

# ROAD RASH

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Chattanooga Area  
Motorcycle Events

Jan '07

**FREE**

Biker Chick  
**Alizey**

pg. 24

Check Out  
Who's In The  
Hot Seat:

pg. 42

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**NEW YEAR'S EVE BASH**  
at **BOURBAN STREET**  
**MUSIC BAR!**

pg. 26

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# ROAD RASH MAGAZINE

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## Tom the Bomb... RAMBLINGS From the Top Dawg

**Well**, while everyone is bustling around trying to get ready for New Year's Eve celebrations (and trying to get those last minute Christmas gifts slid under the tree), I think we should take a look back at the last year, and get ready for 2007. New Year's resolutions are always the talk around the water cooler this time of year, and I've heard some strange ones. As usual, everyone says they're going to quit smoking and/or drinking, and a few people have said they are going to start going to church and get closer to God, be a better parent, blah, blah, blah. I heard one guy say he was going to get rid of his whiney girlfriend and try to "trade up." One girl said she was going to buy her own bike and get off the back seat of her husband's (he never asks for directions). I even heard two or three people say their main goal was to ride more and work less. I think my biggest resolution this time around will be to save more money, and have a less stressful life (which in my case would be one and the same).

If you have similar goals, you can start off on the right foot New Year's Eve by joining us for our official New Year's Eve Bash at the Bourbon Street Music Bar at the Villager Lodge on 23rd Street in Chattanooga. It's been a long time since local bikers have had their "own" New

## CONTRIBUTING WRITERS

"Tom the Bomb" Blevins	Jim Pyatt
Reverend Booger	Eddie Rahm
Dick Dengler	"The RUB"
Dave Disbrow	Jen Schein
Ronnie "Rock" Land	Harry Stone
Tammy Pierre	Teri Welborn
	"Joe Cool" Wiram

## CONTRIBUTING PHOTOGRAPHY

"Tom the Bomb" Blevins	Cassie French
Dan Bowen	Ronnie "Rock" Land
Jimmy "Moleman" Cornett	

Year's party, so you know it'll be a good one! You can buy your tickets in advance at Bourbon Street Music Bar, from any Road Rash staff member, off of our Web site (using your credit card via PayPal), or from one of the other participants. We are even offering package deals where you not only get into the party to hear The Tim and Reece Band, and Michael Martin, but also enjoy a great dinner, party favors, a hotel room in the same building and a late check out (not that you'll need it, 'cause we're all going on the CMA's New Year's Day Ride – right?). Anyway, come out, let your hair down, have a good time, and support the people who've supported you.

If you are like most people (you've scanned through the magazine for pictures, then came back to the front to start reading), you may have noticed some format changes this time around. Due to several comments and suggestions, the "Biker Dude" of the month has been discontinued to make room for our "One Of Our Own Legend's Series" and (new) "Hot Seat" articles. Please check everything out with an open mind, think of this as your magazine, and let us know what you think!

As I mentioned above, Christmas is right around the corner. We don't need

to forget our friends and neighbors who might have been naughty this year and won't receive any gifts from Santa. If you were to go by one of our advertisers and pick up a small gift (a t-shirt, gift certificate, or new motorcycle for example), it might save them the traumatic experience of finding another lump of coal. Naughty boys and girls are people too! A stocking is a terrible thing to waste...

God has blessed us with some pretty mild weather so far this winter, and I believe we should enjoy every minute of it while it lasts. Bundle up in your warmest riding gear, throw a leg over your scooter and get out there and drink in the beautiful countryside. You only live once. Make it worth the trouble!

Keep it twisted!

*Tom  
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# ROAD RASH STAFF



"Tom the Bomb" Blevins  
Publisher/Editor/Top Dawg

TomtheBomb@  
roadrashmag.com

423-322-0223



Ronnie "Rock" Land  
Managing Editor/Partner

Rock@  
roadrashmag.com


423-400-6419

Midge Adams  
North Georgia Sales Rep

serenityfinder@  
comcast.net

(423) 645-4314





Jimmy "Moleman" Cornett  
Distribution Mgr/Partner

Moleman@  
roadrashmag.com

423-400-2635

GENERAL CONTACT INFORMATION

Road Rash Magazine  
3472 Brainerd Road  
Chattanooga, TN 37411  
Fax: 423-697-7612  
Info: rock@roadrashmag.com

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# ONE OF OUR OWN

## Legend Series

### Joe Pate Pate's Harley-Davidson by Rock



"Yes Virginia, there was a Harley-Davidson dealership in Chattanooga before Thunder Creek and their immediate predecessor."

Unless you're a Johnny come lately to motorcycling you know the name Joe Pate of

Pate's Harley-Davidson, Chattanooga's first exclusive Harley-Davidson dealership. I first met Joe in 1970 while buying a 350 Sprint from his mother (Ma Pate) at their Broad Street location. Some ten years later I purchased a 1980 FXWG from Drue Pate (Joe's older brother) at the 153 location. I met with Joe at his home on Big Ridge to decide which pictures to use in this article and to freshen up my knowledge of Pate history. It was a fascinating trip down memory lane. I hope you all enjoy the saga as much as I've enjoyed writing about it.

In 1947, O.L. Pate (Joe's dad) moved his family from Gadsden, Alabama and opened O.L. Pate Motorcycle Company at 737 E. Main St. in Chattanooga, Tennessee. The Pate family consisted of O.L. (Joe's father), Mary Joe (Joe's mother), Drue, and Joe. The Pate's were a REAL motorcycle family. They didn't even own a car or truck until Joe was 12 years old. O.L. rode a knucklehead and Mary Joe rode a FLH with and without a side car. Joe and his older brother Drue rode all the way to Daytona in their mother's side car more than once before they were 10.

After 20 years on Main Street, they moved their shop to Broad Street. Shortly after moving, O.L. had a heart attack



and passed away. Mary Joe and her two sons kept the business open and they moved to Highway 153 (currently Mattress Outlet) in 1971. At that time, Highway 153 was still just two lanes and

Northgate Mall was just in the planning stages. Joe's first love was being a Harley mechanic. He was trained by his dad and followed in his footsteps. Joe ran the service department at Pates while Ma Pate and Drue handled the sales and business end of the dealership.

Harley-Davidson Motor Company was struggling during the 70's and Pate's was only allotted 25 to 30 motorcycles per year. Some less popular models might sit on the showroom floor until next years models came out. Let's just say that things weren't rolling like they are today for HDMC. Harley was owned by AMF (a manufacturer of bowling balls and sports equipment) from 1969 until the buyback in 1981 by Wille G. Davidson and a group of H-D executives. The AMF years were bleak years for the reliability of Harley-Davidson motorcycles which had a direct effect on their dealers. The AMF execs did not possess the love of



motorcycles which resulted in old technology and poor quality products. Harley-Davidson was AMF's red headed stepchild. With a weak market for Harley-Davidsons and their low allotment, Pate's was forced to add the Yamaha line in 1972 to help pay the bills. This was not very popular with HD corporate, but they finally accepted it.

