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**Biker Chick
Jessica**

pg. 24

May '07

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**Check Out
Who's In The
Hot Seat:**

pg. 42

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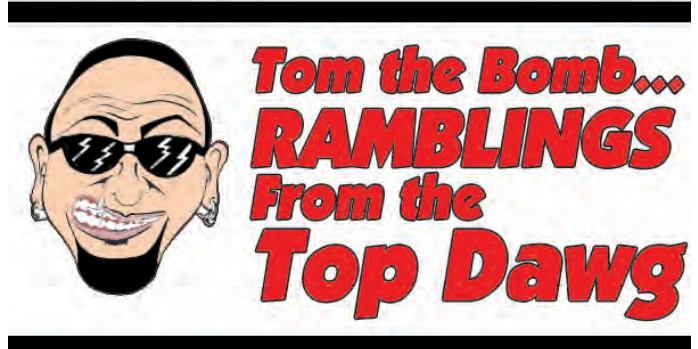
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Well, it's great to see you again! As for those of you who chose to check out the center spread first, or maybe thumbed through the mag backwards before you got here... You're forgiven. It's good to see y'all too! By picking up this magazine and giving it a good once-over, you've already taken the first step in making Chattanooga and the surrounding areas more bike-friendly. That probably sounds far-fetched to most of you, especially those of you who don't ride motorcycles (yet) or if it's the first time you've ever seen this friendly little bike mag, but believe me, you are already helping.

By joining the other 19,999 readers this month, you've inadvertently helped unite people who ride motorcycles as well as helped introduce them to events and businesses who want their support (and are willing to stick their necks out to get it). Not only that, but you've helped spread the word about things to do, places to go, great people to meet and worthy charities to support. Thank you for that first step!

If you'd like to see local "bike-friendliness" grow even faster and help the area's best and only locally-

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focused bike magazine become even more useful... take the next step: participate. Check out some of the events we have listed. Join one or more of the local motorcycle-related associations, organizations or clubs (listed on our Web site). Make an effort to spend your money with our advertisers (instead of the other guys), and while you're at it - let them know you're doing it and why. If all 20,000 of you were to do one of those things this month, you'd be surprised at the progress we would make toward making the Chattanooga area the best place to be a motorcycle rider. Are you a participant or a spectator?

The weather has been crazy lately. It's like Mother Nature is supposed to wake up and start Spring, but she keeps hitting the snooze button and giving us more Winter in two or three day spurts. Hopefully by the time you read this, the weather will be more consistent and I can stop stuffing cold weather riding gear into my saddlebags "just in case" another cold snap catches me too far away from home. I can't wait for it to warm up and for all of the rides,

runs, and other events that come with it. Check out our Web site for the most complete and up-to-date event listings in the area and mark a few of them on your calendar.

Speaking of our site, if you haven't checked it out lately, you need to stop by and see some of the changes we've made. We're now offering many more event photos (free to download), links, and even a MySpace profile for those of you who want to get more frequently updated information. Let us know what you think about the direction we're taking and give us your two cents worth. After all - this is your magazine.

Thanks again for picking up the only locally focused motorcycle-related publication in Chattanooga - Road Rash Magazine.

Tom
THE
Bomb

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ONE OF OUR OWN

Legend Series by Rock

Dr Dave Clemons



David Clemons was born in Ypsilanti, Michigan in 1950. Dave found himself to be mechanically inclined around the age of 13, so his dad let him disassemble and tinker with old lawn mower engines to get his feet wet. Dave bought his first bike, a Honda 305 Scrambler, in 1966, while working at Zimmers Service Station. Now this wasn't just a fill 'er up type gas station, it was a full blown repair shop. Dave was able to learn a trade and earn money at the same time. On the job training at its best. Dave had found his profession.



First bike - Honda 305 Scrambler-'66

His childhood buddy, Sid Beavers also bought a bike and the duo was off competing in hare scrambles and cross country enduros all around Michigan. After buying his first motorcycle, his mechanical interests focused more toward bikes and he was always tearing down, tuning up, or rebuilding bikes of all kinds. In 1971, Dave got a job at the Ford Motor Company where his dad, Willie worked. Production line work was not Daves forte and he only lasted for three months. Dave accepted a job with Jake's Harley-Davidson in Garden City, Michigan. Jake's was a major player in the Harley-Davidson market. Willie told Dave

that he shouldn't leave Ford and that he'd "never be able to make a living working on motorcycles." Dave started at Jake's at a whopping \$125 per week plus commission (pc) which was decent money at the time. His boss told him that if he worked out that he would be raised to \$150 (pc) in six weeks. He also told him that if he worked real hard, that he could be making \$250 (pc) per week within a year. Those words would come back to haunt him. A year later Dave called his boss and requested the raise to \$250 (pc). His boss's memory wasn't as good as Dave's and he balked at the raise request. It took Dave's threat to quit to bring him around. Im sure the fact that Dave put in a call to his prior employer on the spot probably helped seal the deal. He got his \$250 (pc) and later topped out at \$350 (pc) before leaving Jake's in 1978.

