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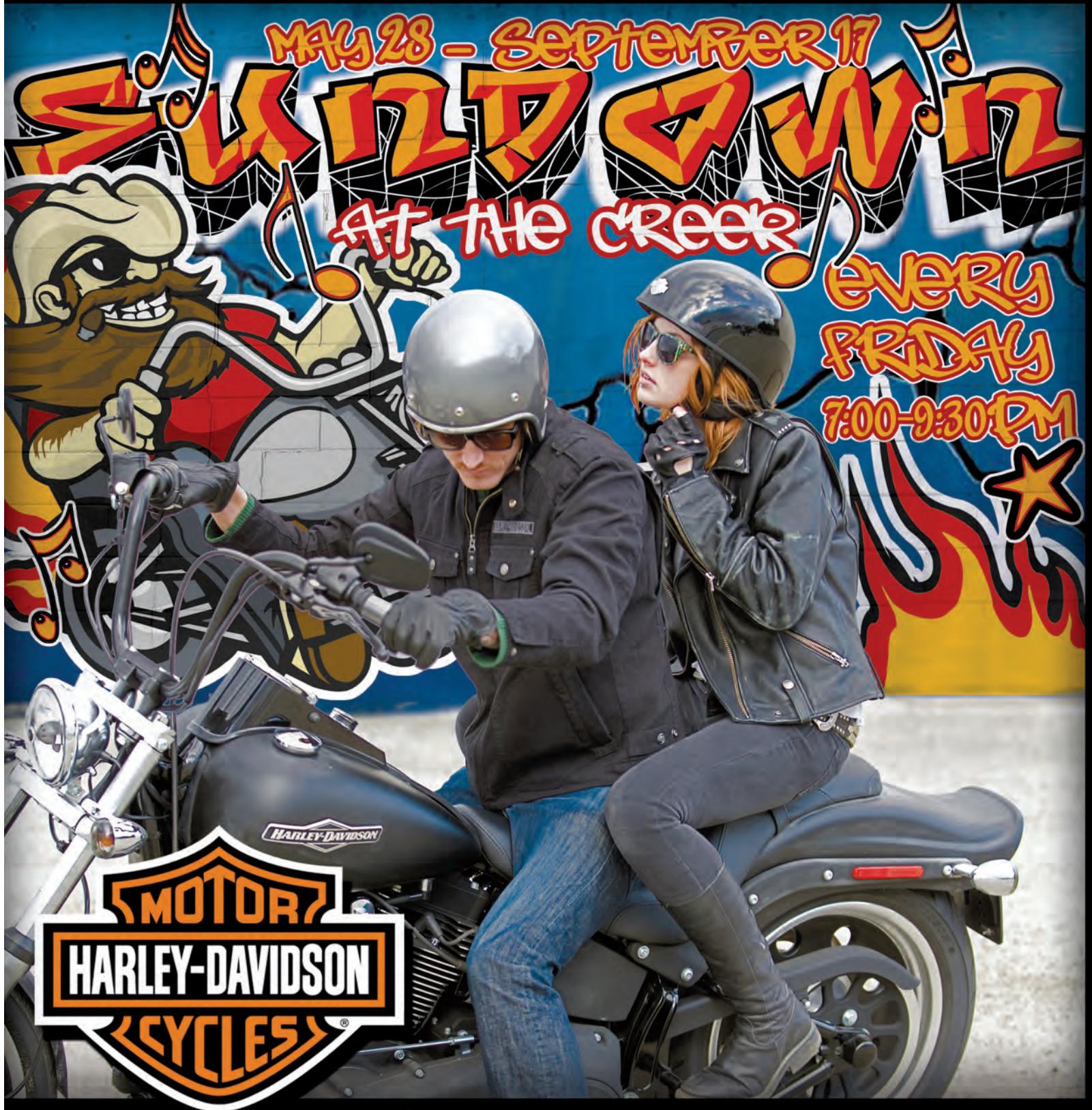
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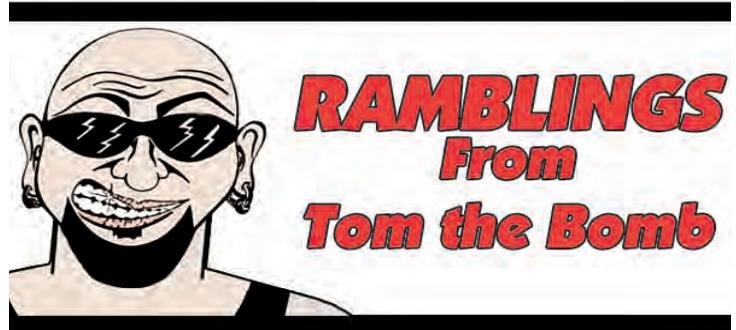
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Welcome to Road Rash Magazine: the area's only free, monthly, locally focused motorcycle related media. It is locally focused because the other guys are too big to care. It's free because of local advertisers who support us (and thus - the biking community). It's monthly because... heck, we don't have time to put them out more often!

It seems like just about the time we get the magazines out to our readers – it's deadline time again! I never seem to have as many days this time of year because of all of the motorcycle-related events going on and, of course, giving into the temptation to procrastinate just long enough to get a good ride in here and there.

Our event calendar is jam-packed with activities – so many that it's virtually impossible to cover them all. We have really been relying a lot on the event coverage provided by our readers (people like you). So if you attend an event (whether you see our staff members out there or not), we'd welcome any photos and/or articles you could submit.

The event photos we have posted on our Web site have become one of the most popular (locally based) Web destinations. So if you'd like to publicize an event you participated in (whether that might be a poker run, benefit, group ride, motorcycle vacation or anything else motorcycle-related), feel free to submit them! Anyone around the world with Internet access can then see your photos, read what you have to say, and save whatever they wish (for their personal use) easily and free of charge. It's also a great way to promote your motorcycle group and/or recurring events because around 7,000 people check it out every week!

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Speaking of events, we've got a few whoppers just around the corner! By the time you read this, most of you should be fully (or mostly) recovered from the "Thunder On The Rock" rally on Monteagle Mountain, and gearing up for The Road Rash Biker Bash.

I want to remind everyone to get their tickets and attend the Road Rash Biker Bash (August 13-15). It marks the magazine's nine-year anniversary, and we are throwing down at the same great place, Martin Farm in South Pittsburg, Tennessee (along the banks of Battle Creek). Get your advance tickets now from myself, another staff member, or on our Web site for \$30 (normally \$40 at the gate)! Not only will advance ticket holders save money, but also they are allowed early set up (Thursday) and express entry (no long lines to wait in).

Your admission price into the Road Rash Biker Bash includes virtually unlimited primitive camping (no hook-ups, sorry), parking for RVs, campers and support vehicles, and all entertainment and events throughout the weekend. Of course, we'd like to see you ride your motorcycle to the event, but know that you'll also be welcome to bring your cars, trucks, golf carts, ATVs, scooters, school buses, transfer trucks, lawn mowers and/or whatever else you might desire (at no extra cost), as long as their presence or operation doesn't cause problems. Speaking of problems... this is an "adults only" party restricted to people 21 years old and up only, and everyone will be required

to provide government-issued photo identification (such as a drivers license), and to sign a waiver. We will have food and drink vendors available on site, but you are also welcome to bring your own coolers, food and/or drinks (provided they are not in glass containers).

The Southern Metal band "Black Friday" is headlining Saturday night, but there will be good live local music throughout the event, including "The Tijuana Donkey Show Band," "Bones Of Bastone," and many others (presently in negotiations). Besides that, there will be motorcycle rodeo events, a bike show, burnout contest, wet t-shirt contest, and even more crazy competitions and cool vendors than in years past. The music alone will be worth the price of admission – so come on out!

