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CHATTANOOGA

November 2007
Chattanooga Area MC Events

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Allison
pg. 24

FREE

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Who's In The
Hot Seat:
pg. 42

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Tom the Bomb... RAMBLINGS From the Top Dawg

Hello everybody and thanks for picking up Road Rash Magazine! Speaking of being thankful, with Thanksgiving just around the corner, I'm sure a lot of people will be thinking about the blessings bestowed upon them. I, for one, am thankful for my wonderful family and friends. I'm thankful for my health and for my business partners without which this publication wouldn't exist. I'm also thankful for the advertisers who pay our bills and for you, our faithful readers and contributors who do their part to keep everything rolling.

I myself have been guilty too many times of taking things around me for granted. It seems like certain people or things aren't ever truly appreciated until they are gone, and many times when you realize you've lost something that adds great value in your life, it's too late to do anything about it. Do yourself a favor this Thanksgiving and let the people around you know how much they mean to you. It might be your last chance to do so.

The weather is getting good and cool now, meaning if you ride in the morning or at night, you'd better bring along some suitably warm clothes. Sure, the weather is warm enough in the afternoon that you might be more comfortable without a jacket, but don't get caught without

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one once the sun goes away or you'll regret it. Everyone needs some good cold-weather riding gear. If you don't, for goodness sake, check out some of our advertisers. They'll hook you up!

Now, with the Christmas gift-giving season ahead, I know some of you ladies might not do cartwheels if you got a pair of warm riding gloves for Christmas instead of a diamond necklace – but please don't be too upset if your man gets you something (dare I say it?) practical. It's the way we're wired upstairs. If you want something, that's a good possible gift. But, if you need something, we know that's what you should have.

I remember a Christmas when I was around nine years old. I'd prepared what seemed to be about a three-page wish list for Santa. I figured I would get whatever he deemed appropriate for my tremendously good behavior (don't laugh Mom and Dad), and I was better off letting him know my preferences least I get stuck with another box full of icky clothes. I mean – what kid do you know that really seems as excited about a sweater as he/she was about a toy?

I don't know if I had a momentary lapse of unselfishness or if I just wanted some good ideas about what

else I should put on my list, but I remember asking my Dad what he wanted for Christmas. It blew me away that he couldn't think of a single thing. I mean, it'd taken me nearly a month to write down all the things I absolutely couldn't live without, yet my father with all his wisdom and imagination couldn't think of a thing he wanted. He eventually told me he might could use some more jeans. I didn't have a single piece of clothing on my entire list. That's the difference in thinking you need something and knowing you want something.

Anyway, Santa, (if you're reading this) I've learned my lesson and would like some black insulated coveralls this year (hint-hint).

Be careful, be aware of your surroundings, and be thankful for what you have been given. Oh, and keep it twisted!

Tom
THE
Bomb

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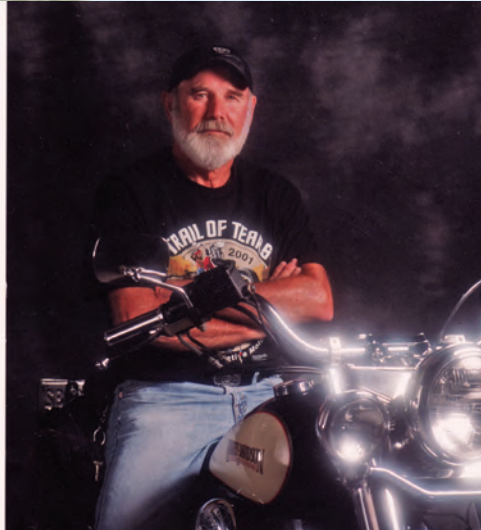



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Trail of Tears Ride - The Real Story

by Bill Cason, Ride Originator & Leader

I talked with Bill right before the ride left Chattanooga, I asked if he would give our local Road Rash readers the real story of the controversy over the ownership of the Annual Trail of Tears Ride. I was flabbergasted when I heard the entire story. Bill told me that other media did not want to cover this story because of all the politics at play. Bill Cason IS The Trail of Tears Motorcycle Ride and Chattanooga IS the city where it all began. Now it seems that some Alabama people want to steal the ride from Bill and run it for profit. They want to charge people to ride in addition to the money made from sales of TOT Merchandise. This is an outrage! I liken this attempted theft of Bill's ride to when the civil war locomotive, The General, was ordered back to Georgia by a federal court in early 1970. (<http://www.andrewsraid.com/gcustody3.html>). Here is Bill's story in his own words. - Rock



shirt booth). Mayor McIntyre was asked to limit those types of vendors and replace them with others (this would not reduce the amount of vendor fees that he took in—yes, Waterloo kept all money from vendor fees while we paid for the powwow, escorts, and port a-johns). The mayor agreed to do something about the situation, but put his decision off until we mailed out the 2006 Ride Flyers all over the country. He then refused to limit those types of vendors, so our board of directors voted by majority vote (including Jerry Davis and Rod Wheeler) to move the event to McFarland Park in Florence. Jerry vowed that if I took the ride into McFarland Park, he would follow me. I decided that the ride would end in McFarland also. The next day and after the wheels were in motion to make the change, Jerry Davis, Patricia Young, and Rod Wheeler changed their minds and joined forces with Mayor McIntyre (Politics).

In 1994 I started the Trail of Tears Motorcycle Ride. Jerry Davis formed a Trail of Tears committee. He chose each person that he wanted on the committee. He did not own a motorcycle, nor did he know how to ride one. From then on, I made all decisions and handled all matters concerning the motorcycle ride because it belonged to me. I personally drew by hand the first flyer advertising the ride.

The goal of the committee was to recognize a trail that had been lost in history and to get a resolution passed in Alabama proclaiming it as an official trail. That goal has long since been accomplished with the resolution being passed, by putting a historical marker in Waterloo, AL and Chattanooga, TN, trailblazer signs on both sides of the highway from Chattanooga to Waterloo, and an \$18,000 retaining wall to keep the land from eroding where the marker was placed in Waterloo.

After the 2005 Trail of Tears ride, it was realized that merchandise sales (which funded Native American scholarships, Historical Markers, Trailblazer signs, port a-johns, police escorts, road barricades, and other expenses) were way down due to the fact that the town of Waterloo was allowing too many other vendors to sell Trail of Tears shirts (including Waterloo's own

Someone started the rumor that Florence had been trying to take over the event for years, but the Board had never in 13 years been approached by anyone about moving it to Florence—it was strictly a TOT board decision.