Lean times, divorces, and just plain burnout resulted in the Pates selling the dealership in 1987. The new owners kept the Pate name and operated another 4 years before closing in 1991. Drue was killed in a head on collision on Mountain View Rd in Ooltewah in 1989.

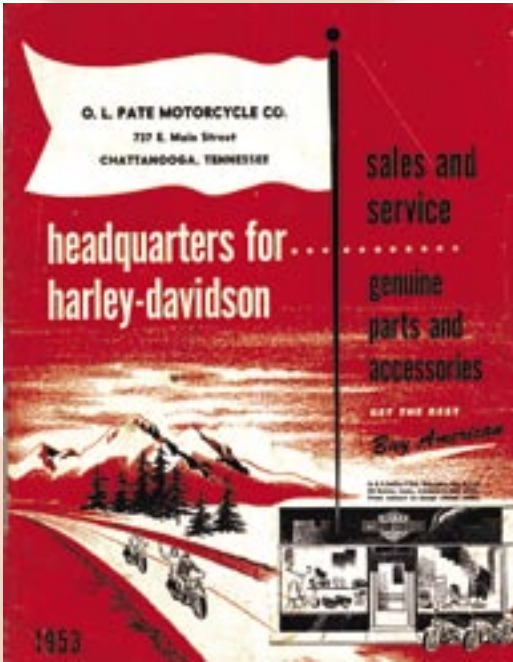
He was driving his mother's Chevy Impala when a young female driver lost control of her car and hit Drue head on. He died at the scene. Ma Pate followed her son in death the next year in 1990.

Joe started riding a 125cc Harley Hummer at the age of six. At twelve, he moved up to a 165cc Harley. He rode his



O.L. Pate with Chattanooga's Finest





165 in various Enduros around the area. At age 14, he moved up to riding the 165 in Scrambles. He got his drivers license and professional racing license when he turned sixteen. Once street legal, he started riding his dad's 1960 FLH with and without the sidecar. He finally bought his first new motorcycle, a 1967 XLCH Sportster which he rode to Daytona in 1968 with no windshield. Joe told me that it was very cold that year and he almost froze to death. Joe kept this bike for 20 years before finally selling it. In addition to his own XLCH, Joe also rode various demo bikes from the dealership throughout the years. This being one of the major bennies of owning a dealership. Joe currently rides a black 1999 Ultra Classic.



Joe Pate & "Chattanooga Charlie"

Drue & Joe both raced motorcycles in their younger years. Drue rode a KR Flathead Sportster on the flat tracks until he broke his hip and back in a high speed crash. Drue sported a noticeable limp for the rest of his life. Joe followed his brother,



competing on flat tracks, drag strips, and hill climbs. Joe won 2nd place in 1967 at the Daytona Beach short track riding a 250 HD Sprint. Joe was leading the race when Dick "Bugsy" Mann passed him on the last turn to steal the win. Joe also won first place on the half mile track in Richmond, Virginia, Myrtle Beach, South Carolina and Hopkinsville, Kentucky in the novice category (1st year professional). He won a hill climb in Cleveland, Tennessee in 1972 and took 2nd place in 1974 at the East Brainerd Hill Climb on his '67 XLCH Sportster.



Joe attended Red Bank High School and graduated in 1963. He rode his HD 165 to school during his junior and senior years, a rarity in those days. He won the State Wrestling Championship in 1962 and 1963. Joe currently is a partner in the Racquet Club in Hixson and you just might find him behind the parts counter at Thunder Creek HD. When you're born Harley, its hard to get it out of your blood stream. I kidded him saying that he really just missed seeing his name on checks from Harley-Davidson Motor Company. - **Rock**



Joe Drue Ma Pate Willie G



# Rock's Road

**Hello** Readers,

I hope you all made it through the Christmas season unscathed. The roads are mostly void of motorcycles and we've still got a minimum of two more months of really cold weather. There are still a few of us on the roads and I just want to single out one person for comment. Now, I don't know who she is, but every morning about 8:20 I see a girl on a pink scooter riding past Quick Tees just after I get to work. I can't help but chuckle when I see her, cause my mind naturally envisions all the big twins that have been on trickle chargers since before the Catoosa County Toy Run. The little lady with the backpack on the pink scooter brings a smile to my face every day. Big tough motorcycle men cozy in their warm pickups should hang their heads in shame as this little lady passes. She has more heart and spunk than a hundred of 'em. Thanks little lady for brightening my day. I must clarify by saying that I THINK this is a female rider. I normally don't see her till she's passed and with the helmet, it's hard to tell. Please forgive me for assuming. Pink = female in my world. If SHE, is really a HE, please accept my apology. HE would have a double dose of admiration. First, having the stones to ride a pink scooter, and secondly



being determined enough to ride in rain or cold. I know I've mentioned before that I usually trade my bike every April or May. Well, I didn't make it till spring this year. Harley-Davidson made major changes with their 2007 models and I just couldn't wait to experience them. I am now the proud owner of a 2007 Electra Glide Classic. Hal and the crew at Thunder Creek Harley-Davidson hooked me up again this year. Paul and Hal had brought me home a few scoots ago after years of buying from an unnamed dealership in Nashville. If you want a great buy on a Harley-Davidson motorcycle, you need to check with the guys

at Thunder Creek. Thunder Creek is one of the largest volume dealerships in the south. I can almost guarantee you the best deal anywhere. Tell Hal that Rock from Road Rash Magazine sent you. He'll even put you on my '06 if you're looking for a used black Electra Glide Classic. There's just one problem with buying my trade-in. She's skeered of trailers and will most likely buck if you tried to load her. Other than that, you'd be lucky to own her. She knows the back roads to Savannah by heart. Needless to say, I love my '07. The bigger Twin Cam 96 engine and the new six speed tranny are a big improvement over earlier models. I'm looking forward to logging mega miles during the next 12 months and many of them in sixth gear.

One last thing before I close. We now have a new location for our annual Biker Bash. We thought we were heading to Bledsoe County, but a change of plans has landed us in New Hope right across the blue bridge from South Pittsburg. Just a mile off interstate 24, our new location is 50 level acres of pasture and trees. Keep checking future issues for the latest updates. We

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will be offering tickets on-line again this year starting in March. You will be able to save money and entry time by purchasing on-line. We will also have on-line vendor forms and release forms. We will be limiting our vendors to 20 again this year and last years vendors will be offered space first. By downloading and completing your release in advance you will save time gaining entry to the event.

I do appreciate the folks that emailed me wanting my back roads route from Chattanooga to Savannah. I hope that you all find the route as enjoyable as Julie and I have. Make sure to check out our two new features this month. On page 42 we have **The Hot Seat** and on page 46 we have our new **Vintage Photos** feature. **The Hot Seat**, features local riders in an interview format with accompanying photos. **Vintage Photos** is a reader generated feature that shows off any old motorcycle oriented photos you might have in your collection. They can be of you or someone else. Our only criteria is that they are at least 20 years old and do not contain anything you wouldn't want your children or grandchildren to see. Remember, we are a free magazine that is seen by adults and children. If you have a suggestion for **The Hot Seat** (male or female) or have any **Vintage Photos** please send them to me at rock@roadrashmag.com. Make sure to include a contact phone number and mailing address for us to use when we return your photos. You can also email us a 300 dpi scan of your photo if you prefer. See ya next month.