I'd like to remind everyone to support our local Road Rash advertisers. Simply dropping by our advertisers places of business and letting them know you appreciate them supporting "the local guys" would make all of the difference in the world. Please remember – they pay our bills where you don't have to. They have provided you with this magazine free of charge. Please patronize them whenever possible!

Be careful out there and remember – any day on this side of the dirt is not that bad. Keep it twisted!

*Tom
THE
Bomb*

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IN MEMORY OF
"Reverand Booger"
David Pittman
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BIKER IN BUSINESS

Brian Ridley of Quiznos Subs

Brian Ridley grew up in Athens, Georgia and lived there until he was 21 years old. While there he studied to be an x-ray technician at Gwinett Technical Institute in Lawrenceville, Georgia. He moved to Columbus, Georgia for seven years and got married and divorced. After his divorce, he was looking for a big change in his life. He got an opportunity to move to Saudia Arabia and work in his field at a large hospital in Riad. While he was working in Riad, he met his current wife, Terri. He also has two daughters, Sara & Molly.

When they returned from Saudia Arabia, he decided to move into the field of radiation therapy, which required further study and certification. He did his research and found



the one of the best schools for radiation therapy was our very own Chattanooga State. Brian moved to Chattanooga in 2000 and started the radiation therapy course at Chattanooga State. After completing his required study he was hired by Erlanger Hospital where he worked full time until 2005.

In 2005, Brian starting thinking that he would like to be an entrepreneur and start his own business. No one in his family was self-employed and he wanted to give it a shot. He went to some seminars offered by the Quizno's Subs chain and was convinced that this was the kind of company that he would like to become involved with. He had no previous food

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experience, except as a kid growing up, working in Western Sizzler, Dunkin Donuts, and Da Vinci's pizza in Athens, Georgia. Brian took the plunge and purchased a Quizno's franchise. As our long time readers already know, Brian's Quiznos is located at 3905 Hixson Pike. Their phone number is 423-877-3327.

Brian's Quiznos is one of 4300 Quiznos in the country. A year ago there were nearly 5000 of them, but the bad economy has dropped the number by close to 20%. In March of this year Quiznos did an inspection of every one of their 4300 stores. They rated each store on their food quality and sanitation, guest service, and cleanliness of the store in

general. Brian is very proud of the fact that his Quiznos was #10 in the nation out of 4300 restaurants. Now that's a huge accomplishment for veteran restaurateurs, much less for a guy that's only been doing it for five years. When you eat at Brian's Quiznos you can count on everything being top notch.

Make sure and give him a try if you haven't already. Brian has been one of our faithful advertisers for many years. If it weren't for businessmen like Brian, you wouldn't have a Road Rash Magazine to read. It's important that you show your appreciation by patronizing his business. Make sure and tell him how much you appreciate him being a supporter of your favorite magazine.

Now to Brian's motorcycling. Although his parents wouldn't allow him to have a motorcycle as a kid, he always loved them. In 2000, he finally took the motorcycle safety course at Chattanooga State and then bought a Honda 750 Shadow. After a short time he wanted something bigger and purchased a Harley-Davidson Electra Glide Classic. He then jumped to a Victory Vegas and now owns a Victory Vision. He says the Vision is very comfortable, has much protection from the elements, and is very, very powerful. He is hooked on his Vision. Brian gets away from his store whenever possible and rides his bike year round. If you see him out and about, give him a shout. Thanks Brian for your continued support of Road Rash Magazine.

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ROCK'S TWO CENTS

Bronson Lives!

For those of you that are old enough to remember, "Then Comes Bronson" was a television series that only ran one season from 1969-1970. It starred Michael Parks. Parks played the character of Jim Bronson, who quits his job and heads out for wider spaces, touring the western U.S. on his Harley-Davidson. Each episode began with Michael Parks stopped at a red light, and a guy in a station wagon next to him striking up a conversation with the words, "Taking a trip?" Bronson, not hearing the man clearly, asks, "What's that?" and the guy repeats the question, to which Bronson replies, "Yeah."



Guy: "Where to?"
Bronson: "Oh, I don't know. Wherever I end up, I guess."
Guy: "Pal, I wish I was you."
Bronson, "Really?"
Guy, sadly: "Yeah."
Bronson: "Well, hang in there."

Joe "Mojo" "Wing Dude" "Couch Boy" Sparrow is a modern day Bronson. He doesn't ride a Harley anymore; instead his steed is a 2002 Gold Wing, now with 285,000 miles on its odometer. Joe's inspiration was not Jim Bronson, but he credits his friend R.K. Statten the famous Harley-Davidson t-shirt designer as his inspiration for his current lifestyle. When R.K. first started his



design business, he would ride his FLH around the country with his sample designs and would call on Harley dealerships all over the U.S. selling his wares. Joe thought that RK had the greatest job in the world, getting paid to ride a motorcycle around the country.

For the past two years, Joe has been doing just that. In last month's article I interviewed Joe's bike and made certain statements based on my observations. I really wanted to interview Joe, but all I had was his license plate number. I called my buddy Richard Cook of Cook Investigations and he had me Joe's address within 24 hours. I sent Joe a letter with a color copy of my article (the May mags were not out yet) and asked him to call me. I hoped that Joe would be home at some point to get his mail.



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13 MIS TBA	14 MIS TBA	15 MIS TBA	16 WTN 5:00PM	17 WTN 5:00PM	18 WTN 5:00PM	19 WTN 5:00PM
20 WTN TBA	21 CAR 2:00PM	22 CAR 2:00PM	23 CAR 2:00PM	24 CAR 2:00PM	25 CAR 2:00PM	26 CAR 2:00PM
27 CAR 2:00PM	28 CAR 2:00PM	29 CAR 2:00PM	30 CAR 2:00PM	TBA		

■ Home Games ■ Away Games



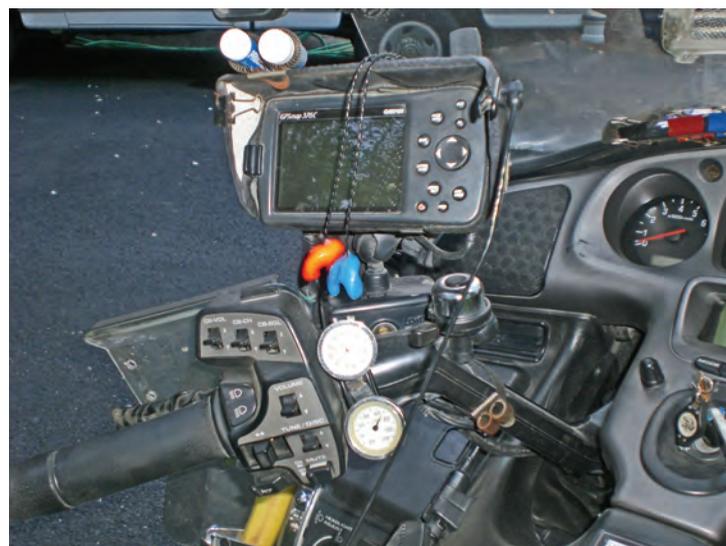
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I was surprised when two days later I got a call from Joe Sparrow, "The Wing Dude" himself. Joe told me he was surprised when he saw my article and was curious as to how I got his address. Joe was very cordial and we had a nice conversation. Joe informed me that he was only home for a few days and he would be heading to Leesburg, Florida for a rally early the next week. I invited Joe to stop in Chattanooga and spend the night at my home on his way to Florida. He accepted and he told me that he would be here at 4 p.m. on Tuesday, April 20.