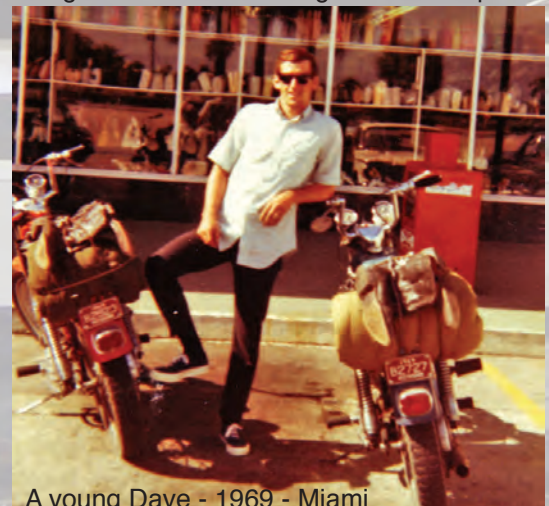
Dave met his wife Mary on a blind date in March of 1976. Sid's uncle lived in Dayton, Tennessee and he introduced the two when Sid and Dave had stopped through town on their way to Daytona. They were married later that year (shortly after the opening day of deer season.) It's amazing the important things that men can remember, even 41 years later! Mary moved to Michigan and Dave continued working at Jake's until 1978 when they moved to Chattanooga. Before moving Dave had checked out the HD mechanic market in Chattanooga. Pate's Harley-Davidson needed a mechanic but Drue Pate only offered Dave \$150 (pc) per week. Pate's main man was making \$250. Dave asked Drue to set up a "build off" with the other mechanic. They would both take an unassembled engine and build it to completion. If he beat the main man, then Drue would pay him the \$250 (pc). The build off never took place, but Dave got his \$250. The top dog quit when he found out that another mechanic was being hired. Dave was moving from one of HD's largest dealerships to Pate's, a small mom and pop dealer. To make matters worse, he was taking a big pay cut to do it. He



Dave on 1934 Big Twin in 1973

was apprehensive to say the least, but Mary wanted to move back home and Dave was happy to oblige her. Dave had traveled to the Chattanooga area many times and liked the area and the folks that lived here. Being an avid hunter and fisherman, he fit right into the southern lifestyle. A few years later Dave's buddy Sid Beavers followed him to Chattanooga, soon followed by Sid's brother Charlie (parts manager @ Thunder Creek). From Michiganians to southern good ole boys in the twist of a grip. Dave worked hard at Pate's and developed a large following of loyal friends and customers. These loyal customers would come to be even more important in Dave's future.

In 1981, Dave was present for an historic moment in Harley-Davidson history. He was in Milwaukee attending Harley-Davidson Advanced Training when Willie G. Davidson and a few key executives, all in red wind breakers, halted production at the plant and assembled the workers and students for an important announcement. He then informed everyone that the



A young Dave - 1969 - Miami



Dave & Sid's first trip to Florida - 1969

Harley-Davidson Motor Company was no longer an AMF company. He announced to the cheering crowd that Harley-Davidson was now an independent company, owned by the people that had invested their lives into the company. They were motorcycle people that believed in Harley-Davidson motorcycles. It was a big gamble, but one that paid off big time. The words on the back of the exec's red wind breakers told the story. They said, "Count On Us". This was Harley-Davidson's new mantra.

The southern living must have suited Dave well because his son, Jason, was born in 1983. Dave's parents moved down in 1985 to complete the family. The Pate's sold the dealership in 1988 to a couple of local businessmen. They operated Pate's until late 1991 until one partner's legal problem caused the franchise to be revoked by the Harley-Davidson Motor Company. Pate's Harley-Davidson was no more.

Dave and the entire staff couldn't believe what they had just heard. There had been a HD dealership in Chattanooga for over 50 years . . . until now. Dave loaded up his tool boxes and headed for the house. Before leaving, Dave asked if he could have the two, eight foot Harley-Davidson signs from the front of the building and they told him yes. Today, one of those signs hangs in back of Dr .Dave's sales counter. I am

proud to say that the other half hangs on my office wall at Quick Tees. Thanks again Doc, that sign is one of my most prized possessions, not just because of its history, but because of the giver.

By the time the sun had set, Dave was wrenching again. Just because there was no Harley dealer didn't mean that existing Hog owners didn't need service. There were a couple of Harley friendly shops around, but, there was more than



enough work to keep Dave busy. He even exceeded the salary he had been making at Pate's when it closed. His scores of loyal friends and customers followed Dave to the house. And they have followed him there ever since. He operated out of the garage in his home on Jenkins Road for 18 months before he was offered a job at the new Steel Harley Davidson on Chapman Road. In addition, he was to have first refusal to buy the dealership after Steel had operated it for five years. Dave lasted working for Phil Steel exactly one week. That was time enough to make it evident to Dave that he would never have the support he needed from Steel to run the service department like Dave felt it should be run.