LTRNTT,

Rock

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# TEARS ON BLACK LEATHER

## Brothers and Sisters Down or Gone

Rick Young was killed Monday, November 27 at 1:30 pm. He was involved in a motorcycle accident in Cleveland, Tennessee behind the Chalet Motel. The accident happened in a curve, when Rick hit a pile of concrete blocks head on in a construction zone. Rick never knew what happened. He was 46 yrs.old. He was affiliated with the Limited Few. We don't know any other details at this time. Rick was a dear friend of everyone that knew him. He was a fantastic person and a darn good friend. This come from family and friends and every establishment that Rick was associated with. He will be dearly missed. His friend, **Mike Cook**.



Charles "Bud" Turner died in a local hospital from injuries sustained in a motorcycle accident in Sequatchie Valley. A professional photographer, he was 68. He was an avid motorcyclist.



Wally South passed away at his home, on November 23rd. Wally had been valiantly fighting leukemia and emphysema. Wally, who was 66 years young, was a US Army veteran and a member of Southern Cruisers Motorcycle Club. Wally was also involved with POW-MIAs, as well as First Things First. Wally loved riding his Yamaha Roadstar 1600, and motorcycling in general. He will be greatly missed by all! His family would like to thank all the Riders who participated in his Memorial service on Sunday the 26th of November, which was held at his home. There will be a Memorial Ride in the near future to celebrate Wally and his love for motorcycling. Ride free Wally, we know you will! - **Diamond Dave**

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# Joe Cool's Biker Health



**Happy** New Year Road Rash readers. Another year is upon us and the opportunity to make changes that can better your life. Leave old unhealthy habits behind and start the New Year with a new attitude toward improving your overall fitness and wellness.

What will you choose as your New Year's resolution? I suggest you choose only one life change. This way you are more likely to succeed. This change should be one to which you are 110% committed. A commitment that you are willing to make for yourself and not because of the influences of others. You may decide to lose weight, exercise more, or quit smoking. I can help you successfully achieve any of these lifestyle changes. So let's start with smoking.

When you decide to quit cigarettes you must be ready to defeat two addictive traits of the smoking habit. The physical addiction to nicotine and the psychological habit of the act of smoking.

Nicotine is the chemical that the body and brain builds a tolerance to. As the tolerance increases the need to replenish increases. There are many nicotine reducing systems on the market. Gum, patches, and inhalers to name a few. The problem is the nicotine stays in your system. I have friends that have become addicted to the nicotine gum and still will light up in social occasions. Cold turkey is the most effective

method for ending your addiction to nicotine. Nicotine can be flushed from your system with in 4-7 days. Drinking plenty of water, fruit juices, supplementing vitamins and exercising often will speed the nicotine detoxification. You will suffer withdrawals. Try natural supplements like Kava-Kava, and St. John's Wart to lessen the stresses of withdrawal. This will take care of the physical addiction. Now, let's tackle the psychological habit.

At this point your body no longer needs cigarettes. It is now all in your mind. Know your triggers. When do you typically light up with out thinking about it? After a meal? When you first get up? After sex? With coffee or when you get in the car? You must find substitutes for your hand to mouth habit. This is when people often gain weight because the habit of placing a cigarette in your mouth is often substituted with food. That is alright if you make the effort to make healthy food choices.

Tooth picks, hard candies, and chewing gum can be calorie free substitutes for cigarettes. Try keeping your hands busy with puzzles, knitting or craft projects that will offer a mental distraction to beat the smoking urge.

Now you are on your way to improving your overall health in this New Year. Be dedicated to your self improvement. Do not beat yourself up if you slip and light one up in a moment of weakness. Simply, give your self another chance to meet your New Year's resolution goal. My family and I wish you and yours a healthy and happy new year.

Be cool, stay cool,  
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# HERE'S THE RUB



**Here** are my thoughts on bike shows: Many times, the best bikes are not in the show itself, but rather in the parking lot! They should only give away a First Place trophy! Second place is First Loser! Instead of second and third place trophies, there should be more first place winners in more categories... First Place EVO, First Place Paint, First Place Chrome, Most Unusual, even First Place "Cleanest Bike" I was a judge in a show last summer where a contestant shadowed me constantly dissing the other entries! Pride in your ride is cool. Tearing down someone else's scooter wins you the First Place, "Biggest Loser" in my book!

I don't understand the "Sport Touring" category. Sport-Touring to me, means windshield and bags, but no radio. How does a Heritage end up in the same category as a Road King? "American Clone" should be a separate category from Custom. A purchased Big Dog is not the same thing as a homemade, rider-built chopper with custom-made parts. They are both nice bikes, but they do not belong in the same category! Customs, in my opinion, are ridden money trees, whereas Radical Customs I feel tend to be what Boog refers to as "garage ornaments."

I miss the "rat bikes" of days old. Rat bikes were the antithesis of today's "theme bikes." Bumper stickers from obscure watering holes that served to cover dents and useable add-ons like a bottle-opener or a vice-grip. Duct tape, rattle-can spray paint jobs and four hundred and fifty thousand miles of accumulated dirt and bugs, may not win any trophies, but even a RUB like myself has to acknowledge rat bikes are in a class all of their own!

"Best of Show" and "Peoples Choice" are two different categories. Best of Show is the judge's choice. I have trouble with People's Choice as too many times it is simply, who has the most friends at an event. I have even been to shows where they sold ballots for best of show! If you just want to buy a trophy, they are a lot cheaper to buy direct from a trophy shop.

For the life of me, I don't understand the category called "Stock." I will just wander into the showroom if I want to look at a stock bike, thank you.

Metric, as well as British bikes, at a Harley event need to be broken down into the categories of foreign touring, foreign crotch-rocket, foreign cruiser, and foreign antique. Unless you are

knowledgeable of the idiosyncrasies of these bikes (and there are many) you should allow someone else, who is, to judge. I like seeing the resurgence of vintage 60's/70's Japanese cycles. It is nostalgic to spot a Honda Dream, or the Yamaha DT250, the original BMX that I could once do a wheelie on (before my center of gravity shifted.)

Judging should be explained in advance. Here are my five elements:  
 1) Chrome 20%. 2) Paint 20%. 3) Wheels 15%. 4) Engine/Transmission 15%. 5) Overall Look and Uniformity. 30%

I apply a simple three point criteria:  
 1) Near stock. 2) Interesting. 3) Wow!!!  
 If two bikes are tied, I will go back and re-judge with tighter scrutiny. While the judging criteria itself is very objective, the "wow" factor is very subjective. I like team judging, but not comparing scores between judges until the end. Some people like skulls and some don't. What floats one man's boat is different from person to person. There is no right or wrong here and it helps to have multiple perspectives.

There is a big difference between ride-in shows and the "World of Wheels." I expect bikes to have some soot on the inside of the exhaust and normal wear and tear on grips and pegs. They are not museum pieces. What is a lot of "fluff," but has become expected at the big time events (mirrors showing the undercarriage, trophies from previous contests, velvet ropes, model replicas and other paraphernalia) is okay for the World of Wheels but is silly at a normal "cruise-in" event.