My wife Julie (or "Pebbles") and I invited Moleman, BooBoo, Tom the Bomb, Sandman and his wife Amelia for dinner and a chance to meet my new friend, Joe. Like clockwork, Joe arrived on time to a driveway full of bikes and a porch full of people. We all greeted him in the driveway, made our introductions and started talking about his uniquely outfitted bike. A short time later, Sandman, who volunteered to be chef for a night, cooked the steaks and we all sat down to a nice dinner and chitchat. Everyone wanted to know how close I had come to reality with my observations. Joe was definitely an ex-Harley rider. As a matter of fact he had ridden Harleys for 30 years before getting his first Gold Wing. He tells the story that his buddy had let him ride his Gold Wing to the Honda shop where it was going for a minor repair. His friend rode Joe's Harley with 150,000 miles on it. It had not been washed for the last 100,000 miles. The trip was about ten miles of twisting backroads. When Joe arrived at the dealership, he bought a 2002 Gold Wing on the spot. They would not even trade for his filthy Harley so he kept it. Joe has been Winging it ever since. Joe is in his mid 50's so I wasn't far off there, especially when I had only seen the one killboy.com photo of him. The dock on his helmet was not for a helmet cam, but for a wind toy that he sometimes attaches to his helmet at night. The wind causes the toy to light up. I was wrong about the spit cup on his handlebar. It was actually a cigar humidor for when he used to smoke cigars. He gave up the cigars and now uses the device to hold his cell phone. Joe is an obsessive note taker and map-reader, even though he uses a GPS. His daily logs contain everything from bike maintenance to cities and roads he has taken. The mild mannered Wing Dude is not packing heat like I surmised. He doesn't feel threatened while traveling alone and doesn't feel packing is necessary. He does however carry a half dozen knives and a camping hatchet. In the photo below, you can see that Dude has added a round thermometer and clock to his bike. He has real time Doppler radar so that he can accurately track weather fronts and fast moving storms. Joe also carries a misting device on his bike for really hot temps. It will squirt mist for close to an hour without refilling. He has also recently added a little thumb-operated bell much like you would find on a bicycle. Since the stock Wing horn is ungodly loud, he uses the bell in situations where he wants to get someone's attention without scaring the crap out of them. This



is used mainly in slow-moving traffic for pedestrians or pretty girls where he sometimes says, "Would you like some ice cream pretty lady?" Joe is a smooth operator.

Joe is not retired and on a pension as I thought. He actually travels around the country very frugally. He knows people all over the country that he stays with or he camps. He is totally self-sufficient, and carries everything he needs on his bike, from food to tools and parts. All he needs money for is gas, food, and bike repairs. He does work motorcycle events whenever possible for his friend at JP Cycles. He helps set up and works the booth, then hits the road again to where his next whim or upcoming event may take him.

We were having such a good time I asked Joe to stay an extra night and ride the Devil's Triangle the next day. I actually got to show Wing Dude a road that he had never ridden. Joe, Sandman, and I rode 400 miles that day, and as Reverend Booger used to say, we "had a blast." Pebbles has given Joe an open invitation to spend the night with us anytime he is in the area. We both hope to hear from him from time to time and see him sometime in the near future. Thanks Joe for being such a good sport and giving me two very interesting articles.

LTRNTT,
Rock

rock@roadrashmag.com

P.S. - **TRUTH FOR TONYA** was the mantra for the supporters of Tonya Craft after she was falsely accused of 22 counts of child molestation. The Chickamauga kindergarten teacher has lived with this hanging over her head for the last two years. Yesterday, she was exonerated by a jury of her peers. It was one of the most powerful events I have ever witnessed as the bailiff read the jury's verdict. His booming voice announced, Count One - NOT GUILTY. This continued for all twenty two counts of the indictment.

Justice was done which is rare in the Lookout Mountain Judicial Circuit where child molestation cases are concerned. The national average of substantiated cases, is 21%, while the LMJC average is 71%. Does anyone but me see anything wrong with these numbers? They also have an overall conviction rate of 98%.

Mrs. Craft passed two polygraph tests given by one of the leading experts in the country. This alone should have been the end of it. When one fails a polygraph it convinces investigators and prosecutors of your guilt. However, when you pass the test (twice) it seems that they still consider you guilty. I would not recommend anyone ever taking a polygraph in a criminal matter. In addition to this, Mrs. Craft had been an award winning kindergarten teacher for fifteen years. I guess one day she just woke up and thought she would molest some children today. It doesn't make sense. If she were a child molester, it would have surfaced at some earlier time during her fifteen year career. Instead of investigating with an open mind, they investigated to prove Mrs. Craft guilty. All of the children present at the party where the alleged abuse happened were not even interviewed.

Even though she was found not guilty, the trial was a mockery of justice. The rulings from the bench and the antics of the prosecutors were a disgrace to the judicial system. It was evident to everyone watching that the judge was favoring the prosecution instead of being an impartial arbitrator of the facts. Facts were, miraculously "remembered" on the stand that had never been presented in discovery or anywhere else. I could go on and on, but it would take an entire book to cover all of the abuses. NBC's Dateline is in the process of putting together an hour long show about the case for airing in the near future.

Anyone interested in more information about this case, check out: <http://williamlanderson.blogspot.com> - Mr. Anderson was a local resident and teacher here for thirty years. He is now a professor at Appalachian State University. His commentaries on the Duke rape case as well as this case is fascinating to say the least. I thank God that this lady was found innocence on all charges. Remember, it only takes an accusation and something like this could happen to you.



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.

The Southern Journeymen MC would like to thank the motorcycle community for all the love and support during our darkest days. On Easter Sunday, I lost my club son Zach Nichols. Not only was he my son but also he was my best friend and brother. It absolutely blew us away that everyone would put their plans on hold to help Lana, David, Steven, Lisa, and the club. Everyone gave until it hurt so we could send Zach off in style. I would like to send out special thanks to the Outlaws MC for all their help in getting us through. I will be the first to admit I was a total mess. Not a minute goes by that I don't think of Zach and his family. We dearly love them all. We would also like to thank the Unwanted MC for all they've done. The book was a terrific idea - the family will be able to see how much Zach was loved by the community. We also want to thank Tom and the whole Road Rash family for all their help and support. In the coming days, remember the family in your prayers. When you see Lana, David, Steven or Lisa out, give them a hug and tell them you love them. Only time can heal our pain. In loving memory of Zach: a son, a brother, and a friend. SJFFSJ



Ride that lonely highway until I get there.

Bird
Southern Journeymen MC
Chattanooga, TN

If you haven't heard the name Zach Nichols in the last couple of months, you haven't been paying much attention to what's been going on in the motorcycle community. As many of you know, Zach was killed in a bike accident early Easter Sunday morning. The motorcycle community really came together to help support his family in their time of need, and to send Zach off in style. Many benefits were organized and quite a bit of money was raised, but as many of you are unfortunate enough to know first-hand, burial expenses are outrageous nowadays, so every penny that was donated went to good use.

Zach was a personal friend of mine. Zach's stepfather "DJ Zane" and I go back many years, and I consider him one of the closest friends I've ever had. Zane lived with me for a while at one point (when he was "between girlfriends"), and we swapped a lot of stories and advice. So, when he introduced me to someone he was interested in that actually seemed good for him - I was astonished and kind of proud (thinking that some of my advice was paying off). That woman turned out to be Lana, and a short while later, I was privileged enough to be best man at their wedding. Since Zane is like my brother, Lana quickly became a good friend of mine as well, like a sister - and her two sons, Zach and Steven became my adopted nephews.