Well . . . back to the house. This would be his second trip to the house in the last year and a half. This time, however, he wasn't nearly as worried as when he had left Pate's. This time he knew that he would be a lone wolf, a solo mechanic, without the headache of employees or the problems associated with them. Things would now be done Dave's way . . . the right way. He built a small building behind his house and he was off and running. What would he call his new business? Dave's lifelong nickname had always been ClemDog, but that all changed when R. J. "BRO" Steen suggested the name Dr. Dave's Service for his new business. ClemDog became Dr. Dave and the DOCTOR WAS IN.

In 1993, Dave moved his shop from Jenkins Road to his new home, Clemonspine Farm, on London Lane in Apison,

Tennessee. At Clemonspine, Mary raises miniature horses and Dave "plays motorcycle" as he calls it. His 6,000 square foot building contains his showroom, his shop, and of course his toys. These include his black ElectraGlide, Jason's Sportster, two black Corvettes, bass boat, and Kubota riding lawn mower. Dave is an avid outdoorsman and he's been known to own a gun or two. Now, I don't know where he keeps his guns, but I'll bet they're nearby. Dave can see his shop from his house and I personally wouldn't care to challenge his marksmanship, especially at only 600 feet. "It's an easy shot" says Dave. Dave's Mom, "Granny" (It's



A proud father with son - 2007

Continued on page 21

Dave's rolling tool station.



Dr. Dave's Christmas party - 2007



Rock's Two Cents

Hi Folks,

As you may have noticed by now we are constantly looking for ways to make Chattanooga's hometown motorcycle magazine better and more interesting for you, our readers.

This time last year we were on newsprint and had only a few pages of color. Today, we are a full color, full glossy magazine. We've added features like the Legend Series, giving you a look into the history of Chattanooga motorcycling and the people that made it what it is today. We have added the Hot Seat which features regular, everyday riders. Are we going to stop here and rest on our past accomplishments? Not Likely! We will continue making improvements, keeping Road Rash Magazine a must read for Chattanooga area motorcyclists. We are also the only logical choice for local event organizers and advertisers that want to target our area readers. If you want LOCAL customers, it only makes sense to advertise where your customer's are, locally.

One of our biggest problems is not having the space to display all the pictures taken at the dozens of events each month. We have now come up with a simple solution to that problem. While we still have only limited space in the magazine each month, we have unlimited space on

our web site. We are encouraging everyone that is having an event to assign one of your volunteers to take pictures at your event. Then all you have to do is send them to us and we'll post them in a gallery on our web site. You might even see some in the magazine. We want you all to be the eyes and shutter fingers of Road Rash Magazine. While

our staff tries to hit as many events as possible, it is simply impossible to get to all of them. Just because our staff can't get there in person, doesn't mean you can't get the recognition your event deserves. To make things even better, you can download any picture that appears in any of our photo galleries FREE! We have a number of past galleries up right now and we will be adding new ones every week. Just go to roadrashmag.com and click on the photos link to access our list of galleries. Send your unedited photos (straight from the camera) to art@roadrashmag.com and see them online within a few days. How great is that!

Next month's, Legend Series will feature a true Chattanooga classic. I can guarantee you that Waterbed (WB) will have some stories to tell and I'm looking forward to getting them straight from the horse's mouth. Until next month, remember, trailers, flip flops, and shorts, are for boats. Boat's aren't insulted by a trailer ride and you can't get road rash on the water.

Rock

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TEARS ON BLACK LEATHER

Brothers and Sisters Down or Gone



Noah E. Snodgrass Jr. - 11/25/36 - 3/23/07

Noah E. Snodgrass, Jr. of Rossville, GA became Chattanooga's eighth traffic fatality for 2007 just before midnight on March 23. According to reports, his 2005 Harley-Davidson left the pavement on Access Road and struck a guardrail. Noah was pronounced dead at the scene. A long time bike rider, he was a regular at Mac's Pub, and hung out with Chattanooga's biker royalty. Always quick with a laugh and kind to a fault, you could always count on Noah to put things in a different perspective. At 71 years young, Noah had gained the friendship and respect of many. From now on, there will always be an empty spot at the campfire. Many including myself will sorely miss him.

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Linda "Fat Baby" Sellers died in the hospital from pneumonia on March 17. She loved God and family to the extreme. She was loved by many and would help anyone in need without regret or reward. She will be missed by Margie, Shara, Bubba, Mary, Tonya, Willie, Lindsey, Pete, Josh, Erika, Butch, Harold, Catty, three grandsons, three granddaughters, several nieces and nephews, and her fiancé Larry. She had a smile that would melt your heart. She stepped in and took me under her wing when I needed it the most. She was my special girl. She never missed a Road Rash Biker Bash. Linda, ride with your wings in the wind and remember I love you and miss you Fat Baby.




