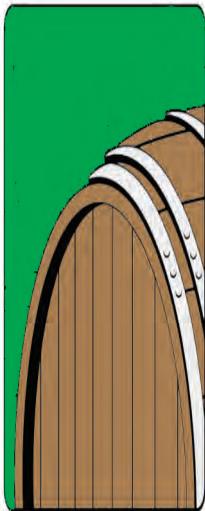
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# Busa Doc Tech Tips

## Grip This!

What part of the bike is probably the part we use the most? Of course, the handlebar grips.

As you know, unless you are a 400-pound bear riding a unicycle, we all have to hold on and steer with handlebar grips. A wise man once said, "Make sure your grips grip well, or else your grip's grip will fail." Now that's a mouth full to say but after you say it a few times you will see that it is very true.

So, how do you shop around for the right grips? There are so many styles and shapes; cushioned, chromed, spiked, heated, and everything in between. As with many other bike parts, there are show grips and there are riding grips. Only you can decide which best suits your style. Could you imagine riding on a 3,000-mile road trip with a set of slick chrome bullet grips, or an old worn out hard rubber grip that rotates when you touch it? Of course you would not want to do that, but the chrome slicks would look great for you on a customized hotrod to cruise to Nightfall. Again, you have to decide your style. But you should also think about safety and comfort when picking out grips for your machine.



You do not have to pay \$500 to have a good set of grips, however you can pay that much if you like nice chrome or fancy custom designs. Most motorcycles come from the factory with standard thin rubber grips, which are simply... okay. For the average rider they will do okay. That is, until that "average rider" takes his or her first big trip over 400 miles. We see many of these riders coming in to stop hand vibrations, or they make the slick rubber soft again. And we then introduce them to aftermarket grips and make the old ones go away!

Bottom line is that today you, the rider, have many choices in grips, and many are very affordable. There are more comfortable and better looking grips out there to give you what you need for the way you ride. By far, the grip that we sell and install the most out here at Ultimate Cycle in Chattanooga is the Kuryakyn ISO grip. These are great looking grips and do a great job of easing the shocks of the long trip while maintaining style. They can be customized with trim rings, grip patterns, and throttle boss attachments. Plus, they cost under \$100 for the pair! However, there are many other options in the aftermarket arena of grips. You can find most of them at your favorite local motorcycle shop for \$80 to \$150, and the designs are vast.

Before buying, make sure you know the size handlebars you have. Most of the older bikes or metric bikes have 7/8-inch bars. Newer bikes and Harley's have mostly one-inch bars. You cannot safely use one-inch grips on 7/8-inch bars. We suggest taking your new grips to your favorite local mechanic to have them installed. At Ultimate Cycle in Chattanooga, we do most grip installations while you wait.

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But, if you wish to do it yourself, here are some tips. Grips are usually glued or taped, or both. So, the best way to remove them is to shoot a little air from your air compressor under the grip to literally blow them off the handlebar. This allows you to save them if they are still good, so you will have an extra set if you need them down the road. Once you get them off, the handlebars need to be prepped before putting on your new grips.

Cleaning the handlebars is easy using an alcohol based cleaner. Be sure to scrape or lightly sand off any excess glue. When you take the throttle apart always check your cables and throttle tube for damage and/or gummed up cable(s). Most new grips come with a new throttle tube (the little plastic tube under the grip). Always check your cables for bindings or frayed lines, and replace them if needed. Grease your throttle tube and lube cables before you finish up. Be extra careful when dealing with a digital throttle. Again, while this can be done at home, your favorite local mechanic can have this process done and the new grips installed in less than one hour... so it is well worth the extra cost to have someone do it for you.

