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Chattanooga Area
Motorcycle Events

June '07

FREE

Biker Chicks
Misty &

Tabby

pg. 24

Check Out
Who's In The
Hot Seat:
pg. 42

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Tom the Bomb... RAMBLINGS From the Top Dawg

Grab your sunscreen boys – June is upon us! Ah, warm weather... watermelon and homemade ice cream, long leisurely rides through the mountains (without bundling up first or shivering after)... the girls wear less (and show more) and I'm reminded of how beneficial a midnight bug juice facial is. There's nothing like it!

I remember when I was a kid, it seemed like summer lasted at least a year. Now it seems like it only lasts a couple of weeks or so. I have a theory that it has something to do with what fills your mind as you become older and move on into adulthood and beyond. I remember days spent as a young crumbsnatcher at the creek bank behind my parent's house catching crawfish, lighting firecrackers, and doing general "boy" stuff. Summer seemed to last forever. Now since that evil substance "responsibility" has crept into my life, (bringing with it dreaded things like bills, deadlines, and appointments), it seems like by the time I get up, get ready and get out of the house – it's bedtime again. So, I'm going to try and make an effort this month to slow down, temporarily push all the stressful things out of my head and relax... just to see if I can make this Summer last a little longer. Wish me luck and join me if you can!

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The staff and I are working feverishly to get everything lined up and nailed down for the upcoming Road Rash Biker Bash (August 17-19). If you haven't purchased your tickets yet – be sure to go to our Web site and do so (or get that nerdy computer-savvy nephew of yours to do it)! It's not a party without you!!

With June comes a veritable onslaught of motorcycle events. Sundown, Nightfall, Ultimate Fridays, the Twin Cam Jams, the Cruise-In in Eton, Ga., ABATE's Iron Horse Rodeo, the Dalton Shrine Club Poker Run, Hog Rock, Pinhook Creek, Thunder On The Rock, and of course – the Junebug Boogie all take place this month along with countless others. Just check out our event listings! The rest of the Road Rash staff and I are going to do our best to be everywhere all the time... which is of course impossible. So... we're asking for your help!

You might have noticed the amount of event pictures on our Web site (roadrashmag.com) has virtually exploded. We're now asking our readership to contribute their (rated PG) motorcycle-related pictures. If you attend an event

and take digital pictures – we can put them up on our site almost immediately. Once that happens, anyone anywhere (around the world) who has Internet access will then be able to view and download your pictures free of charge! Who knows – a few of them might even appear in the publication. So... go... see... conquer... take pictures... then share!

When you're out enjoying the beautiful weather this month, don't forget to patronize our advertisers and let them know you appreciate their support of Road Rash Magazine. Without them, you'd be stuck reading about some other people some other place.

Keep it twisted!

Tom
THE
Bomb

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ONE OF OUR OWN

Daniele Lenarduzzi

The Legend Series is taking a breather this month, but we do have a **One of Our Own** for you. The Legend Series will return in the near future.

Daniele Lenarduzzi of BGV Racing lives in Chattanooga and works at Sequoyah Equipment Company when he is not racing at various events around the country. His employer allows Daniele to have the time off that's necessary for him to pursue his racing career. The 28 year old Knoxville native has been racing professionally for four years. Today, he doesn't even own a street legal bike and rides exclusively on the track. His first "ride" was a mini bike that his parents gave him at age seven. He says that his parents say that it was the worst mistake they ever made. Daniele says that he was hooked the first time he twisted a grip. After he outgrew the mini, his parents refused to ever buy him another motorcycle. At 19, he bought his own dirt bike and later purchased his first street bike, a 1989 Suzuki GSXR 750. His parents aren't exactly thrilled with his chosen occupation. They never thought their son, a track star at UTC, would end up racing motorcycles. Soon after getting his GSXR he was screaming up Cagle Mountain when two of his buddies passed him at a buck fifty with their knees dragging the ground. It was at that moment that he realized "I want to do this for a living."

While in Italy, visiting his paternal relatives, Daniele toured the Aprilia factory and fell in love with the brand. Later he bought a Aprilia 1000 which he rode for about six months. He soon tired of riding on public streets, having to dodge the law and worry about road conditions. Wrecking on the Market Street bridge due to road conditions also prompted his move to the track.

James Hillis, his friend and tuner, was a racer himself in the late 80's, early 90's and was instrumental in getting Daniele started in the racing game. James told him that the first step, was to get his racing license which he soon accomplished at Little Talledaga, Alabama. The two day school and checkout cost the team \$600.00. It's amazing to me that Daniele went for his racing license after riding



sport bikes for only two years. He admitted that he was timid on the bike at first, but got much more aggressive as his experience grew. He says that most racers get hurt when they try to ride above their ability. Daniele has prided himself in riding safe and not riding beyond his current ability and skill level.

Presently, BGV Racing is mostly self financed. Daniele spends all his extra time and money on his racing. He does have one small local sponsor, but he is looking for some major corporation to finance his team. He does have some product sponsors that give him their products in exchange for him putting their logos on his bike.

Most racers strive for AMA level racing which only runs four stroke motorcycles on road courses. Daniele likes two stroke bikes and is now focusing on the USGP Circuit which runs two stroke motors and has cash prizes for the winners. There are normally twelve races in the USGP Circuit annually ranging from the left coast to the right coast and everywhere in between.

Daniele races a 250 cc two stroke which makes 80 hp and weighs only 240 lbs. Daniele says that the two stroke bikes take the corners at a much higher speed and have more lean angle than the four stroke bikes.