If you put your bike in a show, you need to walk away. A quick final rub down should be allowed but spending the show adding the 52nd coat of wax is just plain Obsessive-Compulsive and you need medication! Motorcycles are supposed to provide a therapy not a complex.

Finally, if you have entered and won every show in your area for several years and are suddenly unseated by a newcomer, it may be because seeing the same bike in shows again and again and again causes it to lose its "wow" factor. Venture out to other areas to compete and share the local spotlight. You have had your 15 minutes of fame. You may suffer from the overexposure syndrome. Too many times, local shows are getting only one or two entries per category because of the mindset that first place belong to the same ride and always will! People always like to see the reigning champ get a fresh challenge! It does not take anything away from your pride to sit out a show. As I noted at the beginning of this article, many times the best bikes at any show are found out in the lot and not in the show!

Have pride in your ride, but as Rock always points out, above all else remember, they were meant to ride not show!

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# REVEREND BOOGER'S TWO-WHEELED PULPIT

**Well** hello people,

I hope all of you had a fine and wonderful holiday season. I imagine, like myself, most of you are glad it's over. Now that it's behind us, we can wait out the rest of winter for the return of warmer weather. It looks as if I will get to ride the CMA's New Year's Day ride again this year. I rode it last year and was very pleased with the event.

Last month I mentioned my "year in review article", so here is a very condensed version.

**January**- rode CMA Ride on New Years Eve, had a blast.

**February**- rode as much as weather and work would allow.

**March**- rode from here to Destin, FL then to Daytona all solo, it was a blast.

**April** -held memorial poker run for my daughter. Thanks to everyone that turned out.

**May**- rode as much as I could, got rear ended by a hit and run driver in Knoxville.

**June** - rode as much as possible, began work on the unfinished sportster project

**July**- held No Name Poker run, also rode most of Blue Ridge Parkway.

**August** - Biker Bash- enough said. Also rode the Lewis Leech poker run, good people, excellent cause and had a blast at both.

**September** - didn't ride Trail of Tears but hung out at kick off party and at the start, had a blast.

**October** - performed my first biker wedding had a blast.

**November** - hit the year mark for owning my Dyna, put 17,000 miles on it.

I know this does not compare to Rock's mileage, but I still feel good about it considering I never really left the southeastern U.S.A... Also rode Walker County toy run, had a blast.

**December** - riding as much as I can, and having a blast. Whew, what a year. As you can tell, I had a blast during the past year. With every mile there was a smile and with every minute there was a story. I'm sure that I left out a bunch, but rest assured I had a blast doing whatever it was.

Now with that out the way, I can move on to other things. For the last month or so I have been doing a lot of thinking about riding with groups. It seems like every time I go riding with anywhere near what you would consider a group, I end up leading. Now I don't demand this or even expect it. I'm a firm believer that if you are going to lead, there are some responsibilities and guidelines.

Now I only have two things that I expect if I am following someone else. These are 1) Know where the #\$@# you are going. Now, I understand missing a turn or getting turned around, but I expect you to be honest and tell the rest of us if you are completely lost. 2) Use your mirrors. They are the only thing that can tell you what is happening to those behind you. As I mentioned, I take being in front real serious, almost to an obsession. I have compiled a list of guidelines for people that line up behind me.

Don't get real freaky if you loose sight of me. I have also lost sight of you in my mirrors. You will eventually come around a corner and I will either be stopped, broken down or run into a tree. Either way, I will be waiting on you.

Don't get real freaky about the route. Chances are, I studied



where we are going and somewhat planned out a route in my head. This does not mean I won't consult with the other riders, I am always open to new routes and suggestions.

I always like for everyone to get gas at the same time. I mentally plan my gas stops around the lowest mpg of the bikes riding with us. It has come to my attention that a motorcycle is a lot easier to ride than it is to push. Also some of my routes are in the boonies, so gas stops may or may not be easy to find.

Well, I have run out of room for this month. If I come up with any more guidelines, I will post them next month. Til then ya'll ride safe, ride smart, and ride often.

**Reverend Booger**

reverendbooger@hotmail.com

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# Blowing Smoke

Let me start out this month by saying that Ladies items are slowly starting to come in – T-shirts, hoodies, jewelry, baby items, leather, and cold weather gear. I am very excited about this project and hope that many of you ladies will stop by and check it out. I am cramped on space due to it being the end of the year and the 2007 Suzuki and Yamaha models coming in daily, but I hope that by the first of the year I can get a larger area.

As I stated last month I've been researching women and motorcycles and have been surprised by all the information I've uncovered. I'll share some with you here but if you want to see more you can visit <http://www.rtcycles.net/Teris.html> where I've listed many interesting web sites. One of the most fascinating things I have uncovered is the history of women motorcyclists. Do the names Dot Robinson, the Van Buren sisters, or Bessie Stringfield sound familiar? Probably not, so I want to tell about these pioneers.

Augusta and Adeline VanBuren were descendants of President VanBuren and were considered New York "society girls," but these were not your typical society girls by any means! They were very intelligent and refused to be held down by the limitations society placed on women. In 1916 the country began preparing



for World War I in what was called the National Preparedness Movement. Augusta and Adeline felt that women could help by becoming dispatch riders, which would free up men to provide combat support. In order to prove their point the sisters decided to complete a long distance ride themselves, not just a few hundred miles, but coast to coast! They set off on their journey on July 4, 1916 from Sheepshead Bay in Brooklyn. They traveled west aboard their Indian Power Plus, Indian's top of the line bike in that period, selling for \$275. West of Chicago difficulties were encountered in small towns, not for speeding as you would think, but get this – because they were dressed in men's leather clothing. After being let go, they traveled west and became the first women to cross over Pike's Peak on a motorized vehicle at 14,109 feet. After this accomplishment, they continued across the deserts and arrived in San Francisco on September 2, but this wasn't the end of their trip. Just for an added bonus they crossed the border and arrived in Tijuana on September 8, 1916. The media of that time praised the motorcycle rather than the women calling their ride a "vacation" rather than the "pilgrimage" it was. Although the accomplishment was underplayed, Augusta and Adeline broke the stereotypes of their time and in the words of Augusta, "Woman can if she will."

Another interesting character among the pioneers of women motorcyclists is Bessie Stringfield, "the Motorcycle



Queen of Miami." She broke down barriers not only for women but also African American motorcyclists by completing 8 solo cross country tours and serving as a US Army dispatch rider during World War II. The Jamaican born, Bessie, started riding at 16 when she received her first motorcycle in 1927. By the age of 19 she was completing "Penny Tours." She would toss a penny on a map and wherever it landed was where she would ride to on one of her 27 Harley's. She covered the 48 lower states this way and even ventured into the South which was segregated at the time. During an interview she dis-

missed the claim that "nice girls didn't go around riding motorcycles in those days." She was a strong and resilient lady with a big heart who loved motorcycles, traveling on them, and performing stunts. In 1950 she started the Iron Horse Motorcycle Club and was inducted into the Motorcycle Hall of Fame in 2002.