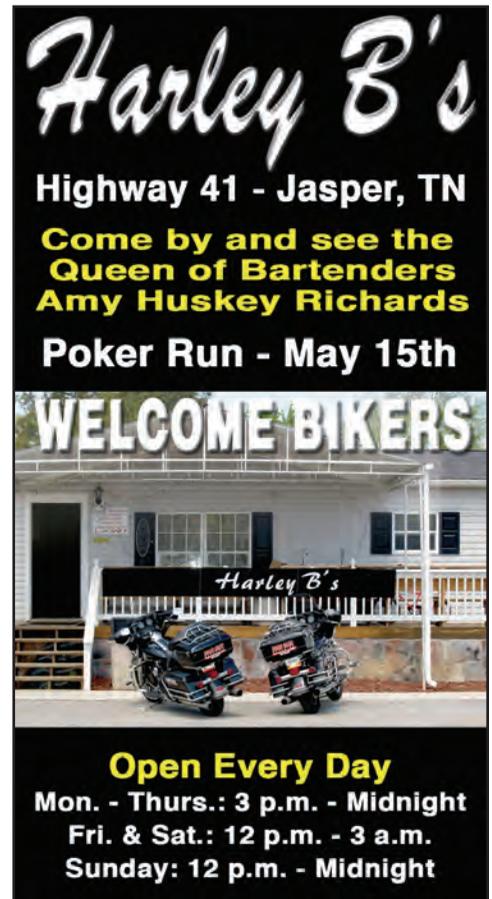
Always keep your grips as clean as possible from grease, dirt, oil, or other contaminants. Make sure the throttle operates smoothly. If you notice a grip rotating (which happens a lot in the summer due to heat on the glue and tape adhesives) have that grip removed and re-installed. There is no other feeling than cruising down the interstate at 70 m.p.h. while rotating the throttle grip constantly round and round to keep rpm's up... Yeah, real fun!

To find out what is right for your bike, budget, and style, check with your favorite local motorcycle shop, or come see us at Ultimate Cycle in Chattanooga where we stock and install a great selection of grips every day.

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# THE VIEW FROM THE WING

## Time for a Change



Winter is finally over. I think. Being from the Midwest, there always seemed to be that last gasp of winter exhaling a blanket of white or ice over the green, green, grass of home. We have had quite a winter. Over ten inches of snow is the most that this area has received since the infamous blizzard of '93. For those of us who like to ride year round it does make it a wee bit more interesting. May I suggest a new adventure bike from Pandora's Motorsports? The knobbies sure look like snow tires to me.

But now we are into the spring, a time when a young man's thoughts turn to romance. If we are being honest, older men have the exact same thoughts of romance-the romance of a bright shiny new motorcycle, that is. We have looked at the Internet. We have kicked the tires in the showrooms. We have dreamed of that new bike. It is time to go out and trade the old model in on a brand new one.

I would love to get a new bike this year. A brand new Gold Wing would make me look ten years younger and 50 pounds lighter, I just know it. Alright, a new diet and exercise program would be the fix for that, but a guy can dream can't he?

After all, a new bike for a lot of us is just that; a dream. It certainly is for me. With a slowly recovering economy and lack of too much cash, I am destined to ride my 2002 Wing with 150,000 miles on it for yet another year. Life is so unfair.

I am going to be forced the indignity of having to ride the greatest motorcycle that I have ever owned yet again for one more year. Oh sure it runs just like it did the day that I bought it. And yes it still looks great, even though it has spent many hours in the sun

and rain. It still handles like a dream... and yes I love to ride it as much today as I did when I first got it.

But it's not new. There is no longer a payment book to which I am in bondage, but I want that bondage. I want to worry every moment about the first scratch or the first drop. I want a better sound system and maybe I need a seat warmer and a navigation system. How can I go to any Gold Wing function without the absolute latest electronic gadgetry and call myself a "winger?"

The newer color black may be even better than the black of 8 years ago. Oh sure, the motor is exactly the same, but I want a new one. The frame is exactly the same but I want a new one. The way that the bike performs is exactly the same but, just in case you were not listening, I want a new one.

My wife probably feels the same way about me. Except that I don't look like I did when she got me. I don't run as well as I did when she got me. In fact I don't run at all. I walk. I certainly do not perform the way I did when she got me. But she's got me. After checking with her, thankfully I have been informed that she does not want a newer model. She says the new models are way too hard to break in. She has spent all of those years training me and does not have the energy to start over.

That's a good point. My bike is really mine. Why start over with a new one. They are all the same and if someone is faster or shinier or has more things on it, so what? I get caught in the rain or go through the mud puddles and leave it like it is for a few days. If it were new, I could not sleep until that thing was clean.

The cheapest vehicle to buy is the one that you already own. I can spend the money on replacing the worn out parts and still have money left to ride somewhere. I can start putting money away so that when they actually change the Gold Wing, (rumored to be in 2012), I can actually pay for it.

And I can thank God for the blessing of actually having a bike to ride. I know that this may sound blasphemous to some, but a bike is not a necessity. It is close. There are people fighting to just survive and I can help those people a lot more if I live simply so others can simply live. This is not an indictment against buying a new bike for anyone else but me.

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We keep people working for one thing. They are able to pay their bills and feed their families and buy goods and services that you or the companies that you work for provide. We want to keep jobs from going over seas, but we may want to think about jobs staying right here in our own back yard also.