At our August, 2006 board meeting Jerry and Patricia brought a group of non-board members. As we tried to have a meeting, Jerry and Patricia started yelling at our President, so the meeting had to be adjourned. They insisted that we were illegal because no amendments had been filed at the courthouse since our incorporation. Ms. Young was our so-called executive secretary at that time and everyone assumed she was fulfilling her duties by filing all amendments in Huntsville where our headquarters was located and where she resides. The first amendment upon our incorporation was that we would not have members—only a board of directors to handle the event.

Thinking that Davis, Young, and Wheeler would be removed from the board because of their disloyalty, they went to Waterloo during the Trail of Tears event and sold memberships. In October, they held an illegal meeting with these new members and supposedly voted the other 7 of us off the board. None of the original members listed on the Articles of Incorporation were invited to the meeting except for Davis and Young.

A lot of illegal things ensued due to our then TOT lawyer advising both groups to do different things. Some of the details of their lawsuit against us and our countersuit against them cannot be discussed at this time. Basically they want my motorcycle ride or to stop me from bringing it into Alabama if they can't have it. They also want a domain name that also belongs to me and they have accused me of taking the Harley Davidson dealership sponsors away from them. The dealerships sponsored me and Ken Markham because they know us and what we stand for. We gave the other group the old TOT logo, and the organization name, and left \$10,000 in the bank account (all money is accounted for by audit). We wanted nothing else to do with those types of people. We are suing them for slandering our good names and for the cost of all litigation. We are also asking them to cease and desist putting out false information and to select a different date if they plan to start a motorcycle ride in the future. The only ride that left Chattanooga this year was the Trail of Tears Remembrance Ride led by me. A defense fund has been established to raise money for our legal fees so that



SAVE THE

**TRAIL
OF
TEARS**



RIDE

our money for scholarships will not be affected. Please visit our web site at www.trailoftears-remembrance.org. All donations will be greatly appreciated.

Since the original goals of the AL-TN Trail of Tears Corridor Association. had been fulfilled and after realizing that none of the changes we had voted on through the years had happened, the 7 of us decided to form a new corporation, the Trail of Tears Remembrance Association., that would allow us to expand our scholarship program and erect historical markers in other states. Thanks to monetary donations from our many friends and our sponsors who believed in us

and our cause, we were able to make this happen.

We have been accused of trying to change history, but that is not true. That particular trail that we marked goes from Chattanooga to Waterloo, but there are many other trails, and we honor all Native Americans who walked on all of the trails. It is not a reenactment. I have made many changes through the years that were necessary due to the continued growth of the ride that most people don't even realize. The first ride was in October, 1994. I changed the month to September due to weather and other activities happening in October. I looked at all biker events in the Southeast and chose the 3rd Saturday in September because there were no conflicts. Other stopping places in the past were Scottsboro, Stevenson, Rocket City Harley Davidson in Huntsville, Walmart in Huntsville, and McFarland Park in Florence. This is how the ride has changed and may continue to change as I try to make the ride the best that it can be and for the safety of all participants.

I have been asked to address the problem in Madison. Here it is: In January, two Alabama troopers and I visited the police chief in Madison and submitted my ride permit application. The chief assured me that everything was in order and there would be no problem. Eight months later I still did not have a permit. Madison City Councilman Vannoy (Politics again) had issued himself a permit for another ride. At this point, I met with representatives from Huntsville, AL and asked for permission to bring my ride into the area around the new baseball stadium. They assured me that it was a done deal and I went home feeling good about the plan. The next thing I hear is that Huntsville did not have enough time to plan it before the ride. I got the news from a person in

Huntsville who had read it in the newspaper. No one called me. Politics again. This is when I decided that we would bypass Huntsville and Madison and ride straight to Florence. Most people can make the ride without refueling. Then came the Deal. Alabama troopers contacted me about stopping in Madison. I still did not have a permit, but they assured me that it would be okay. They also said that I would have to pick up Councilman Vannoy's VIP's and insert them into my ride because his ride didn't show up. They were told that they would be required to stop in McFarland Park in Florence since that is where my ride goes. They would have to remain there until my ride was completely in the park before they could go on to Waterloo. That was the Deal. The Alabama Troopers and the Florence Police did an excellent job. There is only one guy in Huntsville who owes me an apology. He thought I didn't have a ride, so I hope that he was somewhere



in town watching me lead the only Trail of Tears Motorcycle Ride through Huntsville. He now realizes that someone he trusted pulled a deal on him.

The Trail of Tears Remembrance Association will continue educating needy Native Americans and other educational projects through the support of everyone who rides with us and buys our official merchandise. From the proceeds of this year's ride, we hope to provide additional scholarships to the Eastern Band of the Cherokee Nation, University of Tennessee at Chattanooga, and to Alabama.

The 2007 Trail of Tears Remembrance Ride was one of the best ever despite the controversy. Thanks to everyone who rode with us from Chattanooga to Florence, and also those who continued on to Okmulgee, OK where we presented a scholarship check to the Muscogee (Creek) Nation. A special thanks also to Road Rash Magazine for wanting to know the real story. Hope to see you all on the Trail next year.

Bill Cason
Ride Leader & Originator





ROCK'S TWO CENTS

- Fly -By** (flibi) n., plural - bys
1. A flight passing close to a specified target or position.
 2. Aeronautics. - Also called a flypast. a low altitude flight of an aircraft for the benefit of ground observers.
 3. Bikerdom - To blow the

helmet stickers off of a rider or riders during a passing maneuver.

People that know me know that I am mostly a solo rider. Occasionally, however, I'll travel with another bike or maybe two. A threesome is about my limit. A solo rider has all the freedom to go and do what he pleases when he pleases. There is only one opinion that matters which makes solo riding is the ultimate freedom.

This last weekend I rode to Asheville with another bike. Anyone that has ever ridden with me knows that my pace will be varied, but, it will never be what one would call s . l . o . w . You can either hang or you can't and my companion that day could hang. We had only reached the Ocoee when we hit a cluster #@!*. As we rounded a curve I saw the dreaded "pack" up ahead. As is usually the case, they we going way too slow for my taste or patience.

To make matters worse the leader didn't have a clue that we were quickly approaching from the rear. The eight bikes were spread out like a flock of geese. It was more than obvious that we wanted to pass. The bike in the rear could see nothing but the headlights and running lights of our two bikes. We were trapped without a passing zone in sight. Did the leader move his group to the far right of the lane (the polite thing to do) so we could pass and be on our way? NO! They just continued on, oblivious to the world around them. I would be forced to take matters into my own hands.