Zach was a great guy. He was a straight shooter, a hard

worker, a comedian at times, and, depending on the situation, quite the ladies man. Those attributes made Zach a lot of friends. Zach also had a temper and a bit of an attitude problem as well, which didn't make him a lot of friends, but he attempted to focus that in a positive way by becoming an MMA fighter. He always wanted to make it big as a fighter or in country music, but he was realistic enough to work doing landscaping until that happened.

His father David Nichols rides with The Southern Journeymen Motorcycle Club, and being around him, his stepfather Zane (who rides a nice Kawasaki Vulcan) and myself... Zach was sure to get the fever and start riding himself.

When Zach left, it was a surprise to everyone. He has left behind a lot of family and friends who will miss him dearly and mourn his loss for years to come. However, if I knew Zach at all, I know he would want us to move forward, think positive thoughts, and party like champs. Ride free Zach. Keep it in the wind.

TOM THE BOMB



On April 11, 2010 at 7:27 a.m, my long time friend, Lewis Leach died in a local hospital. Lewis has been in a coma since May 30, 2006. He was hit head on by a out of control van on Missionary Ridge. Lewis knew this road well, as he was raised on the Ridge, but there was no place to go when the van careened around the corner.

Lewis was thrown 100' down the side of the ridge. He has been in a coma ever since. His fiance (they were to be married a week later), Elaine Wolf has been by Lewis' side ever since the accident. She would visit Lewis everyday and spent time with him every weekend. No man could have asked for a more faithful companion, even to the end.



Lewis was a riding legend. He rode more miles than anyone I ever knew. I credit Lewis with being responsible for me wearing insulated coveralls instead of leathers. I will always remember Lewis' big smile and his farmer's overalls which was his trademark attire. Lewis was a member of the SCV Mechanizeed Cavalry. Another thing I learned from Lewis was that it is more important to ride your bike than clean it. I lay my unwashed bikes at his feet. Rest in Peace my friend. May you ride with the Angels.

Rock

On June 29 of last year, we were all shocked and heartbroken, when we got the news that Reverend Booger had died, very unexpectedly.

We lost a dear friend. So many of us miss him. His memory still brings a smile. Some of the things he would say or some of the things he would do are always the main topic of conversation whenever his friends gather. He was unique,



that's for sure. There will never be another "Reverend Booger."

For those that didn't know him personally, I'm sure that you miss his article in Road Rash. That article showed his true personality, he dearly loved riding his bike and sharing his adventures with everyone.

It was a sad day last year when we rode to "The Rock" to spread his ashes in the wind. Since then, so many of us have made the same trip, "just to visit." It's so peaceful there, and it's the place where his memory is the most alive.

We are planning a ride to the Rock on June 27, to have a memorial service. We will meet at noon at the Big Lot's parking lot in Fort Oglethorpe, and leave at 1 o'clock.

Motorcycles or cars are welcome. I hope you all can join us.

We will ride to celebrate his life and to honor his memory. We miss our "Reverend Booger."



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Motorcycle Racing

Could this be your new passion?

As Road Rash Magazine's Sport Bike/Racing Editor, it will be one of my tasks to expose readers to motorcycle racing with the goal of increasing their interest in the sport. For those in our Road Rash ranks who may need a new area of excitement in their lives, motorcycle racing may be the perfect fit. Having a son who participates in WERA amateur motorcycle racing I have become increasingly more interested in the sport and recently made the jump to attending my first professional event (Suzuki Superbike Showdown). But you may say, "I really don't have a clue who the players are, what the different class breakdowns are, and even what the races are about." Well then, lets start with educating you with the sport and the players. My first suggestion is to check the programming schedule of Speed Channel, which normally broadcasts cycle racing on Sunday afternoons during the racing season, to see when the next event to be broadcasted is coming up. The races broadcasted by Speed are probably the three most popular types of motorcycle road racing worldwide. I have listed these three types of racing below with a short description of each.

MotoGp: The MotoGp motorcycles are prototype machines not based on any production motorcycle, meaning the most expensive and fastest bikes but the least resemblance to the bikes we ride. Some MotoGp riders have an annual income in



the millions.

World Superbike: World Superbike racing is a category of motorcycle road racing that employs modified production motorcycles that must maintain the same profile as their roadgoing counterparts. The overall appearance, seen from the front, rear and sides, must correspond to that of the bike as it appears for use on public roads. The engines and frames are highly modified on the bikes in this series. World Superbike is as the name implies worldwide in its competition and rider makeup.

AMA Racing: AMA Superbike and AMA Pro Daytona Sport Bike racing is very similar to World Superbike but the competition is on US soil only, and the bikes have to maintain a great number of stock/approved parts with the scope for modification limited to areas that do not add significantly to the cost of the motorcycle.

Of the three types of racing the AMA gets my nod since the races are at facilities that are accessible to the Chattanooga

area, the racers tend to be a little more "down to earth", plus the racing bikes most closely replicate our street bikes. Another plus for the AMA racing is the greater likelihood of local racers participation. From Chattanooga we have Pro Daytona Sport



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Bike racer Kris Turner. Kris is normally found in the top half of the field at the finish line and at the age of eighteen, Kris should have a promising career (assuming sponsorships are forthcoming to help foot the high cost of racing).

I recently attended the Suzuki Superbike Showdown as a representative of Road Rash Magazine after graciously being provided

a press pass by the folks at Road Atlanta race facility. Being blessed with the press pass I was able to access places that are normally off limits to the masses. The pass enabled me to take close-up pictures of the bikes during the races as well as interact with the racers and their support team members during breaks in the action. If you have never been to an event at Road Atlanta you are missing a treat. This 2.5-mile road course facility is the perfect environment to host fans, providing great views from numerous vantage points around the track.

Everything about the Road Atlanta facility speaks of professionalism and of their commitment to the fans enjoyment and the safety of the racers. Combining the Road Atlanta personnel with the professionals of




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the AMA and the event could only be a success. The races are broadcast live over the speaker system that is located at most areas where spectators are concentrated.

For those who prefer, the race account can also be received on FM

radios via broadcast in the range of the track. My suggestion for those attending motorcycle-racing events is to pay the few extra dollars for the paddock pass. The paddock pass enables holders to access the pit area where the racers, the umbrella girls, and the racing team members hang out between qualifying sessions and the races. The area called the "Hot Pits" is off limits to everyone but team members, track officials, and the press.

The Road Atlanta layout is perfect for great views of the races in a very comfortable environment. Picture this: you are sitting in your comfy lawn chair on the side of a grassy hill, consuming your diet coke and Moon Pie, overlooking the chicane section composed of several curves and then a straight (all in full view), as the racers scream by side-by-side at unbelievable speeds while the public address system broadcasts a detailed account of the action. Racing just doesn't get any better than this, and Road Atlanta gets my kudos for their planning and the obvious high priority given to spectator enjoyment. Adding to the enjoyment is the abundance of pretty girls, very friendly



fans, various equipment and food vendors, and convenient parking in the immediate areas of race viewing. I have been to The Mitty (vintage car races) at Road Atlanta several times and plan to add the Petite Le Mans race to my list



of events at the facility. My recommendation for the commute to Road Atlanta is I-75 south to the Calhoun exit (Exit 312), turn left on Georgia State Route 53, and stay on State Route 53 all the way to the entrance of the Road Atlanta facility. This route option is not only a great way to avoid the masses of traffic that would be encountered if remaining on the interstate through Atlanta but also provides some great riding through the country.

I hope I have at least somewhat peaked your interest in cycle racing and that you will sneak a peak when Speed Channel airs the next race. I hope it grows on you to the point it becomes your new passion. See you at the races!