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ThunderontheRockOnline.com

Joe Cool's Biker Health



I cannot believe how quickly winter has blown by. Actually, I would not call the weather we had "winter." The temperatures never got cold enough to keep me off my bike. Now the Earth is closer to the Sun so our temperatures are perfect for two wheeling everyday. So take precautions to protect your skin from the Sun's ultraviolet rays.

Most people have suffered from at least one bad sunburn. The beginning of sunburn is shown by hot, pink skin. Later comes swelling, burning pain, and possibly blistering. As the burn leaves, peeling inevitably appears. Peeling means that the skin is thickening up to protect itself from further sun damage. If burned skin continues to get exposed to sun, damage can't be repaired. Even if damage is not visible, skin cells mutate with each sun exposure. Over a lifetime these mutations may add up to cancer, a problem seen on gardeners who work unprotected in the sun. A severe sunburn is one of the biggest risk factors in getting a melanoma skin cancer. There is no way to stop, stall, or reverse a developing sunburn. Aspirin or ibuprofen helps the pain and cool water soaks help the swelling and redness. Sitting in front of a fan may help too. Creams, lotions, or sprays containing one-percent hydrocortisone may help ease pain and itching. Menthol-containing products are soothing. To insure that skin recuperates completely from sunburn, spend a minimum of two weeks out of the sun. The consequence of staying in the sun will be another, nastier burn.

In addition to preventing sunburn, taking measures to protect against the sun can also prevent chronic, ugly, or harmful changes in skin. Long term exposure to ultraviolet rays causes damage first to the surface epidermis, then to deeper tissues. Over time, damage occurs to pigment-making cells and elastic tissue, resulting in blotchy color in sun-exposed skin. Much of what is considered normal skin aging is really the result of life-long exposure to sunlight. "Liver spots," "crows-feet," rough "chicken skin," "red necks," and easy bruising on hands and arms are all signs of this exposure.

Skin cancers may be recognized as red spots or bumps that may bleed easily. Their growth may be slow, as on the body, or faster, as on the thin skin of the face. Most common, and usually least intrusive of the skin cancers, are basal cell carcinomas. These lesions frequently bleed, but infrequently hurt. Although they can invade deeply into the skin they rarely metastasize (spread into the rest of the body). Take precautions even if the sky is cloudy. Don't forget, it is possible to burn on an overcast day.

When motoring down the highways, cover skin with gloves, a hat or helmet (as required by law) with ear and neck protection, long sleeves, and pants. Button up the neck of long sleeve shirts. Light cotton reflects heat and is a cooler fabric.

On skin that can't be covered with clothing, use an SPF 15-50 sunscreen. SPF (Sun Protective Factor) is a measure of effectiveness in preventing sunburn. A sun block is different from a sunscreen and may protect against more ultraviolet rays. Look for a block containing a titanium oxide if you are very sunlight sensitive. The new "sport" sunscreens are less likely to sweat off. Otherwise, reapply the sunscreen or block every hour during long rides when necessary.

Even with a sunscreen on it is still possible to get burned. Reapplying the sunscreen doesn't extend the time of protection; it only replenishes what sweats off. And don't forget a sunblock for

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lips. Chapped lips may really be sunburned.

Generously apply sunscreens and sunblocks 30 minutes before sun exposure. Sunscreen chemicals take time to bind to the skin's surface. Try not to apply to the forehead, by not applying a sunscreen there; one can avoid stinging eyes from sunscreen chemicals in sweat.

Don't neglect your eyes in sunlight. Studies have shown an increased risk of early cataract formation with prolonged sun exposure. Protect eyesight with sunglasses, but don't get extremely dark lenses. Behind darker lenses eyes dilate, allowing more ultraviolet light to enter the eyes. Buy good quality glasses coated with a UVA blocking filter.

Enjoy your summer rides with out the threat of sun exposure. Use protection that will keep your skin safe from the sun's rays. Remember to take care of yourself, because if you won't, who will?

As I mentioned before... For this summer, Kat, my beautiful wife, and I have talked about organizing a couple's riding group. This would be for couples who each have their own motorcycle and enjoy riding in and around our area on beautiful sunny days. We can ride together as a couples group, as well as, plan for his or her "only" rides. Giving the couples chances to enjoy the pleasures of riding together and apart. We have no specific plans as yet, but we would like to hear from other biker couples that ride. All makes, models, sizes, and colors are welcome and any type of motorcycle is accepted too. Call me at 423-227-3860 or e-mail at healthwize1@aol.com. Let's get together this spring and ride. See you on the road.

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HERE'S THE RUB

"The lunatics are in my hall. The paper holds their folded faces pressed to the floor, and everyday the paperboy brings more." - Dark Side of the Moon, Pink Floyd



If the staff sees fit to publish it, this will be my lucky thirteenth time in print for Road Rash. The question I have been asked most often is... "Do you get paid to write these articles?" The answer is "No," which begs the follow-up question, "Then why do you do it?"