Suddenly the road straightened and I had good visibility. A double yellow line was all I could see as I twisted a grip and passed the entire gaggle. The guy in the rear knew what was happening, but, a couple of riders up front got the crap scared out of them as I thundered by. Hey, I'm sorry, wake up, be aware, look around, be courteous. What was I supposed to do? Just when they were over the shock, Al came flying around them on his BMW. There were no thundering pipes, just a gust of wind as he did his "fly -by".

We were riding "our way" until we hit Chunky Gal Mountain on 64E, just this side of Franklin, NC. About halfway up the big hill there was a 18 wheeler doing maybe 30. Following were two Harleys, a BMW, and a car. There was no passing zone for at least five miles, but passing would be a piece of cake for any motorcycle worth it's title. Passing zones were really layed out using an automobiles passing capabilities, not a motorccles, so let 'er rip is my philosophy. Well, these sheeple didn't see it that way. They wouldn't pass on a double yellow and break the law if their lives depended on it. Thankfully for them their lives

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didn't depend on it and their 30 mph creep continued up the mountain. Suddenly we twisted our throttles and Al and I shot around the whole lot in tandem. "Fly-by" number two was in the books.

On the other side of Franklin we were halfway around a funeral procession before we realized it. As we passed the procession we dropped our speed and our heads in respect as we passed (a glide-by). Before you get all bent out of shape you need to realize that most state laws forbid stopping for funeral processions. Technically, it is against the law to stop, although I've never seen anyone get a ticket for doing it. At any rate we got around and were on our way. The last 60 miles of the trip was on the Blue Ridge Parkway so passing was not necessary. Well, it was necessary a couple of times, but the cage drivers actually pulled into one of the many pull offs and let the building traffic behind them pass. This novel concept needs to be headed by the leaders of many motorcycle packs.

On the trip back, we managed to log an additional 2 fly-bys for a trip total of 4 fly-bys and one glide-by, a respectable number by any standards. Seriously now, I don't care how anyone else rides. Different strokes for different folks. There are creepers and there are crotch rocket riders, I am somewhere in between. I do try to be aware of what's happening around me and . . . if someone wants to pass me . . . more power to them. I'll do everything in my power to get them around safely for their sake and mine.

Until next month,
LTRNTT,

Rock
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TEARS ON BLACK LEATHER

Brothers and Sisters Down or Gone

My name is Sherry Ledford and I am not sure who I need to contact but I would love to add a really good friend of mine to your memorial section of the magazine. His name was Virgil Bullock and he LOVED to ride. We were unfortunate to lose him almost 3 weeks ago



unexpectedly. He was the GREATEST biker I know and was LOVED by all who knew him. He had the BIGGEST heart of any man and just loved to laugh and be happy. I have placed the picture of our Big Virgil at "Thunder on the Rock", his last rally, and if it makes it in your magazine for all to see that will miss him dearly I would be so ever grateful. Thanks so much!!!!

Tom.

I am requesting urgent prayer for my "brother" Blaine Wehunt, who I ride with in Southern Cruisers. On Sunday afternoon he was involved in a severe Motorcycle crash on Brainerd Rd in Chattanooga. A 16 year old girl ran a yellow arrow that was going to red and turned into Blaines on coming lane ...

Blaine is in intensive care at Erlanger Hospital and the prognosis at this point is not good. He has severe head and spine (vertabrae) trauma.

He is on ventilator to help him to breathe and preliminary brain scans show very little activity. Please say a prayer for him and his family.

Thank you.

Chris G.

This column is entirely reader generated. We make this space available for you to eulogize your friends who have passed or ask for prayers for those who have been involved in accidents. Please send a photo and your comments on your friend to rock@roadrashmag.com We will print them in the next issue.

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Joe Cool's Biker Health



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The holidays are a wonderful time to celebrate with family, friends and biker buddies. But holiday events pose a special challenge for healthy eating and may have the unwanted result of weight gain. Most of us will gain about a pound during the holiday season. Though this may not seem like much, this weight can be significant if you are diabetic, arthritic or already struggling with your weight. Even the healthiest individuals need to watch their caloric intake, because even the smallest of weight gain over a prolonged period can contribute to obesity later in life.

This year if you are a guest or are planning a party or holiday meal yourself, try a new strategy by planning what, when, and how much you eat or serve at holiday events. When attending a holiday buffet, select a variety of low-fat, high-fiber foods that fit your meal plan. If you are hosting

a holiday gathering, try to offer a variety of low-fat, high-fiber foods. That means fresh fruits and vegetables, grilled or broiled lean meats, fish, and turkey and chicken without the skin. Increase fiber content by serving whole grain breads and crackers, vegetables, fruit and dried fruits. Water and seltzer are both healthy, no-calorie beverages that can quench your thirst and help you feel full. There are plenty of flavored waters on the market, just select no-calorie or low-calorie beverages. Seltzer mixed with fruit juice or hot apple cider also makes a refreshing low calorie alternative to other high-calorie holiday drinks.

If you are like me, no matter how much you have eaten at dinner, there always seems to be room for desserts and sweets. You can still have your favorite desserts, just cut down on your portion size and how often you eat these types of foods. Fruit makes a great dessert.

Increase your activity time to help control holiday weight gain. Take a brisk walk after your have given ample time for your holiday meal to digest. Visit your local health club an extra day. Remember, you can still enjoy the holiday season and all the goodies that come with it while keeping off the extra pounds through wise food choice, controlled portion sizes and increased activities.

My family and I would like to wish all the Road Rash readers a happy, healthy and safe holiday season.

Joe "Cool" Wiram
Exercise Physiologist
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"So where did you go this weekend?"

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If you own a bike, you need to have your "bike answers" prepared in advance, because you will go through a similar scenario many times over. Usually it is the simple acknowledgement, "Nice bike!" to which I usually only reply, "Thanks!" (Brevity at its best.)

In the old days, people actually asked, "Is that a Harley?" Sometimes they even inquired, "Will you start it up? My son has never heard a real motorcycle before!" Can you imagine? That won't happen today, as Harleys are now a dime a dozen. The question, "Have you been to Daytona?" has even been reduced from a question to a statement. "You've been to Daytona..." with your obligatory reply, "of course!" (Hasn't everyone?) Still, there is that one big question that deserves a much better reply, "What's the longest (or best) trip you have ever been on?" This is not a yes or no question. Someone is likely attempting to live vicariously through you by fantasizing on his or her perception of what it means to "own the open road." Your reply should not be the disappointing, "I rode to Nashville for the annual HOG rally." You simply have to make



at least one good roadworthy trip, if for no other reason than to have a decent answer in pocket when asked this all-important, inevitable question.