Eddie Rahm
 "Fast Eddie"
 erahm@roadrashmag.com

P.S.: My personal thanks to Megan Kosicki (Road Atlanta Marketing and Promotions) for my press pass and thanks to John Szymanski (AMA Communications Director) for his assistance prior to the event.

Note:
 See my Road Atlanta race action photo page 38 in this issue.



As the Sport Bike/Racing Editor for Road Rash I will at times concentrate on issues regarding sport bikes, the sport bike community, and organized motorcycle racing. We now see the

sport bike community growing at least in part by pulling members in from the cruiser community. For those who may be dabbling with sliding forward in the saddle, leaning into curves, and feeling a little vacuum in your stomach when you call on the extra horses I would like to say, "Welcome aboard." I have talked to many middle-aged riders who think they could enjoy a sport bike but have not made the move because of the following issues which I will attempt to address based on my personal experience as a cruiser and sport bike owner.

They are not comfortable.

Certainly this is the number one reason I hear from folks and one that Potential sport keep in mind models of that vary as and day. I conventional (Honda CBR R6, the older bikes (Honda



is a top priority. bikers should that there are sport bikes much as night have owned sport bikes 929RR, Yamaha type sport 750K, Kawasaki

KZ400), a sport-touring bike (Aprilia RST1000 Futura), and a "naked bike" (Aprilia RSV 1000R Tuono), each having its own strengths and weaknesses. By far my personal favorite bike, combining comfort and performance, is the naked bike, sometimes referred to as a Street Fighter. The naked bike starts with the conventional more hard-core sport bike. The handlebar is raised, the foot pegs are moved a little forward, and in many instances the power band is altered for more of a mid-range power curve. My Aprilia Tuono is very comfortable on trips that are several hundred miles and it is actually my bike of choice for comfort on rides of 200 miles or less, with performance thrown in for a bonus. The best way to check out comfort levels and change some misconceptions is a trip to the local dealers to try them out in the showroom.

They have too much power for me to use sensibly.

Okay, its true that sport bikes have the power to get you into trouble real quick, but my assumption is that if you have enough sense Rash you also brains to judge throttle and how you have more than some of see weaving in and popping high speeds. If most of these guys are surviving doesn't that tell you something about your chances of a safe sport biking career? The horsepower ratings vary on current sport bikes models from around 50 horsepower all the way up to near 200 horsepower, so select a bike that best fits your power needs.



to read Road have enough when to hit the much. Surely common sense the squids we and out of traffic wheelies at very

I'm just too old for these bikes that are made for the younger riders.

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If you think sport bikes are made for kids then take a field trip to Deal's Gap, an organized track day, or a sanctioned motorcycle race. You will quickly realize most of the folks you see at these events are between the ages of 25 and 65. Of course you

might feel like you are a kid when riding these bikes, but that is a good thing!

Now with these issues hopefully out of the way lets talk about what you stand to gain by joining the sport bike ranks. My personal favorite side of sport biking is the fellowship with folks of all ages and gender, based on the mutual admiration of the bikes; it's all about the bikes in this crowd. Many of the "cruiser crowd" gatherings tend to revolve around impressing each other with what they are wearing, what club they are members of, or what brand of bike they ride. I can't begin to tell you how refreshing it is at the age of 59 to walk up to a group of 20 year-old fellow sport bikers and its like we've known each other for years. It's all about the bikes!

Okay, now you're somewhat interested in making the change but just don't know where to start. One suggestion I have is to take a vacation day during the week and visit at least three local cycle dealerships. I recommend a weekday because the sales person can normally spend plenty of time on weekdays to help with the bike that is your perfect fit. I also recommend a local dealer because you need someone who will get to know you and your bike for years to come. Hopefully the dealers on your visit list will be those who sponsor Road Rash Magazine, because these are the folks who are already investing in you and our local cycle community. During your visit at the dealer showroom you

can sit on the different bikes and discuss issues regarding comfort, reliability, and power curves. After narrowing down your search to a few models then try some additional research on the Internet in the form of long-term test reports and multi-bike comparisons. Of course any time you have the opportunity to talk with owners of bikes you may be interested in you will probably find them a great source on useful information.

After your research project, if you in fact made the decision to plunge into "sport bike world," send me an email with a picture of you with your bike and I will put it in Road Rash. Now after trash talking cruisers I will say I actually recommend keeping your cruiser also, for those days where you are in the cruiser mode or want to do some two-up riding. I probably ride my sport bike 20 times for each time I ride my cruiser, but I still like my cruiser. Now with your new sport bike you are going to really know what I mean when I say "now lets go out and play in the streets!"



Eddie Rahm
"Fast Eddie"
erahm@roadrashmag.com

PS: I have been involved with an initial effort to start a chapter of the CMA Fast Lane in the Chattanooga area. The Fast Lane is a network within CMA that focuses primarily on ministry to sport bikers, dual sport riders, and quad sport riders. If you have an interest in such a group send me an email.

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This & That



Greetings! I hope this finds you having just showered and opened your favorite beverage after a day-long ride. The weather we have been having adds to the enjoyment of riding. We went on a fairly lengthy ride last Wednesday. Started in Chattanooga and picked up highway 30 West in Dayton to McMinnville. We then headed south to the Smokehouse in Monteagle for lunch. After a very satisfying (as always!) meal, we saddled up and went to Scottsboro, crossed over to Sand Mountain and eventually wound up in Chickamauga Park. Then we took I-75 back to Chattanooga. The only glitch was a slow-leaking rear tire on one motor. We got that patched and inflated, but it lasted only for a couple of hours before it started leaking again. Make note: carry with you a tire repair kit and pump at all times. Even if it doesn't work perfectly, it will hold long enough to get you to a repair facility and then home for a permanent fix.

The following Friday we rode the Devil's Triangle. We left here on I-75 North to I-40 East in Knoxville, and then followed that to Highway 162 West. That turned into Highway 62. We took that to a left and a quick right, which led to a great little eatery on the right about an eighth of a mile. That corner starts the triangle. After a great lunch (as always!) we resumed going the same direction on 62 to a right on Highway 116. We followed that (POR [Pressing On Regardless]) until it ran into Highway 330. A right onto 330 took us back to Highway 62, and we retraced our route to Chattanooga.

A warning, though: Highway 116 is treacherous! I don't mean like the civilized pavement and predictable twisties on the Dragon. I mean that you will encounter an incredibly uncivilized road that throws surprises at every turn: you anticipate the road making a quick left over the next rise. It doesn't, it goes right with an off-camber decreasing radius. You will rapidly find yourself in the wrong lane going in the wrong direction. A series of lazy sweepers will lull you into being unprepared for the upcoming blind entrance switchback. There are no shoulders. And there are no guardrails. The drop-offs are 100 feet or more in many places. Coal-laden dump trucks on certain days present a clear and present danger as they straddle the centerline. It's demanding but still fun. Stop in at the cycle shop next door to the eatery and get your Devil's Triangle sticker or patch!

If you have not been on the Little River Canyon road, you owe it to yourself (and your significant other) to traverse this.

Outstanding views. There are so many great roads in our neck of the woods! These are only a few world-caliber rides which are in our own backyard. Of course, the Cherokee Skyway is another, and the list goes on and on. I wouldn't trade living in this area for anything.