That is a really good question. For reasons I won't go into, I once had to take the MMPI (Minnesota Multiphasic Personality Inventory). It was 400 questions that can be answered either "yes" or "no," which somehow can be interpreted to determine if you are crazy or not. It is not a particularly difficult test and you don't have study for it. The color blue either makes you feel secure or it doesn't. You either like to spit off of bridges or you don't. Sometimes they ask the same question multiple times but phrase it differently. I never figured out if they do that to see if you are consistent in your answers, or if you are intelligent enough to recognize that changing the order of the wording also changes the context of the question. I was moving through the test

registering my yes's and no's while simultaneously trying to analyze their motives, when, hidden in the middle of the test, I discovered what I believe to be the trick essential question... "I sometimes hear little voices in my head that are not my own!" This, I concluded was the whole purpose of the silly exercise. Three hundred and ninety-nine superfluous riddles to put you at ease and then trick you into this one revealing exposure. I of course, answered that question, "No!" (I was going to mark "Yes," but "the little voice in my head" warned me if I did they might lock us both up!)

So, why do I write this column every month? Because I have all these thoughts rattling around in my brain that I need to periodically purge to keep the "crazies" at bay. New York sportswriter Jimmy Cannon used to write a column entitled "Nobody Asked Me, but..." and then he would proceed to expound upon any variety of topics. I have over the past year pontificated my thoughts, as if they really mattered, on being a Rich Urban Biker, the virtue of a clean motorcycle, helmet kisses and how my wife has never mastered being the art of being a passenger, spirituality and riding, the iron butt contest, the Briggs and Straton verses Techemsuh mini-bike wars of the '60s, my dubious fortune associated with owing one share of Harley stock, growing old while attempting to maintain the lifestyle, the idiosyncrasies of bike shows, how old timers still call it a "motor" as in, "I see you rode your motor to work today," building a chopper in my basement a piece at a time, and of course a continuous seeking of forgiveness from Rock for the sin of occasionally using a trailer... all random "thought-provokers" revolving around the common theme of motorcycles.

I appreciate the opportunity to vent. In today's Blogworld everybody has opportunity to express private thoughts on a public address system, but it has been my privilege to be

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associated with this periodical as it morphed from being a cheaply printed rag, whose main draw was a local cutie, to a must-read, slick, high gloss magazine profiling area bikes, bikers, writers, and of course, the local beauty featured on what are most often "real" riders, not those goofy pieces of art, never seen on the street motorcycles that are common in so many of the national publications.

I will confess it is somewhat narcissistic to see my own missives in print. I have tried to keep my ego in check by using the pseudonym RUB, not my real name. Rock found out several months ago my nickname is "Hitch" (it was mine long before the movie) and of course he changed it more to his liking to "Trailer-Hitch." He took a chance on me many months ago when he said, "I am adding a new writer this month who calls himself RUB."

I have tried to repay that trust by throwing change-up pitches each month to keep topics fresh. It has been my personal challenge to keep our Managing Editor somewhat off balance. Just when he thinks I am truly the pampered, yuppie, trilinger, poser, I ride with a friend of his in 28 degree weather, brush the snow off the saddle and return home in a deluge.

So, how can I keep coming up with different ideas every month? At night when I go to bed, I get a good night's rest by taking out my brain and putting it on the bedside stand. In the morning, my brain says to me, "I am glad you are awake, I have been waiting all night to talk to you about stuff!" It never stops! When you are truly a motorcycle fanatic you never run out of things to talk about or the desire to share those ideas with others...and that is what this magazine is really all about!

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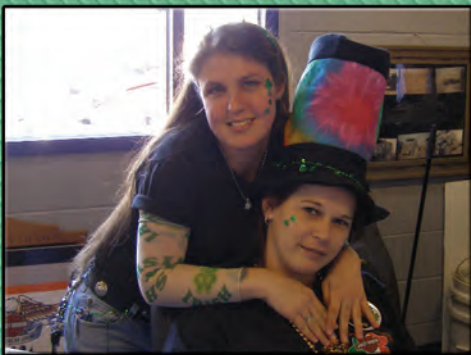
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REVERAND BOOGER'S TWO-WHEELED PULPIT

Well Hello again.

Spring in this part of God's country is so awesome it makes me want to quit work and ride every nook and cranny of it just to see all the colors and wonders that abound. But since I really need a paycheck I have to be content to just riding when I can.


With that said and before I get into my usual nonsense, I have a very serious subject to discuss. A couple months ago Terri Wellborn wrote about what to do if you were riding with a group and God forbid one of the group went down. Well yesterday while leading three bikes back from a part's run to Cookeville TN. we had this happen. I am proud to announce that even though the fellow was shook up and had his share of road rash God was looking out for us all. One example of this was the fact that the first car that rolled up on us after we got back to crash site was a unmarked police car, most the time I am not real happy to see blue lights come on under a car's grill but I was that afternoon. Also the fact that the rider high-sided a guardrail and went down about 10 feet of mountain, he stopped about 10 feet from some serious rocks. So I want all of you to think about this when you leave out on your next ride with your buddies, to expect the unexpected and watch out for everyone and to repeat what Terri said it would be wise for all of us to get some kind of training on what to do in these circumstances. In closing, this part of my article I would like to give a shout



of praise to the Van Buren County Sheriff who showed up, the unnamed, unmarked police officer who rolled up on it, the ambulance crew and the Tennessee Highway patrol. They all did their job well and made the ordeal very bearable for all of us.