Here's what I say "I rode to Canada and back one weekend!" For some reason it seems to stun people. I guess because Canada is a whole 'nother country and requires crossing an International border. It is a thought provoker, which strikes up the firing of additional follow-up questions. Usually they start with the disbelief, "On a motorcycle?" and proceeds to "Isn't it really cold up there?" We are talking Canada not the North Pole, but I guess in most Southerners'

minds the two are synonymous.

Chattanooga to Windsor, Canada (next to Detroit) and Canada's most southern tip is only 622 miles away. It is 562 miles to Daytona. Trust me, the additional hour investment is well worth the bragging rights. If you left in the morning on a Friday and put in a leisurely ten-hour ride, averaging 60 mph, you can spend the night in Detroit, cross the border for an adventure of a lifetime on Saturday, and by Sunday night again be sleeping in your own bed. Imagine on Monday morning when your co-workers ask, "What did you do this weekend?" and you reply, "I ran the border" while they probably say something like "I mowed the lawn." See what I am getting at here? It is Canada. They actually DO speak a whole different language (French) if you venture far enough. Even if you don't, their version of the Queen's English is ridiculously funny enough for more than a few laughs, aye?

Here are a few tips if you get adventurous:

Bring warm clothes. Even in July, someone flips the switch on summer when the sun goes down, and while they still think it is still warm, take my word for it, it is not.

They are on the metric system. I am old enough to

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REVEREND BOOGER'S TWO-WHEELED PULPIT

Well Hello,

As I write this ,the weather has cooled off and it has become some of the most wonderful riding weather this area knows. I am planning to leave out in a week and explore as much of western North Carolina as I can in four days. While looking at a map several weeks ago, I noticed several roads right under my nose that I had missed, so I need to correct that. So many roads, so little time. While I am on the subject of roads and before I get to my monthly nonsense I call a sermon, I found a web site that might interest some of you, <http://www.motorcycleroads.us/index.html>. It is a good resource for locating roads anywhere in the nation and you can also add comments to existing roads. Check it out next time you have some time to kill and want a new road to explore.

Now onward to my monthly sermon. With the state legislatures going into session around this time, it has been on my mind that there are a couple of laws that I would like for them to consider. First, most of you know that I work a rotating schedule in the carpet mines of north Georgia. This affords me days off during week that I can hop on the bike and take off. Now my boss,



Mike Hurley, who likes to say that I only work half the year, has a nasty habit of making me work on my days off. Therefore, ruining some really fine riding days. Now he learned very quickly not to ask me if I wanted to work. There are only three or four things in life that I really want to do, the rest of life consist s of things that I have to do. Now his routine is sending me an e-

mail informing me that I have to work. It amazes me that no matter what season it is, that day will fall on the most beautiful riding day of the week. So I really want the law makers to consider a labor law stating that if you own a bike and your boss tries to make you work on a day or time that you're not scheduled to work, you have the right to say "nope boss, I am going riding". This would be an excused absence, not count against you, and give you four of these days a year. Just think how nice it would be the next time your boss informs you, that he expects you to work Saturday. All you have to do is look at him and say "nope, I am going riding". Now the only stipulation is that you have to show up at work after that day with proof that you did ride farther than 200 miles from your house. A gas receipt or something similar should do the trick. I don't want those people out there that own bikes but not ride them abusing this law.

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Secondly, since I mentioned people owning bikes and not riding them, that brings me to my next proposed law. I have mentioned this before, but I am going to bring it up again. It bothers me that people go out and buy a bike for the sole purpose of letting it sit in a garage. This is cruel and unusual punishment to the motorcycle. That bike was built for the sole purpose of being ridden. In it's heart, that's what it wants. So to correct this problem, I propose that squads of experienced riders go out and find these bikes that are being kept up against their wills. Take them out to make sure they are okay, and ride them 200 miles or so. Then bring them home with a written warning that next time the motorcycle is found not being ridden like God intended, it will be confiscated. I know this sounds strict, but it hurts me to see the same motorcycle sitting in the same place at the same house day after day.

Ok, that about wraps up all the nonsense bouncing around in my brain for this month. One last thing, the holidays are upon us so lets all get out there and load our bikes up and ride all the toy runs we can. Santa needs our help and it looks real cool riding around with toys strapped on your bike. Till next month,

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MCIC NEWS

NEXT MEETING:

NOVEMBER 1, 2007

@ Full Moon Saloon

Last month's Motorcycle Clubs In Chattanooga (MCIC) meeting was held at Riders Bar and Grill (on the corner of Airport Road and Lee Highway in Chattanooga) on October 4. The participation was tremendous with motorcycles overflowing bike parking, as well as filling every available space in the side parking lot and beyond. The place quickly filled with local motorcyclists trying to get in food and drink orders before the crowd hit – and hit it did. The newly acquired and renovated dance floor/stage area was filled to standing room only capacity by the official start of the meeting (7:30 p.m.), and everyone enjoyed Riders' facilities and hospitality.

The meeting went smoothly with budget disclosures, discussions about upcoming club sponsored and/or supported events and special causes, as well as updates on previously discussed projects. The new MCIC patches are being sold, and possible MCIC t-shirts were discussed. Carol was named the official photographer for MCIC, and we heard a progress report about the MCIC's MySpace profile (www.myspace.com/chattanoogaic). There was a time for open discussion, and the next meeting was announced to be November 1 at the Full Moon Saloon (2620 1/2 Rossville Blvd.). All bikes and riders are welcome whether you are in a club or not. This is a great opportunity to meet with fellow motorcyclists, gain useful information, and join forces to make things better in our community. Please support the MCIC!