Dot Robinson is perhaps the best known of the women pioneers due to the fact that she started the first women's motorcycle club – Motor Maids! Dot did more than start the maids, she earned her place in the Hall of Fame for her feats in the competition arena. She was born in Australia and moved to Michigan in 1918. This daughter of a sidecar designer and amateur racer earned her first trophy in 1930 at the Flint 100 Endurance race. In 1934, Dot entered her first Jack Pine National Endurance Championship in her home state of Michigan. By 1940, Dot won the famous Jack Pine in the sidecar class, becoming the first woman to win an AMA national competition. She repeated the feat in 1946. After Dot and her husband Earl made a record transcontinental run together,



Harley-Davidson asked the Robinsons if they would like to run a dealership. Soon afterwards the couple moved to Detroit and opened a successful Harley-Davidson dealership, which they ran until 1971. They later sold the dealership but continued riding and by the time of her death she figured she had ridden a million

and a half miles.

There are so many more women that I'd like to tell you about but I'll leave it up to you to discover them. Here's a couple to start your search with Effie and Avis Hotchkiss, Louis Scherbyn, and Clara Wagner. Women have loved motorcycles from the very beginning both for the freedom and mobility they bring. It's hard to believe that today's motorcycle evolved from a simple bicycle with a small engine. In the words of Susan B. Anthony, "The [motorcycle] has done more for the emancipation of women than anything else in the world."

**Teri Welborn**  
RT Cycles



# Tammy Tells It

**Greetings** fellow riders, hope this finds you all doing well. By the time this goes to print, Christmas will be over and New Year's celebrations will begin. I can't believe that another year has gone by so quickly, and I hope each and every one of you had a wonderful and safe holiday season.

If you didn't get the things for your bike that you wanted for Christmas, please feel free to call me and I will try and help you with those special needs. I may be able to save you some money too!! We at Southern Honda carry a vast amount of parts and accessories. We have access to quality Kuriyakin chrome products, Auburn Leather saddlebags, HJC helmets, Vega helmets, Show Chrome and much more. If you have access to the internet, you can look at all of the catalogs that we order from and make your selections from the privacy and comfort of your own home. The website is simply SouthernHonda.com. One of my favorite things about working in a motorcycle shop is helping people accessorize their bike. I might be able to show you something that you didn't know about too. It doesn't matter what kind of bike you ride, I have access to aftermarket accessories for other makes and models too. I would be happy to show you what there is to offer. Call me anytime, and I will do my best for you.

We are also a major Joe Rocket clothing dealer and keep many of their biggest selling items in stock. All of their jackets offer protective padding in the elbow and back panels, which is very good for a safety stand point. For you cruiser riders, the Power Trip line of clothing is very nice. I personally like the Dakota overpant and I'm thinking about buying a pair to wear on those really cold days. They are a textile pant, which is very warm. They fit nicely over jeans and look good too. They also cover up all the parts that get cold when you wear chaps. They retail for \$109.99, so they don't cost much more than chaps, which is a plus. We just got in a thermal suit made by First Gear. It is a really nice one-piece riding suit that is 100% water-

proof. It doesn't feel too bulky and will cover you from top to bottom. At a reasonable \$159.99 price tag, it is sure to be a big seller at the store.

Another fine product that we sell is OnGuard locks, and they really are quite impressive. The rep for the company came by and was telling us a true story about some people that used the locks. It seems that some protestors were mad at Victoria Secret for not using recycled paper for all of the massive catalogs that they send out. They locked themselves to the front of the Victoria Secret building using the OnGuard "Beast" chain locks. Needless to say the police were called. They brought channel locks to try and free the people with no luck. Then they brought a sawzall, again no luck, it simply wouldn't cut the hexagonal chain. Finally they'd had enough and ended up freeing them using the jaws of life (a tool used by police and firemen to free people trapped in cars). So if you are looking for a good lock for your valuables, check these out. OnGuard also has a nice disc brake lock that has a reminder alarm so that you won't try to ride off with it on there ( I saw a poor fellow wreck his bike cuz he forgot). It's a shame that we have to put locks on stuff. I do remember one particular year at Bike Week in Daytona, when four local people got ripped off in one week.

Anyway, that wraps up this months "Tells It." I hope all of you have a very Happy New Year!!! Until next month....see ya with your knees in the breeze.....

**Tammy Pierre**

Southern Honda, Parts Dept.

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# What is the primary function of Paint and Chrome?

You get funny answers when you ask people what the primary function of paint is. That is why I decided to put this page together to give you a quick overview in layman's terms. Paint is not there just to make a bike look nice. It is essentially there to protect a bike's bodywork from the elements. Besides, a bike won't be looking good for long if the paint is not good enough to protect the metal in the first place. Laugh if you want, but have you ever thought about it?

Well, be glad you're not paint. Paint and chrome are supposed to protect the metals they cover, but it can't even protect itself from a coalition of enemies, so we have to intervene and help by giving them some extra defenses against the numerous elements of destruction. Just look at it like this: you put sunscreen on your body to protect it; your bike needs the same kind of protection.

You can only win a war if you know your enemies. This page provides valuable intelligence on a coalition of enemies that are waging a constant terrorist war against the paint and chrome on your bike.

## Salt-spray and rust

These are the enemy's clandestine agents that infiltrate and corrupt your bike's porous paint and

chrome like an incurable cancer. They are especially dangerous, because they work undercover and once you realize you have rust, it's too late.

Rust is to paint as cancer is to the human body; we all know that most metals will rust when exposed to the elements. A common myth is the belief that a coat of paint or chrome will prevent metal from rusting. Unfortunately paint is not a solid structure. When you see a rust blister, it's too late.

When moisture seeps through the paint and comes into contact with the metal, it becomes a perfect environment for rust to take hold. This is a greenhouse haven for rust. In this ideal environment for it, rust will spread quickly, creating a cancerous rust blister and the paint will start separating from the metal. When you press down on the rust blister with your finger, the paint will flake away and disintegrate. You've probably seen it before.

That's the problem with rust. Once detected, there's not much you can do about it. You must protect your bike's paint and chrome if you don't want it to turn into a rust bucket, especially if you live in a coastal region. Moisture with a salt content is to rust as manure is to grass. It makes the rust grow fast and furiously. That's why bikes at sea level rust more quickly.