Okay, with that out of the way I can get to my usual ranting and raving. Last month Rock did a fine review of the movie "Wild Hogs" and I am not going to bore you with another review. I saw the movie and yes, it is funny.

What caught my attention about Rock's article was the use of the word "poser." Now from my research I found out that if I was a great writer (or French) I would probably use the word poseur, but since I am neither I will use poser. I also found out the word has two definitions - a person that acts, dresses and affects a manner to be something that he or she isn't or a person that poses. Now you would think since my arch-nemesis, favorite pick on person and all around best friend, Papa Harley, is one of the most well known posers in these parts I would know more about the topic of posers. But the whole thing is beyond my understanding. So I am going to discuss both definitions separately even though in the world of motorcycling they go hand in hand. Let's take a look at the part about a person that poses. The act of buying a motorcycle just to sit on it or near it because it makes you look better makes about as much sense to me as buying a condom because you like the ring it puts in your wallet. Also, as I have said before, it's going to take a lot more than a \$12,000 dollar bike and leathers to make this 46-year-old motorcyclist look better. I wouldn't even attempt it. Now the other definition is even more baffling than the first, just who



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or whom are the people trying to copy or mimic. It can't be the "1%ers" because they don't look nothing like them, and if they did they would more than likely regret it. They don't look like the 750-mile a day road dog either because if they did they would not be able to stand around looking good (because the bugs, road grit and grime would keep them from it). So in closing this part I would like to say I am not talking down to this group of people I am saying I just don't understand them.

Now to close out the whole article I would like to announce a contest. I would like to know how much you people have been paying attention. I have come up with 10 questions and the first person to email me the correct answers will win a prized piece of memorabilia from my collection. So here are the questions.

- 1) In Booger's opinion, what is proper color of a motorcycle?
- 2) What is the name of a hardly ridden motorcycle?
- 3) What pest inflicts a hardly ridden motorcycle?
- 4) What is Booger's name for a Harley-Davidson dealer?
- 5) What relative does Booger credit for his love of motorcycling?
- 6) What is the most important thing Booger wants a person to know about his nickname?
- 7) Name the model of Booger's two bikes.
- 8) What is his day job (even though it's at night)?
- 9) On the many occasions he messes up a wrenching job, what does Booger do?
- 10) Fill in the blanks: Ride _____, ride _____, and ride _____.

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Dr. Dave - Continued from page 7

a long story, she was named Granny in her 30's), lives in her home at the entrance of Clemonspine Farm and delivers lunch to Dave and son at precisely 12 noon. If you're driving down London Lane wave at her when you see her riding her golf cart or mowing the grass. Now you know where Dave got at least half of his work ethic, fruit doesn't fall far from the tree. Dave's dad, Willie, who died in 2001, was a fixture at the shop for the last ten years of his life. He was one of Dave's biggest fans and the feeling was mutual. His memory is still alive and well at the shop.

In December Dave's shop is the site of his annual Christmas party. Dr. Dave's Christmas parties are legendary in motorcycling (I made that word up). The friends, the food, the drink, the music, the frivolity, it's all there. Dave's friends encompass every profession; doctors, lawyers, merchants, sheriffs and bartenders. You will find them all at the hottest ticket in town the first week of each December. He's even been known to let the Road Rash crew attend.

Dave's son, Jason, attended Motorcycle Mechanics Institute (MMI) in 2006 graduating first in his class of 125 students. He has joined the Doctor in his practice and is now going to DDI (Dr. Dave Institute.) Now his education has really begun . . . under the Doctor. One day, if Jason's up to the challenge, the sign could read "Dr. Dave & Son Service". The tradition continues. - **Rock**

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Engine: 80 ci Revtech

Paint: Flame Orange - Factory

Owner: Ultimate Cycle & Scooter - Chatt, TN

Photos: Ronnie Miller - Tunnel Hill, GA

This month's featured bike is a flame orange Redhorse Mohawk Mustang, which can be found on the showroom floor at Ultimate Cycle and Scooter on Market Street in Chattanooga. The fat 250 rear tire, 38 degree rake, eight inch stretch in the down tubes, 21 inch front wheel and stretched five-gallon gas tank gives this bike that distinctive chopper styling. But extras like custom wheels, Samson exhaust, braided lines and cables, high polished forward controls and a fully-chromed front end add up to a great-looking package that begs for another look. Go by Ultimate Cycle and Scooter and ask them about the other available options...and tell them you saw this spread in Road Rash Magazine!