I purchased one of the new Scorpion half-helmets the other day. This thing has a retractable tinted half-shield. The idea is really clever; with the shield down, you don't need shades or goggles; with it up, it is a regular helmet. Its light weight and decent cooling make it a comfortable helmet. By the way: white and silver helmets reflect a lot of heat while darker colored helmets don't. Yeah, I know, it ain't cool if you don't have a black helmet with a gazillion obscene stickers all over it. Well, image is nothing; I use stuff that is functional and, if applicable, comfortable. Those are the only two criteria for aftermarket goodies. No plastic stick-on imitation chrome covers. No loud pipes. And after a 600-mile ride, I'll have a comfortable butt and be able to hear normal conversation. Well dudes and dudettes, as usual...

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JUNE 3-6

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English Mountain Dragstrip- 3 p.m.
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3202 Kelly's Ferry Rd. - 9 a.m.-2 p.m.
Jerry Walls: 423-298-1481, Joe Graham: 423-504-1289,
Doug Bearden: 423-580-2779 or
lookoutvalleylionsclub@gmail.com

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FACES RIDE FOR SMILES

Ultimate Cycles - 10:30 a.m.
423-266-1612 or <http://faces-cranio.org>

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RIDE FOR MEGAN

Old Eton Elementary School - 9 a.m.
Tammy Madden: 706-971-3640, maddentammy67@yahoo.com
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JUNE 11

Chattanooga, TN

SUNDDOWN AT THE CREEK - Graham's Number

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Wiseman Park - 9 a.m. - lynchburgtncoppers.com

Fairmount, GA

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Chattanooga, TN

SUNDDOWN AT THE CREEK TRIBUTE TO DADS

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Sunshine: 423-255-5301 or
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Joe Cool's Biker Health



Road Rash readers, do you realize people who ride on motorcycles burn more calories than people who drive in cars?

Motorbike riders require greater physical demand than those traveling by car. So, avid bikers are, in part, living an active lifestyle.

In past articles, I've explained how you can achieve fitness and wellness without going to the gym. Well, this is a continuation of that same concept through active living. An active lifestyle is a way of living that incorporates regular exercise and activities. However, there are many other subtle aspects of an active lifestyle.

Remember, the key to a healthy life is eating sensible healthy meals and using the energy within those meals. The lack of energy use is the beginning of fat accumulation. You can make a big difference in your energy expenditures with just a few simple lifestyle changes. Start by walking more.

Going for walks in the park or in your neighborhood is great, but try walking more throughout the day. If you spend most of your day sitting in the office, use break times wisely by walking in or around your work place. Choose the stairs over the elevators. Try not to avoid walking. When you seek a parking place at the mall, don't

waste time looking for the closest space but park further away and walk. Do not be a parking lot stalker. A stalker will follow someone leaving the store in hopes of getting that shopper's close parking space. Then hover over the shopper until the space is vacated.

At home, burn more energy by pushing a mower rather than riding a mower. Or, you could try pushing a riding mower. That would use a lot of energy! When planning family time, choose bowling over movie night. Plan picnics with healthy meals and activities like Frisbee or badminton over fast food restaurants.

The more you move the more energy demand you create within yourself. The decision to find reasons to burn calories will enhance your overall health and you will grow old gracefully. It is all about being active as a lifestyle, which is a more permanent attitude toward your life. Not just a passing fancy to lose a little weight.

Start your new active lifestyle by riding the motorcycle every day. Look for ways to move more throughout your day. You will achieve improved fitness and wellness without going to the gym. Remember to take care of yourself, because if you won't who will?

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The Newbie

I wrote a "different" article this month. I received my first writing assignment, which – while unusual – was interesting. I was doing a little work for a buddy of mine and had mentioned that I didn't have an article written for the June issue. He simply asked me, "How do you feel when you ride?" I didn't have to think very long. "Free as a bird." He just nodded and said, "Well, write about that." For those of you who read last month's article you know that I didn't – I already had a few things to write about and went that direction instead.

But he didn't let it go that easily. He just repeated to me the next time we spoke, "Write that article on freedom."

What is freedom? To me anyway, freedom is choice. The ability to choose my own course rather than have it dictated to me. That means wearing a helmet or not wearing one. I probably would... Roxy might not let me ride if I didn't. (How's that for freedom?) It means lower taxes and less services from the Government – more of me taking care of me and less babysitting from politicians. Freedom also means the right to screw up if I want, and the right to pay the penalty for that mistake. Out leaders should stop trying to keep idiots from being idiots and stop punishing the rest of us along the way!

And if freedom means choices, then I need to give myself the opportunity to choose from a wide variety of options. That means education is freedom. The more I know the more choices are available to me. Same goes with money. If I'm buried with debt, how many options do I have? If I really want to be free from those collection calls I need to pay my bills, and to pay them I need to work enough to make the money to pay them. The more debt, the more work. How free is that? Work equals money, and education equals work choices. See how it all ties together? Making smart



choices with your education and finances could be a big part of your freedom.

Freedom is holding people accountable for their words and decisions. You let someone lie to you and get away with it, and you're allowing their lack of integrity to hold you prisoner. Now be smart about this, not every lie requires a hard-line stance, but think about politicians... Let them lie to you, get elected, and then lie some more as they pass bills you don't want and enact laws you don't need. You don't think that directly affects your freedom? Democrat or Republican, Tea Party or Independent, don't get run over – not on your bike and not on your politics.

The same thing goes with justice. I don't know Tonya Craft, nor do I have any stake in the outcome of her trial except for this: if they can railroad her and convict an innocent person (making some assumptions here) then why couldn't they do the same to me? I follow the West Memphis Three case pretty closely because I could have been convicted of those murders just as easily as those three boys sitting in jail right now. In that case the only evidence against them was a coerced confession and the fact that they looked different: they wore black and listened to Metallica. Lock me up.

I think bikes have a love affair with freedom. From the freedom of the road to the wind in our faces, from the way we dress to the noise our bikes make, we're some free spirited people. Of the many traits that unite bikers, freedom may be the strongest bond we share. We just need to remember that no one is free when others are oppressed. It's not just about us.

Freedom's just another word for nothing left to lose, Nothing don't mean nothing honey if it ain't free, now now.
~ Janis Joplin - Me and Bobby McGee

"Freedom in general may be defined as the absence of obstacles to the realization of desires"
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 "The only way to deal with an unfree world is to become so absolutely free that your very existence is an act of rebellion."
 ~ Albert Camus
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 ~ Gen Michel Aoun
 "All good things are wild, and free."
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 So there's no need to hide
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 But only worth living

'cause you're born free
 (Stay free, where no walls divide you)
 You're free as the roaring tide
 So there's no need to hide
 Born free, and life is worth living
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Bolts - Hardware - Fasteners

The various bolts, hardware, and fasteners on a bike are very important... So important that you will definitely want to keep them in good shape, keep them tight, and keep them from going missing. When you ride your bike you don't want to be surprised by a major bolt, mount, or fastener failing and/or disappearing.

Missing bolts, broken body fasteners, or a broken engine mount can cause major problems during your ride. Obviously, these can be very dangerous to your health too! But yet, we all seem to never check these major components before we ride. We all just "trust" that those major hardware components are in place. About every 300-500 miles, you should take the time to check the major bolts and fasteners for wear, tightness, or obvious damage. Seeing a fender or engine come loose at 70 miles per hour is not what I want to be doing on Sunday afternoon.

Start at the front of the bike around along the neck of the frame, and slowly work your way down the front forks, wheel, frame, and engine. Along the way check all major bolts and fasteners, including engine mounts. Then move toward the rear, checking swing arm, frame joints, chain/belt



components, and the pulley/sprocket/shaft. This 3-5 minute bolt patrol may save you time in the long run and your hide later on that day. If you find any missing or loose hardware in these critical locations, you should make proper adjustments according to specifications of your make/model. If you are concerned with what you find in these critical areas, consult your local favorite mechanic for help. You should never ride a motorcycle with missing frame bolts or engine mounts.