**Jim Pyatt**



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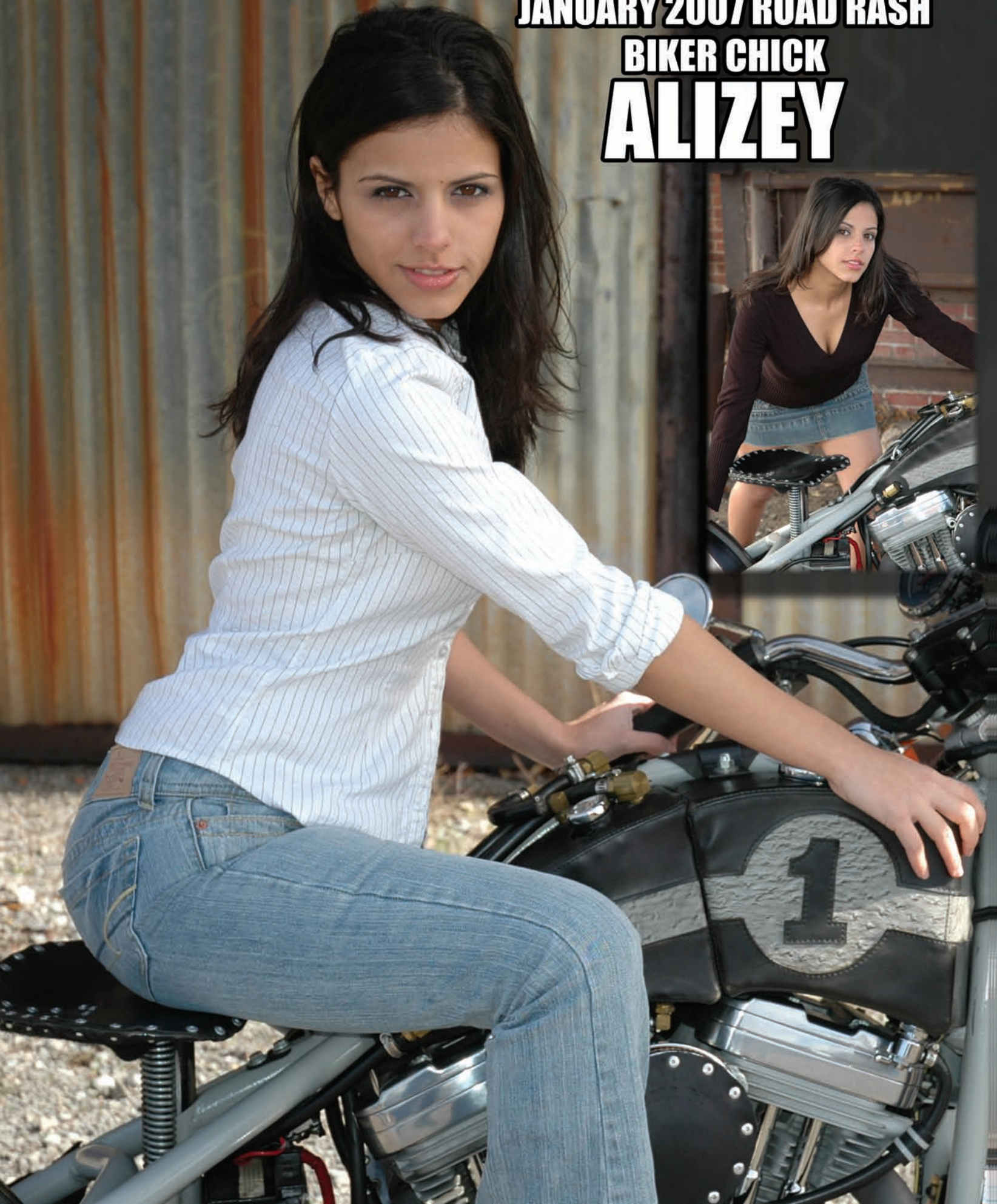
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**JANUARY 2007 ROAD RASH**  
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At first glance, this bike is different. After closer examination, it's downright incredible. Steven and Jimmy Smith of Smith Seats have one-upped everyone in the pursuit of variety by wrapping this bike's sheet metal in leather instead of paint. Along with numerous other cool touches, they've created an old school hardtail custom Sportster that turns heads wherever it goes.

This month's model, Orlando Florida native Alizey brought her dynamite brown eyes and exotic good looks to Road Rash thanks to Photographer (and founder of the Resaca Beach Calendar Girl Contest) Dan Bowen. Now a Chattanooga resident, Alizey says she likes to work out, dance and shop – whatever she's doing, it looks like it's working just fine! You can check out more pictures from this photoshoot at [roadrashmag.com](http://roadrashmag.com), check out more pics of Alizey and/or more of Dan's photography at [onemodelplace.com](http://onemodelplace.com), or check out the Resaca Beach contest at [resacabeach.com](http://resacabeach.com).

*Special thanks goes out to Ron Barra for providing the shoot location – the Manly Jailworks in Dalton, Georgia.*



### **THE LOW DOWN:**

**Make/Model:** Harley-Davidson Sportster

**Engine:** 883 cc HD

**Paint:** leather-wrapped by Smith Seats

**Owner:** Steven Smith - RockyFace, GA

**Photos:** Dan Bowen - Chattanooga, TN

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# From Behind The Handlebars



I hope you all had a wonderful and blessed Christmas Holiday! If you want to know more about the true meaning of Christmas or need our prayers, please feel free to call.

We have been asked a lot of questions lately about CMA and I thought this month I would answer many of them here. So here we go!

### What does it cost to join CMA?

There are no dues to join and no monthly or annual dues.

### I was told I would have to devote a minimum amount of time to CMA each month. Is that true?

No, it simply isn't true at all. We all give the time we serve when we can and that amount varies.

### Is church attendance at a certain church or faith required?

No, CMA is an inter-denominational ministry and we have members of many different backgrounds and religious denominations. We do strongly encourage our members to attend and join a church of their choice. We do not have a church to which we are connected.

### My wife and I are interested in CMA. How do we learn more?

The best way is to hang around with us and also by attending a meeting or two. We meet on the first Monday of the month at the Ryan's Steakhouse on Hixson Pike at 6 pm.

### Can I still ride with the ride group I am with now if I joined CMA?

Yes, our members often ride with clubs and groups outside of CMA.

### Who pays for "Blessing of the Bikes" each year?

The chapter works hard throughout the year to have the funds to pay for Blessing of the Bikes and our other events. While mostly self sufficient, some of our financial support is donated by other folks.

### Why do you come to rallies and events like the "Road Rash Biker Bash"?

We come to help and be servants. We have been at all but one of the "Biker Bash" weekends and we are planning on being at the 2007 event.

### Will you come to our clubs event?

We attend as many as we can each week. Sometimes we have to go several directions to get to everything. Just let us know when and where your event is going to be held and we will let our members know.

### It seems like the CMA chapter used to be bigger in the past. What happened?

Through the formation and growth of other chapters many of our

members are still in CMA but members of another chapter. There are now 5 other chapters adjacent to Chattanooga. There are more CMA members in the immediate area now, but there are more places to go to be.

### Will you bless my bike at Sundown or Nightfall this year?

We will gladly bless your bike anytime. Just ask a CMA member.

### Can a CMA member marry me to my boyfriend or girlfriend?

Not all CMA members can but our chapter has one full time pastor who has done

biker weddings and another member who is ordained who can also marry you. You may learn more by calling Cowboy Al at 423-332-4544 if you are interested in marrying.

### I know of a biker in the hospital. Will CMA go visit them?

We will be happy to visit bikers or their family in the hospital. The best way is to contact us via telephone and get the information to us.

There are plenty more questions but that's all for now. If you want to know more about CMA, Jesus or need to ask questions please give us a call.

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# RIDING THE ROADS LESS TRAVELED

Its hard to believe but by the time you read this, Christmas will have been over and we will be facing a New Year. All things considered, the Fall was a good one. The weather was mild and great for riding and there were enough organized rides to keep everyone satisfied. While I'm at it, I want to thank

everybody who rode in or helped out in the Walker County Stocking Full of Love Toy Run. The weather couldn't have been better, the music from Kip and the gang with the Southern Heritage Band was great, as usual. The chili, compliments of Chris Box at Wandas in Rock Springs, was just right.