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MCIC MONTHLY MEETING
Full Moon Saloon - 7 p.m.
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NOVEMBER 3

Cleveland, TN
SONS OF GOD TOY RUN
O'Charleys Restaurant (Paul Huff Pkwy) ABO
- 11:30 a. m.
423-614-3036, 423-344-9492 or
abeosborne@charter.net

Augusta, GA
FISHER HOUSE CHARITY RIDE
American Legion Post 205 - FBO: 9 a.m.
706-399-0440

Buford, GA
ACE CLASSIC CRUISE-IN AND SHOW
S&S ACE Hardware & Mower - 10 am - 2 pm
770-932-1458, jvanek@ssacehardware.com ,
or ssacehardware.com

NOVEMBER 4

Atlanta, GA.
ABATE SWAP MEET & BIKE SHOW
Atlanta Exposition Center North - 9 a.m.
770-881-7438

NOVEMBER 10

Trenton, GA
VETERAN'S DAY PARADE and BIKE SHOW
American Legion Post 106 - 10 a.m.
423-593-1572, 423-605-2231, 706-657-7952
or southernposeur@yahoo.com

Whitwell, TN
STEP FOR KIDS TOY RIDE
Hardees - 1 p.m. (CST)
423-667-8963 or 423-309-9759

Cumming, GA
RIDE FOR WILL
South Forsyth High School - 9 a.m.
770-889-7829

NOVEMBER 17

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DECEMBER 1

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Thunder Creek Harley Davidson - reg.:12 - ABO: 2
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Macon, GA
HEPHZIBAH CHILDREN'S HOME TOY RUN
Harley-Davidson of Macon - 10 a.m.
478-918-6495, d4hawg@gmail.com or www.maconhog.com

DECEMBER 2

Ft. Oglethorpe, GA
CATOOSA CO. TOY RUN
More info: TBA

DECEMBER 8

Acworth, GA
US MILITARY VETS MC TOY RUN
VFW Post on Hwy 41 - 11 a.m.
www.cvilleusmvmc.us/events.htm

DECEMBER 9

Rome, GA
FREEDOM SEEKERS MC 10TH ANNUAL TOY RUN
Cave Spring Park - 1:00 P.M.
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APRIL 11-13, 2008

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Silver Dollar Raceway - noon
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AUGUST 15-17, 2008

Chattanooga, TN
ROAD RASH BIKER BASH

October 2007 Biker Chick Allison



The Low Down:

Make/Model: 1962 Harley-Davidson FLH

Engine: 1200 cc H-D Panhead

Paint: Red and White

Owner: Tom "Buzz" Dodson - Athens, TN

Photos: Ronnie Miller - Tunnel Hill, GA

Model: Allison - Knoxville, TN



Here we have Tom "Buzz" Dodson's '62 Harley Panhead. This bike is unusual in that it is bone stock in all its glory. A lot of custom bike builders get props for coming up with new and innovative ways to redefine our favorite two-wheeled rolling artwork, but it takes a special talent, some good connections, patience and a lot of determination to put together and/or restore an old classic like this to it's original condition. One look at the "Super Deluxe Buddy Seat," plastic saddlebags, tombstone speedo, and standard two-tone paint scheme will elicit respect from knowledgeable gearheads across the board. It's great to see a 45-year-old bike still plugging along in style! Thanks Buzz!



As you can tell from the photos, our model Allison also has classic beauty, although she is a much newer model and (from the looks of things) doesn't have nearly as many miles on her. She can definitely stand close inspection. Her piercing bright blue eyes are so mesmerizing... Seriously guys, look at her eyes. Okay, when you get a chance to look at her eyes, trust me - they are amazing! If you are lucky enough to catch Allison out and about, ask her to sign your copy of Road Rash Magazine. I don't know what your chances would be to get her to go for a ride on your buddy seat, but at least you'd meet a really sweet girl!

To check out many more beautiful pictures of this great bike and hot Biker Chick (and much more), go to www.roadrashmag.com! Special thanks goes out to our friend Ronnie Miller (www.myspace.com/63534376) for sharing his remarkable photography skills with us again this month, to Buzz Dodson for providing the bike and for Allison for being so patient with us.



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Aunt Sue's K-9 Bakery- pg 43

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AutoCycle PowderCoating-pg 31

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Battlefield BBQ - pg 15

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Biker's Stop - pg 13

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Rossville Tattoo Removal pg 31

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RT Cycles- pg. 34 & 40

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706-861-3000

Rusty Duck - pg 29

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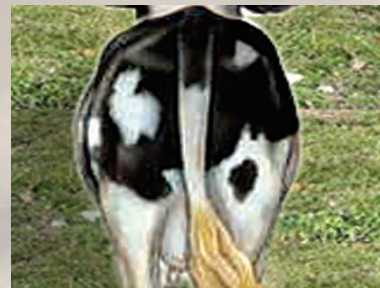
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Just A DAB

A famous author once wrote, "It's a dangerous business, walking out your front door." He was absolutely right. But, being the adventurous creatures we are, we're pulled and driven to do so. I, for one, am grateful to be part of that drive.

On a Friday night not long ago, while listening to the radio, I heard Scott Carter give Scott Chase (of KZ106) a call to tell listeners of a benefit the next day (September 23) to help one of our long standing establishments in the greater Chattanooga area. Apparently, due to some major (but badly needed) construction, the Rusty Duck has seen



it's better days of traffic.

To hear of my friend's dilemma, I knew I had to see what was up. I'm glad I did. Mad Fish Willy and another band, Leaving Miss Blue, having forged a friendship at the top of the local band scene, were the two acts set to drive this benefit. And drive they did. Although I'd heard MFW previously, I'd never seen Leaving Miss Blue.

In the words of Bill and Shirley Johns (owners of the Duck), "Mad Fish Willy gave expectations of a great performance and introduction (for us) to a fantastic band. They indeed left us blown away and gave us a great night of entertainment. All who performed conducted themselves in a professional manner and we fully expect to have both



bands back as soon as possible.

Scott Carter fronts for MFW with lead vocals and swapping lead and rhythm guitar with Lance Taylor. Jeremy Bain handles bass while Rob Livingston takes care of the drums. Marshall McClure (on percussion) bolts this five-piece group together. All members were well versed and each set was just as tight as the one before. With a CIA (Chattanooga Independent Artists)



Best New Artists of the year award and having opened for some big name bands, MFW is heading for some studio time (with originals like "3 Cars Back" a tune about Big Brother

watching) and some rockin' future gigs, I can't wait!

When I asked Scott for a take on his experience that night, he replied, "The Duck is an awesome place to play and see a live show. Not only is the atmosphere relaxed and intimate but the "Waken Tanka" always shows up. Leaving Miss Blue is an incredibly fun group of guys, not only to watch play, but are genuinely super great guys to hang with."

Travis Clark fronts for Leaving Miss Blue with lead vocals and lead guitar, also integrating some killer slide guitar and yes I said... he's the electric washboard dude as will. Travis is backed up by Will Martin who whipped out - believe it or not - an original, hand-made cigar box guitar. It was awesome as Will belted out some lead vocals of his own to start the show. Andrew Minnic nailed this trio together handling some fine, in-your-face drums!

LMB played originals of their own, including "Big Truck," a tune about a dude, his truck and some female company. These guys have it going on with a CIA Best New Artist award and a win at the Battle of the Bands. LMB is definitely on the scene.