But wait...yes there are other pieces of hardware that can also cause us riders some aggravation! For example, if you have a motorcycle with a fairing, and possibly some of the hardware is missing and you didn't notice, you may suddenly realize there were missing pieces as the fiberglass is striking you in the face on its way over your head at 70 miles per hour! Again, a simple inspection may save you from such an embarrassing and dangerous event. Obviously, if you locate missing or damaged hardware on a fairing (or windshield) you should not ride until you make those repairs. It is highly recommended that any repairs made in these type critical areas involving bolts, fasteners, and mounts, should be made with only manufacturer spec aftermarket, or factory standard hardware. Chicken wire, household bolts, duck tape, and zip ties do not count in this recommendation.

One last thing about bolts and fasteners... Just because you have a new bike does not mean it's perfect. Some bikes have been in crates for months, bouncing around in shipping, or may have been assembled in a hurry. It's always a good idea to look your bike over close, or take it to your local favorite mechanic for a complete safety inspection.

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As a side note this month, please help us welcome our new friend Kelly Kale to the service center at Ultimate Cycle in Chattanooga. Kelly is a well-seasoned Certified Harley Davidson mechanic, who comes to us from a large out-of-state Harley dealership, and has now moved to this area. He is also a graduate of the Motorcycle Mechanic's Institute (MMI) in Orlando, Florida. As always, Ultimate Cycle tries to bring you the best mechanics in the business... like me!

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THE VIEW FROM THE WING

The Problem with Charlie

Over a year ago I wrote an article for the local GWRRA Chapter V newsletter titled, "The Problem with Trikes." In that article I poke fun at trikes and, with my tongue firmly in cheek, poked fun at the people who ride them. I love riding through curves and having the ability to lean over in them.

I gave my friends, Charlie Bellows, Bob Flowers, Willie Lewis, and Jim Rambo a hard time about having training wheels and slowing me down whenever we got on a curve. After all they had GoldWings, so I couldn't pick on them for riding an inferior machine like a Harley. (Send all hate mail to rock@roadrashmag.com.)

I truly have no problems with any bike or any configuration of said machine. It is just something to have fun with when we got together and it was truly in good spirit that we gave each other a hard time. The only real problem that I have with trikes is when someone anoints a person who is riding a trike to lead a group of motorcycles through a twisting winding road. This happened once on a group ride through Fort Mountain.

I good-naturedly picked on those guys because they were always at every GWRRA event. It's hard to pick on people who don't ride with you. I wanted to write an article in which I laid out my perceived problems with the half bike and



half car. I wanted to write that column so that there would be no misunderstanding about how I really felt about those guys. I loved them.

They were the ones who, along with many others, did a lot of the work in the chapter. Charlie was the treasurer, Bob and Jim had been the assistant chapter directors and Willie is a ride coordinator emeritus for the chapter. (Willie at 82 knows about every road in this area.) They were the very embodiment of what belonging to Chapter V was all about.

We need more people like that in any organization. They and their partners are the heartbeat of any good organization. And they make Chapter V a very special organization.

But I was wrong about something. Some people did not see the spirit in which it was written. Some thought that I was ripping apart trikes and the people who ride them. I had sent the article to Charlie before it ran. And he liked it.

Charlie was a rider of a trike because of his great love of his wife. You see, Darlene was not comfortable with the thought of riding around on two wheels. Charlie loved two wheels but loved Darlene more. So he got a trike. And they became one of Chapter V's greatest treasures. That did not happen quickly though. Charlie was very deliberate in what he did. When a good friend of his quit riding he decided to look for a group to ride with. Someone suggested they check out the GoldWing Road Riders Association. So he started coming to Chapter V meetings here in Chattanooga. And he watched. He would come and sit by himself on the fringes of the meeting and not say a word. He was trying to decide if they were worth joining. After several months he reported back to Darlene that he thought that this would be a good group for them to join. So they did. Darlene started coming and soon they were the very embodiment of what is good and right with Chapter V of the GWRRA. Darlene

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became the official "Queen B" of Chapter V. The B stands for Beautiful. (Long live the queen!)

Charlie was the real deal. His demeanor was easy going and friendly. His insights were full of wisdom. He had a very quiet demeanor that made you feel like you were in the calm as the storm raged around you. His character was impeccable. And his love was genuine. This was not a Budweiser-filled "I love you, man." This was a man who along with his lovely wife Darlene genuinely cared for people.

He loved to laugh. He had a wry little half smile that would precede a funny comment or a very thoughtful insight. He had a way to make you feel as if you were the most important person in a room full of people. He was the consummate southern gentleman. He truly was. And this Yankee loved him. Of course I did constantly have to remind him that the War Between the States was actually over, and that the north had won. But he didn't care.

Recently, we had the privilege of sitting around Charlie's living room with friends and family and told Charlie stories. Over a hundred people were in that house that evening; many of them from Chapter V. We laughed together and cried together and loved on each other. Petty differences and disagreements vanished as we shared about a friend that we all loved. The problem that night was Charlie wasn't there.

People were wondering if Charlie had safely reached his destination. Darlene shared how a few years back, Charlie recognized that in spite of his great character traits and good works, he still had a problem. A big problem.

But that Charlie was also wise. And when presented with the truth about his imperfection, he made a conscious decision to put his trust only in the finished work of Jesus Christ on the cross for the only forgiveness that would ensure him safe travels.

Charlie was not verbal about his faith but like everything in his life it ran deep. Charlie didn't find it necessary to use words, but lived a life that reflected who he was in Christ.

On April 12, 2010 Charlie unexpectedly was called home. He was 57.

While the tears keep coming as we think about how much he's missed, there is comfort in knowing who he is with. While we've said goodbye to my friend for now, I have the confidence I will be "riding" with him again soon.

The only problem with Charlie now is that a "trike rider" actually beat me somewhere.

Gary "Backroads" Boyd

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- Go right first road past picnic tables
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- Stop at old broken down barn on left.
- I'm within 2' of the Road Rash sticker



Turn the LOST TAG in to the cashier at the Smokehouse to redeem your prize & get your pic taken with JD Oliver for the next month's magazine. You are only eligible to win once a year.

THIS AIN'T YOUR GRANDMA'S WELCOME WAGON

Dateline: Chattanooga, Tennessee

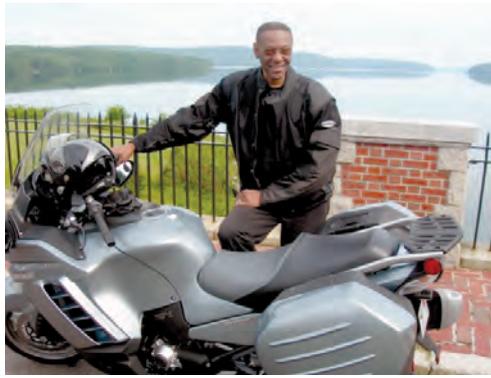
The sign promoting "Quick Tees" caught my eye, but it was the "Road Rash Magazine" banner that grabbed my attention and I knew as soon as I breezed into that shop and met Rock that "this ain't gonna be my grandma's welcome wagon." I wound up meeting Rock that day because it was a good day to do it. That's what happens when you are a seeker with retirement papers and a fine wife who says "have a good ride baby!" I knew I liked her even before the first beer.