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But that goes both ways. If you are a business owner, meet Internet prices if you can. I know that having a showroom and purchasing the merchandise is risky and expensive but this is the business environment in which we live today. I am offered a discount as a member of the GWRRA at both local Honda shops here in town and I try to always buy my parts at one of them. I also use the same shop for my service needs, and it is not for the discount. It is for the great service that I receive there and the relationships that I have built with the employees of that shop.

I still want a new bike. I always will. As soon as I get one, I will want another one. Or maybe a different one. That's the answer, two bikes. Like the rich people that I know. Rock has a Harley and a Gold Wing. Boo-Boo has a BMW and a Gold Wing. Would it be wrong to have a Gold Wing and another Gold Wing? I don't think so. What if friends visited from out of state? What if one needed to have service done? I will be back to answer those questions and more just as soon as I get back from Honda of Chattanooga.

Gary "Backroads" Boyd

gboyd1800@yahoo.com

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 To Benefit  
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Kick off party at Thunder Creek H.D.  
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**Thursday**  
Tenn Railroad Museum Breakfast ride  
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**Friday**  
Nascar simulator  
Ladies only ride and events  
midget wrestling  
Twilight ride

**Saturday**  
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Thank you Party



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## Women's League

By Janet Hester

I never did like that men don't have to wear shirts but women do. Riding a motorcycle is somewhat the same idea. To feel the wind go through you is like not wearing that shirt. Try wearing a mesh nylon overshirt at any speed. I love it.

Of course riding your own bike has its drawbacks. For instance, having to hold the bike up. Especially when you have to back it off the porch, through the grass and onto the road, praying the whole time that you don't drop it. Anyone who rides a bike knows that turning that wheel too sharp... well, down you go. Move all things out of the way, including the mailbox.

I don't think a woman is any more or less of a woman if she rides her own bike. To me, it's not only a pride thing; it's more fun... and no backseat drivers!

I have to admire women who can carry the burden and ride the big bikes. Then again, some women just ask their husbands to back it up, push it off, hold it up... whatever the situation calls for. Without help, if you drop it, that's where you might stay until your neighbors come running to save you. I'm here to tell you, that's very embarrassing to everybody.

Now, some ladies try to make a fashion statement by having to have the right jacket that goes with the right helmet, with the right outfit. Weather plays a part of that also when it comes to rain gear, etc. Some women wear matching outfits even while riding dirt bikes - just to ride through the mud. I guess they have to look good even while they are playing in the dirt.

Please, Lord have mercy, you have to have saddlebags to carry all of your things. It's similar to having a pocketbook. It's not easy to ride down the road with a strap across your chest. So, you tie it or strap it down, or you buy saddlebags.

But, worst of all, "helmet hair." That's when your hair is going 10 different ways and smashed down on your head from wearing a helmet. It's a condition you pretty much just have to live with. So, don't dress to go anywhere if you are not prepared to deal with that problem!

The makeup thing... every time you put your helmet on and take it off, you are parting with some of your makeup. Particularly, don't wear lipstick if you have a facemask on. You forget all that when you're riding down the road. It's only when you stop and take everything off does reality set in. However, there are women who will jump right off a bike and look like perfection.

One of the most confusing things is dealing with the sizing of the apparel. Everything moves up two or three sizes. Something else important is the clothing itself. Some are made for looks alone. We need protection as well as function and ability. Recently noted, there are companies that are starting to offer more for the women riders. Check your dealers. Very pretty and well-made items are coming out. Take advantage of that now. Remember girls - we love to shop. So if you go, bring money. They have cool riding jackets as well for the woman who likes to go really fast. So many women, so many aspects.

Watch for gravel, it's easy to turn over there. Here again, help issues! Holes in the road carved by misfortune. If you ever see a sign that says hole, you don't want to go through that. Avoid anything that can cause damage to your bike. You could be on the side of the road with a blown tire. I'll be the first to admit I don't know how to fix that. I'd have to use my cell phone, but there are women who would know just what to do, which is amazing! How do you pick up a 600-pound bike?

Riding down that road, hold on to those bars and that luxury seat. You're ready to go anywhere. It's great to be a woman on a motorcycle. Sometimes you just want to sit back and look at it. Smile. See things that you never noticed before, follow a destination or just ride around the streets.

With the smell in the air of yesteryear, you are reminded of the past and the memories it holds. The mowed grass, the fall coming, the track you used to run on with the field of flowers and that open view of it all from a motorcycle. In the end, you can't say "women drivers". We can ride just as well as anyone else. When you think about it, maybe just a little more prepared for riding a motorcycle. Ride Girls Ride!

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**CMA Blessing of the Bikes**  
Photos by Rock





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