As for my thoughts on that night... I had an incredible time listening to so many songs just flow from the talents of these two bands. I couldn't help but be taken in and taken back by such a personal rock performance - one that can only be experienced in a small venue. It's certainly something to be had. It was a treat, and our new friends, Kia and Michaela (a couple from Frankfurt, Germany) can attest to it. Your companionship was first class guys!

For dates and information on Mad Fish Willy and Leaving Miss Blue, go to leavingmissblue.com, myspace.com/madfishwilly, or just Google Mad Fish Willy.

"You step onto the road and if you don't keep your feet, there's no knowing where you might be swept off to."
- J.R.R. Tolkien

Catch a local band whenever you can. Thanks guys!

Darrel A. Brackett

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Blowing Smoke

(Continued from last month)

Soon after leaving our new Taiwanese friends who were mesmerized by our bikes, one lady even commented "Your bikes are more amazing than the mountains," we headed on up Highway 89 toward Bryce Canyon. If you've never been in this part of the country, there are all sorts of national parks and monuments due to all the unique rock formations. Bryce National Park is one of the smaller parks, but perhaps one of the most unique. You stand at the edge of the rim overlooking the horseshoe shaped "amphitheaters" filled with all sorts of brightly colored and unique shaped rocks, called hoodoos. Hoodoos are pillars of rock shaped by



that wander throughout the hoodoos and ride some of the ATV Trails. Several lodges are sprinkled throughout the park and due to the amount of people around, the wildlife are not



people shy. This includes mule deer, pronghorn, and the occasional chipmunk.

It was getting late so we took off to try and get some more miles in and find a place to rest for the night. We were tired from riding, walking in the various parks, and fighting the wind blasts. Well, let me take that back, I was tired from fighting the wind gusts. We would be riding along a straight road when all of a sudden, out of nowhere, a huge wind gust would hit and I'd go flying halfway across the road before I knew what was



years of erosion that are usually of fantastically different shapes. There are formations that resemble a sinking ship, a balancing ball, and my favorite - praying hands. If I ever get to go back, I will take some extra time in this area in order to walk the trails



happening. Then I'd be leaning into the wind to try and stay on the road. The trike my dad was on, well, lets just say he never even knew there were gusty winds. One thing I wasn't complaining about was traffic, there was NONE. This was a

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much welcome change after seeing my life flash before my eyes multiple times in Las Vegas interstate 5 pm traffic the day before. That is one place I do not care to ride in again, I swear they were trying to aim for me!

There is nothing in this area of Utah. Things were looking bleak, when we came over a hill into the little town of Marysville, Utah and what do we see? Suzuki tents! Something familiar finally. My first thought was what is Suzuki doing having an event way out here? We pulled over to the curb and found out that the tents belonged to a group of ATV Riders that had come out to ride the Paiute Trail. The small motel was full, but, there was one down the road that wasn't. We walked into the office at Weber's Paiute

Trails Inn and got our room and learned that there was no restaurant, gas station, or store open. And it was only 7pm. The manager must have felt sorry for us because he fired up the grill and made us some fries and chicken fingers. Apparently we weren't the only ones who were hungry and tired because several guys pulled up on ATV's and dirtbikes, saw the closed sign and moved on. This town is the hub for the trail which is 275 miles long and has over 2,000 miles of side trails. You can pretty much ride all over that state of Utah without running into any fences or "Do Not Enter" signs. It's very different from home where you have to find places that allow you to ride. On any given day there are more ATV's and dirtbikes on the roads here than



cars. I definitely will be going back there sometime to ride ATV's on all those miles of trails. I don't know if we'll rent or take our own, but I will go back and revisit the man who cooked us dinner that night.

The next morning we awoke, loaded up, and were about to leave when we noticed the man next to us was having some difficulty kick starting the 4 stroke YZ he'd planned to ride. Dirt bikes being my dad's first passion, he went over to help the guy and realized that he'd fouled the plugs. Dad was ready to help the man change them to get him out riding, but the man didn't bring any extra plugs. People, if you ever go out west off road riding, always take extra plugs with you and think about re-jetting if you're

on a carburetored model. You don't want to get there in the elevation and not be able to ride. My dad directed him to several shops around the area and told him what plugs he could use. I was sitting there in disbelief, not having a clue where I am, and he's giving a guy from Vegas directions to Utah motorcycle shops.

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Sorry, but we forgot to mention that last month's pics of Kris Turner were taken by Tyler Rahm son of our staff writer Eddie Rahm. See Tyler above on his 2003 Yamaha R6, photo taken at the Jennings GP Raceway. Thanks Tyler for your excellent coverage and photos.

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The Hot Seat victim, er, I mean feature this month is J.R. Halverson. Originally from the South side of Chicago, and moving all around the country (and beyond), and having been a jack of all trades and held jobs in the military, property management, driving a truck, etc., J.R. now resides in Cleveland, Tennessee and works as the area manager for Beaulieu, a large carpet manufacturer in and around Dalton, Georgia. Although tattoos are becoming more commonplace, it is still rare to see someone in upper management with so much ink. It isn't unusual for J.R. to get off of his Harley-Davidson Heritage Softail in the parking lot and walk right into an important business meeting tattoos and all. His job requires him to make tough business decisions everyday, but how will he fair once we duct-tape him into the Hot Seat? Let's see!



The ten (infamous) Hot Seat Questions:

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

Most people who know me call me "Sarge." I got this nickname while I was in the Marine Corps. I was only 17 when I joined; therefore my adult riding life began while in the corps. There were not many Marines with Harleys so I hung out with the civilians. After I made Sergeant they all just started calling me Sarge. It's been with me ever since.

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

Like most others, I started on a little five horsepower mini bike. Later I did the Honda Trail 70. When I was 13, I got my first Harley. It was an AMF 350 Enduro. My first real street bike was a Triumph 650 cc.

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

My longest road trip was from San Diego to San Francisco and back (well, most of the way back). The trip was un-eventful going to San Fran but the trip back sure got interesting. When I got to Frisco, I went to a party, got wasted and tried to ride back... needless to say I didn't make it back before I wrecked my bike. I did a stupid thing and it ended up putting me in the hospital for two months.

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

I am the only one in my family that rides. I can remember my mother coming home when I was a child and she would always be on the back of some dude's bike. I guess that is where I got the desire to ride.

5) Have you ever had any serious wrecks?

As I mentioned above, I left a party and was in no shape to ride. I knew better but I kept telling myself, "It will be okay, nothing is going to happen to me."

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

I cannot recall anytime that I was discriminated against

just because I ride a motorcycle. I have, however, been discriminated against because of my physical appearance and tats.