Our beautiful May flower Jessica Lauren was born and raised in East Tennessee. Although she only started working as a model about a year ago, she may look familiar to you, as she does quite a bit of promotional modeling. You can check out more of her photo-shoots and follow her career at www.myspace.com/lilmissj186.

This month's featured guest photographer is Ronnie Miller from Tunnel Hill, Georgia. As you can tell, Ronnie has an eye for great shots and the technical know-how to bring them to life. Since he rarely shows off his long-hidden photography skills, we hope this photoshoot becomes a springboard for many more to come. Check out more pics from this shoot on our Web site, www.roadrashmag.com!



Special thanks goes out to Charlie and Chris at Ultimate Cycle and Scooter for delivering the cover bike (twice!), Photostylist Angie "Smangie" Miller, and coordinator "Rough Ridin' Rebecca" Lee for helping with everything from scheduling and comic relief to morale.

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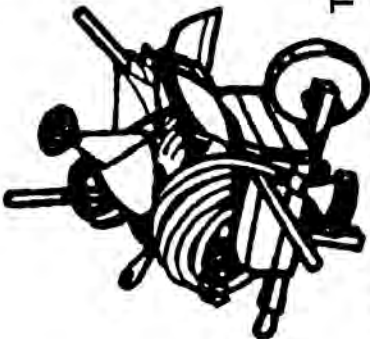
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Thanks to all the wonderful folks in CBB for inviting me out, offering their hospitality and showing me a great time! - Tom the Bomb



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Blowing Smoke



Over the past six months we've looked at women in motorcycling ranging from women's clothing to the history of women in motorcycling to women bike builders. Hopefully, many of the female riders have read these and maybe are thinking of getting out their on your own. The fact that I spend a lot of my free time at a motorcycle dealership allows me to see the increase in female riders first hand. Many of you that I have spoken with either are just getting into riding or really want to, but aren't sure where to start. So, this article is geared toward you. Don't get me wrong this article applies to you guys out there also because there are a lot of you that are just starting to ride.

First, let me say that whatever fears/concerns that are holding you back will completely be erased once you take your first ride. But, before taking that first ride be sure and take a safety course. I highly recommend the Motorcycle Safety Foundation Riders Course which is offered in over 1,500 locations nationwide. Locally, the class is offered in Chattanooga, TN at Chattanooga State (423-697-3100) and at South East High School in Dalton,

GA (800-245-4410). In Tennessee you can get your license just by taking your certificate to the DMV, however, in Georgia a written and driving test must still be taken. For you more seasoned riders an Experience Riders Course is also offered. It may seem like you hear a lot about this course, but it is definitely worth it, plus you can get a discount on your insurance ([HYPERLINK "http://www.msf-usa.org"](http://www.msf-usa.org) www.msf-usa.org).

Being a beginner, male or female, there are certain things that you should know are going to happen.

1. You're going to drop the bike. At least once. Luckily, this usually happens at slow speeds when turning. Therefore, purchase engine guards if you're purchasing a cruiser or sliders if it's a sport bike. There will be people out there that tell you they've never dropped theirs. They're either lying or it hasn't happened to them yet.
2. You're gonna be nervous and get frustrated often. You know the saying "Rome wasn't built in a day," well that truth applies here. Take your time and learn from your mistakes.
3. You will get advice from others whether or not you want it from both riders and non-riders. Everyone seems to have some sort of comment when they find out you ride.
4. You will spill gasoline all over the tank. At least once. If you're me, then you learn quickly to carry some sort of soft cloth with you to wipe off the occasional spill.
5. You do not want to be stuck out in the middle of nowhere out of gas. If you're bike doesn't have a fuel gage, learn

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quickly whether or not you have a reserve tank or an "idiot light" as I like to call it.

If you'd like to see first hand what being a beginner looks like check out "MotoFemina" on YouTube and iTunes. "MotoFemina" is a reality video series that features three women from Sante Fe, NM.

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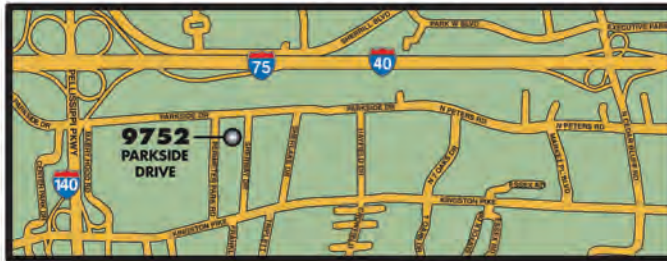
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Last month's article by Rock regarding the current movie hit "Wild Hogs" motivated me to give my thoughts on this entertaining movie. I felt the movie was pretty realistic in some areas while not so realistic in others in its portrayal of the motorcycle community, but overall gave a good impression of bikes. I would imagine a lot of viewers who have been considering buying a bike in the past will make



the trip to their local dealer and take the plunge after viewing the movie. One thing I liked about the movie was the way it portrayed the lure of the "open road" and how motorcycles satisfy

that urge in a way that no other form of transportation can. The other thing I liked was the way the movie showed the attraction of "group involvement" and the "brotherhood" that may be found among cyclists.