Road Rash Magazine was somewhat familiar; I'd seen it in a number of businesses and restaurants since we retired here from Boston and Marlborough, Massachusetts in July 2009. Over the months as the magazine sharpened it's editorial content, diversified it's front cover and expanded its coverage beyond Harley's I became more interested. In my 50-plus years of riding, my 2009 Kawasaki Concours 1400cc motorcycle with 18,325 miles is the best of 10 bikes I've owned. It's an outstanding piece of technology and engineering for sport touring.

Thinking about riding here in Tennessee causes me to remember the computer searches, real estate and tax research that made Chattanooga the checkered flag winner over Texas, Florida, North and South Carolina and Kentucky. Did I mention the speed traps in Virginia?

Boston and the people of Massachusetts have been good to me and my wife Terry, but it was international TV and radio news reporting and public affairs assignments that presented opportunities to ride bikes and scooters in Ethiopia, Mali, the Sudan, England, Israel and some of the Caribbean Islands. Reporting in Boston gave me many opportunities to jump on the bike and get to stories before the competition... imagine that. As you might suspect, my best ride is always the next one.

Chattanooga and Boston have something in common. It's the color green - green for the Boston's Celtics, the Green Monster Wall at the Red Sox's Fenway Park and, green for St. Patrick's Day when everyone is Irish for the day. This is my first spring in Chattanooga and as you know the pollen turned everything a yellowish green, everything, everywhere, every day and night for what seemed like forever. But day by day as I sang the "It isn't easy being green" song made famous by Sesame Street's Kermit the Frog, the green



turned into blue skies, golden evenings and unending roads paved with invitations to mystery and adventure. "Have a good ride baby!"

If you haven't met Rock that's one thing. If you've ridden with Rock then you know this is leading to why his invitation to join him and Sandy "Sandman" Hodges for one of their Wednesday morning day rides was music to my ears. With Rock on point, I fell in behind Sandy as we quietly slid away

from the Quick Tee's shop towards Corridor J, Pikeville and Monteagle. Hey, these guys were riding 1800cc Gold Wings and my legs were draped over 1400cc's of Kawasaki's finest touring technology and design. Piece of cake, yes? Wrong! At the stop light just before we were to get serious, Rock said, "ride at your own pace and stay safe, we will not leave or turn off the road without you. Okay? Here we go."

As we powered away my subconscious locked onto a refrain that goes something like, "We'll begin with a spin of traveling in the world of my creation. What we'll see will defy explanation." Sandman and Rock are excellent ride leaders, steady with the pace, cautions and safety necessities. Got that... now hang on because on a couple of those turns I swear I could read my own license plate. The rules were simple, today I would ride. To sight see, I'd come back tomorrow. All of the rules of riding sharp s-turns and long sweeping curves were in play until we stopped for a great lunch at Jim Oliver's Smoke House at Monteagle. We were refreshed and ready to ride until a slow leak on my bike's rear tire sent Rock to the rescue with a patch. And then we did a Ray Charles and "hit the road."

Along the way we passed and rode beside bikers and motorcyclists of all types as we headed off toward Winchester, Skyline, Hytop, Scottsboro, Lookout Mountain and finally the home stretch along Route 157 to cap of a 325 mile day. But, this is hardly the end of this story. The rest of it begins with, "You ain't gonna believe this..." in the next edition of Road Rash Magazine. How well did I do riding with a couple of guys who can throw 1800cc Wings around like 650's and make it look simple? How well did I do? This ain't your grandma's welcome wagon, but I was darn welcomed.

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We didn't have to look too hard to find this month's local bike rider to feature in our Hot Seat. We just threw a net over "RahRah" while she was sitting still long enough. I'll let her introduce herself:

My real name is Debbie Ezell and I celebrated my 50th birthday in May. I am single and have a 23-year-old son, Jamie, and a 21-year-old daughter, Sarah. I have 4 sisters and 1 brother. We all gather at Mom's for Sunday lunch once a month. It's so great to have such a close relationship with my family! I am studying Psychology as a full-time student at University of Phoenix online and work part time at the Tobacco and Beverage Mart in East Brainerd. Besides riding my motorcycle, I enjoy writing and spending time with my family and friends. I don't own a car so riding is my only means of transportation. I ride to get to where I need to go, I ride for fun, and I ride for therapy.

Now that we know a little more about RahRah, let's see how she handles our standard 10 Hot Seat Questions:

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

My road name is RahRah. I got my road name even before I got my first bike. I started talking to Reverend Booger* about wanting to get a bike and he told me he already had my road name picked out. We went to high school together and I was



a cheerleader. I think that explains that.

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

I bought my first bike, a 2007 Harley-Davidson 883 Sportster, in January of 2007. I had never been on a bike, and it took me some time to learn, so I really started riding in later in March. Once I got the nerve to take it out of my neighborhood, I was hooked. Today, I ride (with great honor) the 2002 Dyna that belonged to my beloved best friend, Booger.

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

In 2008, I rode with my group to Wisconsin for a weekend. After that, Hitch, Booger and I rode home via Canada and Niagara Falls. Booger called it "The Long Way Home Tour" but it also got dubbed "The Incredible Journey." Interesting? What do you think? It was the most fun week of my life and I have never laughed so much as we did that week. Sweet memories!

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

I was the first person in my family to ride. However, my older sister has just gotten her motorcycle endorsement and is learning to ride. She rides around her neighborhood whenever she can.

5) Have you ever had any serious wrecks?

I have had a little road rash on my elbows and a knee. It wasn't that serious but I did take a little spill. That wasn't the only time I dropped my bike, though. Bouncer says I don't drop my bike; I get mad and throw it down... a big joke in our circle. It has been a little while, though, since I have "thrown" my bike down.

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

Discriminated against? No. I think just the opposite. People

freak when they see a woman riding a motorcycle in the dead of winter! I think it embarrasses some of the tough guys who shake their heads in disbelief as they get into their cars! And the little old ladies are always giving me thumbs up.

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

The most special "benefit" I have enjoyed because I ride is the incredible people I have met as a result of riding. From the group I ride with to strangers I run into on the road to the mechanics that have taken such good care of my bikes (thanks Steve and Kenny!). I just think bikers are the best!

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

I ride solo a lot as my Dyna is my only form of transportation. I enjoy riding alone but I will never pass up the chance to ride in a pack of brothers and sisters. I've been known to respond to many an invitation to ride with a loud "I WANNA GO!" My favorite local route would have to be Highway 41 to old Highway 2 down in Georgia.

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

Well, my first year, which was really only 10 months of real riding, I rode over 30,000 miles. Last year, I was logging miles in a Freightliner and didn't get much 2-wheel riding in. I've had the Dyna since mid-March this year and have over 5,000 miles so I guess if I have the bike under me all year this year, I'll probably get close to 30,000 again. I wouldn't mind going over! It wouldn't surprise me. I ride to Macon and back every 2 or 3 weeks to see my boyfriend, Matthew. That's about 400 miles round trip, so...

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

More women riders! It makes me so proud to be a woman rider when I see other women riders on the road. All you ladies out there dreaming about riding your own bike, I say get out there and learn to ride. I can assure you, you won't regret it! And, if I can learn to ride a bike, anybody can.

Well, it looks like Debbie did really well answering our questions without even breaking a sweat. I wouldn't expect any less of course. She's one heck of a woman! If you see her out and about riding that legendary Dyna, ask her to sign your copy of Road Rash Magazine. Heck, you might also ask her to do you a cheer. Who knows?

I'd like to thank Moleman for submitting this month's Hot Seat feature. If you know anyone you'd like to see spotlighted here, contact me at tomthebomb@roadrashmag.com!

*Note: David "Reverend Booger" Pittman was a local biker, a long-time contributing writer and friend to the magazine until his unexpected (medical related) death last year.

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