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

The best special benefit of riding a motorcycle is the ability to park just about anywhere.

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

I enjoy the open sweeping curves of Highway 64 between Cleveland, Tennessee and Murphy, North Carolina.

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

I have a 2005 Softail Deluxe and I put 18,000 miles on it in the first ten months. In subsequent years I haven't ridden as much. I guess, if you average it out, I ride about 10,000 miles a year.

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

I would not change a thing. It takes all kinds of people to make the world go around. Trying to change the motorcycling community would go against everything that we are about – freedom. Besides, if we tried to make everyone the same we would live in a very boring society.

I want to thank J.R. for sharing his valuable time with us, and giving us some insight. I'd also like to thank the good folks at the American Polycraft division of Beaulieu (a very bike-friendly environment, by the way) for nominating J.R. for this harassment, I mean interview. If you see J.R. out and about, ask him to sign your copy of Road Rash Magazine. You might also ask him to show you the tattoo (work in progress) on his back, but don't ask him where it got started – unless you're ready for a good story.

If you know of anyone you'd like to see featured here, drop me a line at tomthebomb@roadrashmag.com or use the other contact information listed up front. Have Hot Seat – will travel!



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SEE 8 STATES

Wings In The Wind

by Eddie Rahm (Part 5 of 7)
Photography by John Martin



Recap: Our trip took us through eight states in five days on back roads and state highways. Day one took us through Tennessee, North Carolina, and Virginia (280 miles), two we continued through Virginia, back to Tennessee, and much of Kentucky (320 miles), and day three through Kentucky, Illinois, and Missouri (290 miles). After a previous day of flat lands and few curvy roads we were about to enjoy much ridge riding and tight curves. Leg four as follows:

Day 4 – Illinois - Kentucky – Tennessee (220 Miles)

After a restful night's sleep we decided to hit the Cairo Truck Plaza next door for breakfast, since the continental breakfast at our Days Inn left a lot to be desired. John and Jon had overslept, meaning they were destined for the breakfast at the motel while the rest of us had the typical truck stop country breakfast (home



cooked food and lots of it). It was ironic that what I considered to be the most country waitresses and meal on our trip was at our most northern location. After our devotional it was time to head back out through

Cairo, across the bridge under repair, and then for the first time on our trip head back in the direction of home. With lots of sights to still see, interesting people to meet, and fun riding to experience, there was much enjoyment left in the many miles to go. It was a little sad that for the first time since we left home the real world responsibilities were in front of us instead of in our rear view mirrors.

As we headed south on Highway 51, just a few miles down the road from Wickliffe, we stopped at a deserted plant with the name Deena above the entrance. After spending a considerable amount of time walking through the plant speculating what might have been manufactured there, we decided it must have been something large, like boat hulls. By web research I later found out the plant once produced ceramic urns for lamp bases, but closed down in 1952 due to labor problems and the resulting class action lawsuit. We continued on 51 through Bardwell, Arlington, and Clinton. Shortly after passing through Clinton, we made a special stop for John Martin. Evidently someone in this community knew John would be coming through and named a street after him. It would have been nice to have the sign for



a souvenir but we settled on a few pictures instead. Continuing on 51, we reached Fulton City, which is north of the Kentucky/Tennessee state line. Fulton City was once known as the banana capitol of the US, since 40% of all bananas shipped to the US came through Fulton City. As we



passed into Tennessee we were in South Fulton and now on Highway 45E heading south. In short time we reached Martin, Tennessee, home of one of the University of Tennessee campuses. Continuing south we soon reached Greenfield and a little further Bradford.

For the whole trip John was saying, "I just want an ice cream cone dipped in chocolate". After being on the trip a while I learned the leader was also a part-time mother, so I needed to find a Dairy Queen. We finally found a Dairy Queen in Bradford to solve that problem, as well as take care of our lunch needs. The elderly lady working the counter asked if she could go with us. Of course we said yes but she backed down. We then passed through Greenfield and to Milan for a gas and rest stop. Milan was the first city in the south to play Little League baseball and is the home of Kellye Cash, Miss America 1987. While the guys were visiting with each other and some locals at the convenience store, I checked out my directions for an upcoming road change. Shortly after heading back out we turned east on Highway 104 and within a mile or so passed the Army Ammunition Reservation that is now an industrial Megasite.

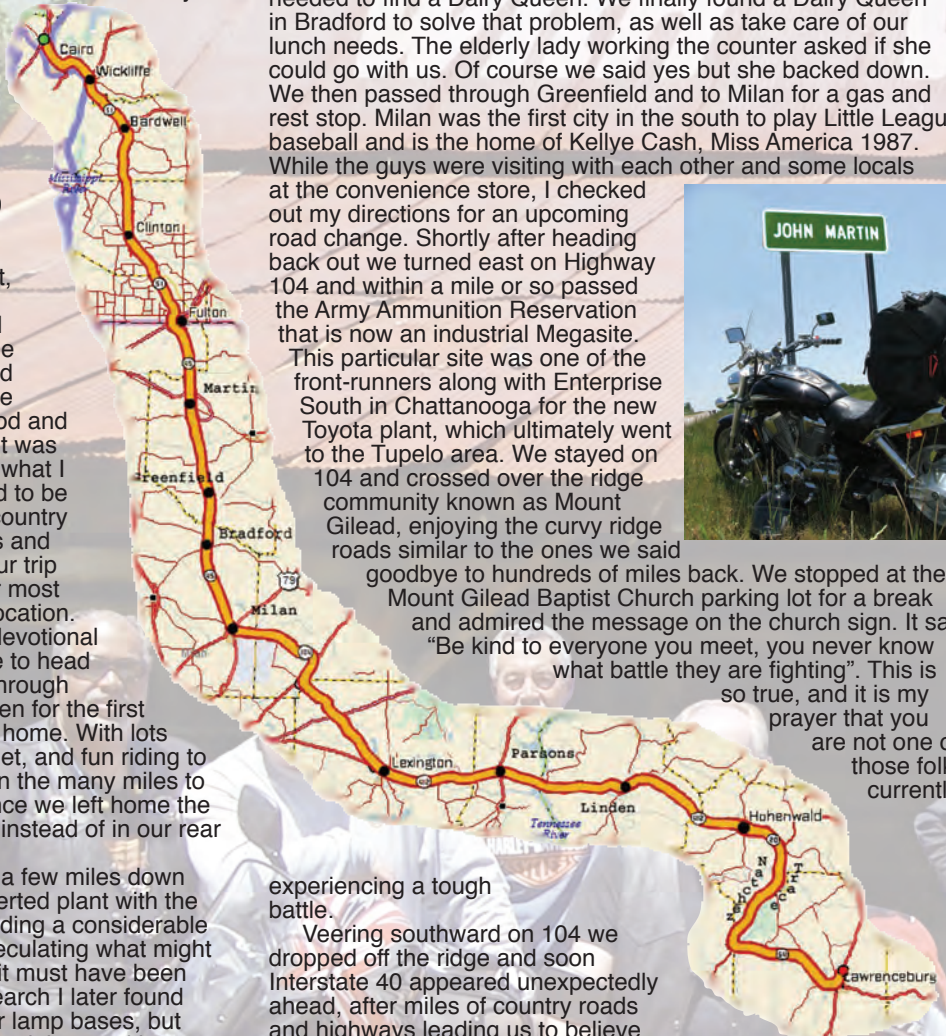
This particular site was one of the front-runners along with Enterprise South in Chattanooga for the new Toyota plant, which ultimately went to the Tupelo area. We stayed on 104 and crossed over the ridge community known as Mount Gilead, enjoying the curvy ridge roads similar to the ones we said