Periodically I get requests for "Wings in the Wind" info due to my articles in "Road Rash" so I thought I would take a minute to discuss "Wings" and invite anyone interested to contact me. "Wings in the Wind" is a non-denominational Christian motorcycle ministry based in Chattanooga with members from over 20 different churches represented in the Chattanooga chapter alone. We have sport bikes, metric cruisers, Harleys, touring bikes, and dual-purpose bikes with members ranging from 17 to 70 in age and we warmly invite newer riders. The only requirement for membership is to be in agreement with our "Beliefs" and "Conduct" statements (found on our Web site) and validation with signatures. After becoming a member attendance in two events per year is required and there is no cost at any time for membership. Just like any other club or ministry we realize we are not what everyone is looking for, but if you think we fit your needs please contact me for additional event information. We would love to have you!

"Wings in the Wind" Group Rides:
Supper rides – These rides are on Tuesday or Thursday nights after work to small towns in the vicinity for supper

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and fellowship (about once every three weeks).

Longer rides: These rides are on Saturdays and normally are to remote locations for a half-day or more (about once every three weeks). For fun sometimes we split up into

smaller groups with different leaving points and routes but converge at the same ultimate destination.

Long Trip - This new "members only" event is our once a year ride for an extended period. This year 10 of us will be riding a five-day, 1200-mile, back roads trip around the valley through seven states.

Bed & Breakfast Couples Trip – This new "couples only" event is to a destination somewhat close for a Friday night stay at a "Bed & Breakfast".

Service Projects:

Serving the Homeless – We work at the "Union Gospel Mission" by cooking and serving supper (last Thursday of each month).

Motorcycle support – We work with the Chattanooga Bicycle Club on their two big yearly events ("3-State 3-Mountain Century" and the "Sequatchie Valley Century") by escorting the bicycles (2500 this year) out of town and supporting them on the 100-mile routes. We will provide about 25 support motorcycles this year for the "3-State 3-Mountain" event. They even place the "Wings" logo on

their event t-shirts.

Trail of Tears Ride – Our normally help here is in the form of traffic direction. The CMA handles this event in a big and excellent way.

Chattanooga City events – We support the city on events such as the "HOG Rally", as coordinated with our contacts within the City government.

Various other non-biker related activities with the elderly or youth (to be determined).

Meetings:

Monthly meetings – Our monthly meetings are held in various members' homes and include supper (3rd Thursday night of month).

Combined Wings Meeting – This once a year lunch meeting open to all the "Wings" chapters is at a central location one Saturday in May.

"Under His Wings"

Eddie Rahm

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May Safety Tip:

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The Hot Seat



If you've been "around," you've probably caught a glimpse or two of this month's Hot Seat feature, Justin "Bean" Stringer. An avid motorcyclist, Bean has been in and out of the mainstream subculture of "bikers" for a while. Bean is not the usual "pretty boy" or "yuppie" type, but one of a dying breed – one of the (relatively) young guys who live the lifestyle and wouldn't have it any other way. It doesn't take long to figure out that he does things his way – whether that is popular or not (an admirable trait).

I caught up with Bean at Bourbon Street Music Bar in Chattanooga on a Friday night... For those of you who haven't been paying attention (read: have been living under a rock), that's their "bike night," and a great time and place to meet your bike-riding friends. Anyway, as soon as the live band took a break, I asked him our infamous ten questions and took a few snapshots of him and his bike. Here's what we came up with:

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

People started calling me "Butterbean" after the UFC fighter because I look like him when I shave... and I also



punch like him. That got shortened to "Bean."

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

I started riding in 1986 when my Dad gave me his old Honda 750-4.

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

I guess my longest trip was when I rode to Detroit to see my family. When I got there, they had two feet of snow on the ground!

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

My Dad is the only other one in my family that has the guts to ride.

5) Have you ever had any serious wrecks?

Nope. Thank God!

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

Not really, unless you count people looking at me like I'm stupid for riding so fast.

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

Well, truth be told... Girls love bikers. I don't need to say anymore about that.

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

I like all kinds of riding. They are all my favorites. I guess my favorite route would be the one that goes the fastest.



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

Well, I'd have to say somewhere around 20,000 – 30,000. Rain or shine – I'm in the wind.

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

First of all, I wish more people would "man up" and learn to ride all year and be true to the biker lifestyle. Secondly, I wish all of us bikers could come together, vote, and change the helmet law.

I would like to thank Bean (usually a man of few words) for sharing his point of view with the rest of us and giving us a chance to get to know him better. If you see him out and about, ask him to sign your copy of Road Rash Magazine and be respectful when you do. You know, just in case he's serious about punching like Butterbean.

We are looking for people to sit in the Hot Seat. If you want to be featured or you would like to suggest someone please contact Tom the Bomb at 423-322-0223 or email him at tomthebomb@roadrashmag.com.

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