The ride for Sgt. Adams Biggs in Oct. was another good one but I will have to admit that I had a little problem when this strange looking person came walking up to me. Now I have seen some weird sights in my day, but this had to rank right up there with the weirdest, then when he started to talk to me I realized who he was. All I have to say is, Booger, in the future you have to let a person know when you decide to shave off that beard. You could cause a heart attack or something. While I am on the good Rev's case, I have realized that we have something other than Bikes in common, we both married up.

I can't help but agree with Boog about the cost of some rides, especially the ones where some personality of sorts is paid to make an appearance. Those are the ones that I am going to pass up. Now there is one

ride that I would love to make. If I were ten years younger, I would be saving my pennies up for the Kyle Petty ride for the Victory Junction Camp. I have watched it on TV and have envied those that were there.

If you have a dream of doing something special, do your best to make it come true. Remember you only go around once.

It seems lately there have been to many bikes that have gone down. I don't know what the circumstances of the wrecks were, but I do know that when a bike and a car tangle no matter who was in the right the bike and rider will be the loser. What I'm trying to say here is be careful out there and don't let your pride or ego get the best of you. While I'm at it, here is a progress report on Rick Carr. I stopped by his house to see him and he is doing great. Barring unforeseen complications, he will be out and riding before long.

As most of you know by now, I have been very much involved with the Walker County Stocking Full of Love from its very inception some 18yrs. ago. I have watched it grow to the point where we are now providing Christmas toys to over 1,000 kids each year. All of this is possible because of your help and involvement, and you have my personal thanks.

As I sit and write this, my thoughts are to wish all of you a Merry Christmas and may the New Year bring you good health, prosperity. and happiness. One more thing... BE CAREFUL out there.

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## Dialog With **DIAMOND DAVE**

The other day "Dimon" had an appointment with destiny, and the Dentist. It had been several years since my last dental appointment, so apprehension was the key word here. The weather was warmer and dryer than had been the norm. Sounds like a good time for a ride. A ride

Atta Boy, Todd! I guess adventure is where you find it. Want an adventure in eating? Well, who doesn't. May I make a suggestion? Thanks. There is a new eatery in town. It's located on Signal Mountain Boulevard, and is called Petunia's Silver Jalapeno. If you like good grub, stop by and say

hello to Laura, Lisa and Marsha. Three ladies that know how to cook. Try the fish tacos, ummmm good.

Cheers,  
**Dave Disbrow**

to destiny, and the Dentist!!!

My ride of choice is usually the trusty 1997 Buell Thunderbolt. This day would be different. This day my mount would be the 1995 IMZ-8.123A Solo, or Ural Solo that is. Everyone knows that Ural builds durable sidecar motorcycles. The manufacturer also builds motorcycles without sidecars or solo models. My Ural is my fishin' motorcycle. Backroads, fire roads and trails are its element. I ride the "Urinator" when I want a little more excitement on a daily commute.

Out of the driveway, and into the pea soup like fog. Up Lookout Mountain the "Urinator" and yours truly rode. To Rossville and maybe destiny? Let's not forget the Dentist. O.K.? Averaging 40-45 mph over 35 miles or so may not seem like an adventure to you, but there, my friends is the rub. When you add soup like fog followed by a beautiful sunny sky, with tight twisty mountain top roads, then even thicker fog on the other side, you might have an adventure. Mix in the less than bright lights of the "Urinator", and a nearly empty fuel tank. You see where this is going, right? Yes, that's it, Destiny!

My destiny was to be running low on fuel going up a hill on 2A with several less than forgiving commuters on my tail! When the "Urinator" starts to starve for fuel, the right side cylinder cuts out first. If you are fast enough to find reserve on the petcock, you can usually prevent the engine from completely dying. Unfortunately I was not fast enough, and after running about 500 feet up the hill on one cylinder at 25 mph, she died. After coasting to the side of 2A and finding my religion and reserve we continued. I found the Dentist office was not as bad as I expected, and left for ... you guessed it, destiny, which happened to be a GAS STATION! Even a less than perfect ride on a bike is better than no ride at all, eh? The rest of my day was easier to take, thanks to my early morning adventure on the "Urinator".

The "Wheelie Man", Todd South had an adventure of his own. The weekend of November 4th, he and his fearless pit crew headed to Neeses, S.C. There Todd competed in the Matt Smoak Memorial Short Track Races. These races had 18 pro riders competing for the \$5,000 purse. These guys were there to win! Todd did not do so bad either. Competing in both the Forty plus class and the Open Vintage class, Todd placed in the top 5!!

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# Scooter Cannonball

This past September, Stan Obal, mechanic extraordinaire at Scenic City Scooters, rode across the country from Pacific City, Oregon to Coney Island, NY, and from there back down to Chattanooga. In nine days. On a scooter. And did it faster than 34 other people!



The ride has come to affectionately be called the Scooter Cannonball. The idea was the same as the movies; race from one coast to another, but with planned stops and points awarded for each place the riders arrived in. There were four classes: Automatic Super Stock: 250cc's, Automatic Stock & Kitted: 150cc's, Manual Stock: Vintage, shifting scooters unmodified, and Manual Kitted: Vintage shifting scooters with

engine modifications.

Thirty-one guys and three girls on scooters ranging from stock mid-1960's Lambretta 150's to brand new 250's gathered in Portland to start the second official Scooter Cannonball. The first race in 2004 ran from Virginia Beach, VA to Santa Monica, CA and Stan rode the first three days from Virginia to Arkansas on a 1964 Vespa GS 160. He had a lot of fun, but wanted to do the whole trip. This year, he decided to do a northern west-to-east route.

Stan was originally going to ride a 1956 Vespa Allstate 125 with a stock 200cc engine. Time was not on his side and he did not feel he had enough time to properly break in the newly rebuilt engine and work out the kinks of a heavily modified 50 year old bike for a nearly 3500 mile ride. In the end, he decided to take a 2007 Kymco People 250 instead. Scenic City Scooters had Kymco ship a bike to Portland, where a friend uncrated it and put it in his garage. When Stan arrived on the west coast, he prepped the scooter and was ready to go!

The first three days were the most dramatic as far as scenery, twisty roads, buffalo, bears, and break downs. Almost everyone on a kitted bike had issues, while the stock scooters took to the ride easily. This was when riding skill came into play more so than speed. The twisties took their toll on the less experienced riders and the first few days foretold much of how the rest of the trip was going to

go. Once into the Midwest, the roads straightened out and the riders were able to hunker down and just try to get to the next hotel the fastest.




Out of the 34 who started, all but 4 finished the race. Stan came in first in his class, as well as the overall winner. The Kymco ate the road the entire time, and with the exception of changing the oil twice, he never touched the bike. While the 250 can normally cruise between 80 and 85 mph, with all his gear, his typical cruising speed was between 70 and 75, with a top speed of a little over 85. Gas mileage was around 60 to 70 miles to the gallon once out of the mountains, and the bike ran well even at high altitudes.