goodbye to hundreds of miles back. We stopped at the Mount Gilead Baptist Church parking lot for a break and admired the message on the church sign. It said "Be kind to everyone you meet, you never know what battle they are fighting". This is so true, and it is my prayer that you are not one of those folks currently

experiencing a tough battle.

Veering southward on 104 we dropped off the ridge and soon Interstate 40 appeared unexpectedly ahead, after miles of country roads and highways leading us to believe we were away from it all. It seems no matter how far out you think you are, an ugly sign of civilization called the interstate is never far away. We continued south on 104 with the boring interstate disappearing in our mirrors until we reached Highway 412, a main east-west highway parallel to I-40 and about 15 miles south. We then turned east toward Lexington where we made a gas stop, taking the time to just hang around the small store and relax. Since Jon was getting sleepy (how do you get sleepy riding a bike?) he bought one of many Red Bulls he was destined to consume on the trip. Early in the trip Hobert introduced him to the Bull and Jon was "full of Bull" for the rest of the trip. After Jon perked up and started bouncing around the parking lot it was obviously time to hit the road, so we continued on to Parsons where we soon crossed the Tennessee River and then arrived at Linden. Beginning west of Linden was a section of ridges and curvy roads through forests.



Many CMA members know Linden since the city has hosted some past CMA statewide gatherings. After passing through Linden we continued east on Highway 412 until we made a stop at a deserted convenience store for a short break in the shade of the gas pump canopy. Strangely the store appeared to have been closed for quite some time but many food items still remained on the shelves, including perishable stock. Heading back out we soon arrived in Hohenwald, which has the largest elephant sanctuary in the US just north of town. This facility encompasses 2700 acres and cares for old or injured elephants that have lived most of their lives in the circus or cramped confines of a zoo pen, is known nation wide to those in



the animal treatment arena. What a great service these folks offer to one of God's special creations!

After passing through Hohenwald we turned southeast on Highway 20 and within a few miles arrived at the Natchez Trace Parkway, the same parkway we were on just the prior day at Land Between the Lakes. Speaking of parkway, why do they call something you drive on a "parkway" and



something you park on a "driveway"? Oh well, back to the trip. This area of the Trace is the location of the Meriwether Lewis State Park, dedicated to one of America's great explorers. Lewis was found dead at that exact location in 1809 from what was believed to be a self inflicted gunshot wound. Turning south on the Trace we once again enjoyed the relaxation of little traffic and gentle curves surrounded by well-manicured grass shoulders. As we cruised the Trace, Wally took pictures from the rear of our formation while riding his bike. If it had not been for Wally's "on the bike" action shots we would not have any to show for our trip. My thanks to Wally for his successful efforts! After about 15 miles on the Trace we exited east on Highway 64 toward our final destination of Lawrenceburg Tennessee, home of 2008 presidential candidate Fred Thompson. Just prior to Lawrenceburg we stopped at the Davy Crockett State Park for some pictures of the entryway. Crockett was born in Green County of east Tennessee (close to our Day 1 travels) in 1786 but moved to Lawrence County in 1817. He established a powdermill, a gristmill, and a distillery along the banks of Shoals Creek, all three of which were totally destroyed in the flood of

1821. Crockett was one of 189 men killed by the 7000 men army of Mexican leader Santa Ana in the battle of the Alamo in 1836.

Just a few miles down the road we entered the city of Lawrenceburg and our home for the night the Best Western Villa Inn, which was quite a step up from our previous nights Days Inn in Cairo. After settling in



Wally, John, and Randy rode their bikes a few blocks down the street to the Kuntry Kitchen restaurant, which was serving up a great seafood buffet. After a day of riding Hobert, Jon, and I elected to walk the few blocks in the pleasant pre-dawn breeze. After supper as the three walkers were strolling down the street, we watched Wally and John in a first and second gear drag race. When John's VTX barked it's rear tire upon hitting second

gear we were pretty impressed. We once again sat up a while and visited with our new roommate (changed each night) but since we were going to church the next morning we hit the sack a little earlier. My roommate for the night was Hobert, and after a long trip with its share of frustrations as the leader, the encouragement and wisdom offered by Hobert was a breath of fresh air.

It was a day of the most varied types of riding thus far in our trip. Interesting sights were fewer along the way, there were less folks to visit, but the roads were maybe the best yet. I trust it was a good day for you and the ride met your expectations.



Some things we learned on Day 4:

- ~ Turning back toward home injected a bit of sadness to the trip.
- ~ It was great to have a home and family to return to.
- ~ How the mountain country had the flat lands beat on scenery.
- ~ How the Lord had been so faithful in providing our protection.

Hint for the next leg (December Issue): Our final leg would take us by farms, over three mountains, and into two states we had yet to enter.

Mystery Pic #5 - Give me the name of the creek Hobert and



Jon are in front of and the location of the photo. First correct response receives a \$100 gift certificate from Sears Shoes in Fort Oglethorpe, a \$35 gift certificate from Logan's Steakhouse on Battlefield Parkway, plus an embroidered denim Road Rash shirt compliments of Quick Tees. Responses should be sent to edtennga@bellsouth.net

Note: Jessica Rich was the first correct response on last month's mystery pic. The name of the person the monument is dedicated to is Meriwether Lewis at the Merriwether Lewis State Park near Hohenwald TN. Thanks to Southern Honda Powersports and Quick Tees for sponsoring the prizes. Also thanks to RT Cycle and American Cycles for their participation.



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