Stan had a really great time and enjoyed spending time with his friends and making new ones. He wished it wasn't a race and he could have enjoyed the scenery a little more, but overall, he would do it again!



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**Both** were in the public eye most of their lives, were well known for their service to the poor and their deaths were less than a week apart. The eldest was born on August 26, 1910 to a family of simple means in Macedonia and became involved with her church at an early age. After a number of years working with the church she found her calling as she happened upon a woman half eaten by maggots and rats lying on the sidewalk in front of a hospital in Calcutta. Rather than take the easy route by ignoring the situation, like many of us so often do, she sat with the woman until she died. For the next 50 years she committed herself to caring for castoffs the world chose to forget. She campaigned for shelters where people could die with dignity, founded a leper colony, and devoted resources to the blind, the disabled, the aged, and the poor. She opened



schools, orphanages, homes for the needy, and assistance to those with AIDS. By 1996 she was operating 517 missions in more than 100 countries. She was Mother Teresa. She died a rather uneventful quiet death on September 5, 1997 from a body that basically shut down after years of faithful service.



Her counterpart was born on July 1, 1961 in a royal and aristocratic family, bestowed with royal titles and all that wealth could bring. She was educated in the finest schools and was constantly cared for by servants, only knowing the life of the affluent. She also was known to be a champion of the poor but never ventured far from the wealth that was such a part of her everyday life. She was Princess Diana. She died from a crash in a speeding limousine on August 31, 1997 the very same place she lived her life, in the fast lane.

Somehow lost in the mass outpouring of grief over the



sudden death of Princess Diana and her funeral, seen by over one billion viewers, was the death of Mother Teresa, the soul truly dedicated to helping the poor and helpless. There was no greater contrast of two personalities who in their own way and with their own motives served the disadvantaged.

The motorcycle community has long been recognized for its unselfish service to worthy causes and just as with Mother Teresa and Princess Diana, there are surely many reasons why participants are there. As we decide what our role should be concerning help for needy causes, we should remember that what we have is a gift from God. Any of us could have been or may come to a point in life where we need help. It is my prayer that you are not in need and that you not only donate gifts or financial resources, but more importantly, strive to make a personal difference in someone's life around you in a positive way. The Bible commands us to be in the business of serving other people, just as Jesus came to Earth to serve and not to be served ("the Son of Man did not come to be served, but to serve, and give his life as a ransom for the many" - Matthew 20:28). And remember, service starts with your own family!

Under His Wings,  
**Eddie Rahm**  
 edtennga@bellsouth.net

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**Here** it is guys, our new feature – **The Hot Seat**. We will be scouring the countryside for local motorcycling personalities to spotlight, helping our readership to get to know them better and asking them each to answer the same ten questions. As with any new feature, we ask that you offer us your feedback (positive and negative). Our contact info is on page 5.

If you don't know Joe Guffey, chances are you've seen him around. As a current member and the recently former Sergeant of Arms for the Freedom Riders Motorcycle Club, Head of Security for Wheels Sports Bar on Highway 58, and an outside sales representative for Mighty Automotive – he gets around. Joe is a father of two (Paige, age 13 and Parker, age 10) and casts quite a shadow. Although he says he won't put up with any "crap," I think most people who know him would agree that he's still just a kid at heart. Let's see how he does in the Hot Seat...



#### **Hot Seat Q&A:**

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

Years ago, my Grandmother started calling me "Jo-Jo," and it stuck. A lot of my friends still call me that.

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

I guess I started off on an MX80 when I was 10 or 11 years old. I've owned a lot of different bikes from Harley, Kawasaki, and Hondas. I'm now riding a '94 KZ1000 (a former police bike). I like it a lot. It's definitely "fat boy compatible."

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

I guess my longest trip would have been to Texas and back, although I've ridden all over the southeast. As far as anything interesting... nothing I'd particularly want my ex-wives to know about.

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

Although my kids both love to ride, I guess I'd have to answer "no."

**5) Have you ever had any serious wrecks?**

Not really... unless you count laying it down on the sidewalk at the front door of Wheels.

**(Editor's note: That was a freak accident – I know because I was there. Now Jo-Jo can't talk crap about how I broke my brake lever...)**

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

I've felt at times I've been looked down upon. I can sense some people are scared of me when I walk into a place wearing my club colors... of course it might have something to do with me being 315 pounds also.

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

I guess I have some of the same stories other people have



about bikers taking care of other bikers.

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

I like riding through country settings. I love to ride Lookout Mountain Parkway across the mountain and by mountain cove farms.

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

I don't know... Last year I think I rode 15 to 18,000 miles. I ride year-round in all weather. I rode the other night in 14-degree weather. I love it.

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

I think there should be more tolerance and understanding. We do a lot of great things through charity rides and benefits. We go and we help. We take care of our own. We just want to be accepted for who we are and what we do. Everyone just needs to understand that we're not bad people.

I guess that's enough interrogation for one month. If you know of someone we should feature here, let us know. In the meantime, if you see Joe out and about, make sure you tell him you saw him in Road Rash Magazine, and ask him how it was to sit in "The Hot Seat!" All of our guests will receive a Road Rash Magazine embroidered cap or beanie compliments of **Quick Tees on Brainerd**.

**Tom the Bomb**




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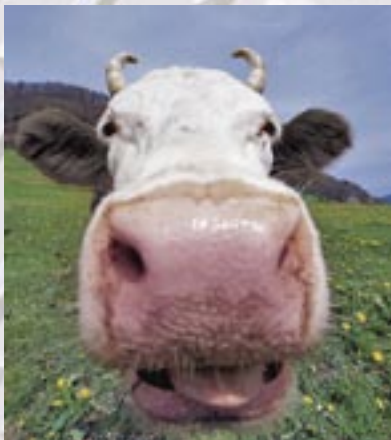
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# Vintage Photos

Got some old photos (20 years or older) you want to share with our readers? **Vintage Photos** is a new monthly feature. It's longevity is solely dependant on reader participation. As long as you send them in, we'll print them and show them off for you. You can email 300 dpi scans to rock@roadrashmag.com or bring or mail the original to



Noel Adams - 1981 - Suzuki GS 550P

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Photo provided by Joe Pate

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BUSCH BEER FROM 5 TO 9**

**SUNDAY-\$1 DOM BEER  
DURING THE RACE**

**MON- \$1 DOM BEER 5 TO 9  
VALVOLINE RACE SHOW**

**"LIVE" W/ 101.9 FROM 6  
TO 7**

**WED-2 FOR 1 DOM BEER 5 TO 9**

**THUR- 2 FOR 1 DOM BEERS 5 TO 9**

**WITH BIKE KEY OR COLLEGE ID**

**\$1 BUD ICE, NATURAL & BUSCH**

**FOR ALL FROM 5 TO 9**

**THE CORE "LIVE" ..... 9 TO 1AM**

**FRI & SAT- THE CORE "LIVE"**

**9 PM TO 3 AM**

**OPEN 7 DAYS A WEEK 5 TO MID**

**THUR: 5 PM TO 1AM**

**FRI & SAT: 5 PM TO 3 AM**

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