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advantage in racing. As in horse racing the smaller riders generally have the advantage over riders of larger size and weight. It's all a numbers game, of horsepower vs weight. Every pound you save equals about one horsepower. His dream is to be "discovered" and get picked up by some major sponsors. Some riders at his level are being paid sixty to eighty grand per year plus all of their expenses. The corporate sponsors then get the advertising benefit for their expenditures. If you know of an organization that might be interested in sponsoring a racing team give Daniele a call and make him an offer. Come on local corporations, step up and help this young man fulfill his dream and get envolved in this fast growing market of motorcycle racing. Don't you wish you'd gotten in on the ground floor of NASCAR? Who'd a thunk it?. This young man has a vision and I expect we will hear much more about him in the years to come. When he gets famous I hope he'll remember Road Rash Magazine and give us some exclusive interviews. - **Rock**



Rock's Two Cents

My regular readers know that I've mentioned a lady on a pink scooter that I see on Brainerd Road every morning. She rides in the rain, and she rides when it's 20 below. I finally got in touch with her and here is her story. Before I introduce her,

I want to tell you a funny story. It was absolutely raining cats and dogs as Moleman and I stood under the awning at Quick Tees. The forecast was 100% for the day and our trucks were sitting out front. Suddenly we heard the whining of a scooter and here she comes in the driving rain in a bright yellow poncho blowing in the breeze. I looked over at Moleman and said, "I guess this means we're wimps" We both laughed at the humor of the situation. Now, here's Ellen Pitman's story, in her own words.

Let me tell you my story - My brother had a motorcycle (325 or something along that size) and he TRIED to teach me to ride it over 20 years ago - I couldn't get over the surge when you shift gears and said I would NEVER ride a 2 wheel motor vehicle again

I have a job at Eastgate Mall and when I got hired I didn't have to work sundays so I used the local bus (Carta) - About 3 years after getting hired we changed clients and sunday was now required - If you know anything

about Carta you know the bus service on sunday is extremely limited even with the very few routes that do run - I tried looking for rides (from Hixson) and that only works if you work the same sunday as someone willing to pick you up - I tried cabs and even with the discount they give to regulars it was \$50 round trip - My brother rides a bicycle now and told me it would not be feasible to ride a pedal bike all that way - So I looked into a scooter - The automatic transmission did away with the surge fear and all I had to do was get over the fear of traffic, speed without protection and weather -

My first scooter was a 49cc TNG - Stan (Scenic City Scooters) delivered it to my home 9/2005 and told me to ride it around the parking lot until I got used to it (maybe a week) - I took it to church 3 days later - Riding around in circles gets old very quickly - After that I only rode it to work when I had to and was still taking the bus the rest of the time - We had a training class 2/2006 and I had to be there before the bus could get me there so I had to ride it every day for a month - At 5 am there is very little traffic but at 3 pm it is almost rush hour - Once I rode daily I got over my fear of traffic and started riding every day all the time - I had a couple of 'near misses' that let me know lack of heavy traffic does not mean lack of dangerous drivers in cars - The thing about a 49cc and the S curves on Hixson Pike is that it is dangerous because the uphill drive is too slow - I would be doing 20 mph in a 40 mph zone and drivers don't like that - They tolerated me, though, because I always stayed in the right lane -

When I was tired of being a slowpoke and sure I could handle something bigger I traded in the 49cc for my pink Buddy 125 - I still don't need the motorcycle endorsement



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on my DL and I can keep up with traffic now - I have ridden in rain, cold, fog, and wind - I learned to ride in the rain when I didn't take the 49cc out of Hixson unless I had to - Rain makes me nervous but I'm not afraid - I just drive careful and expect everyone else on the road will just as courteous as they always are and that they probably can't see me - I picked the pink because I thought it would be a more visible color than black or orange (the only other colors in that model at the time)

As a transplant from Chicago in 1992 the cold only bothers me on the scooter because it is hard to keep your hands warm - you can layer and bundle everything but your hands and face -

Wind is scarier to me than rain (unless I get them together) because it is harder to control the bike especially on Veteran's Bridge - i just hang on and keep on scootin'

I've ridden in fog a couple of times - Patchy fog is OK because even if it is thick you're not in it very long - We had a thick fog a few months ago and I expected it to clear before I got out of Hixson - It only got worse - I was very fortunate that a Bellsouth truck was in front of me most of the way and was one of the few vehicles driving slow and smart - I was comfortable with his speed and with the distance I had between his truck and me - I have decided if we have that kind of fog again I will pull over and be late for work

I don't think I'm anything special because I ride the scooter no matter what - It is my only transportation (other than public) and I like the freedom of getting home in 40 minutes as opposed to 2 hours - I also have found that I enjoy the ride (even when I'm nervous about the wind or rain) - You can't beat the price to fill up either because my Buddy gets 90 - 100 mpg - If I had known it would be

this much fun I would have done it as soon as Scenic City Scooters opened

Ellen Pitman
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Reflections

"Zeus" the wonder dog lazily walked over and nudged his beloved master. Big D jumped up in a startled manner and cursed his dog. "Dangit Zeus, you know not to bother me when I am trying to relax!"

The large frame man scolded then went back to sitting on his stool, gazing out the shop door in to the star light night. Zeus, the wonder dog, laid down next to his master and gazed out the door duplicating Bid D's stare.

"You know dog! We ain't had a bad run together; seen a lot of the country, saved each other's life a time or two. I couldn't begin to count all the good times we've had running the roads."

Zeus looked up at Bid D as if to agree with every word he was saying. The ole biker reached down and patted his tired friend on his big black head.

"Remember the time I was gone to Colson Hollow for the weekend and I rolled in late Sunday evening? Heck, I think it was after dark. Opening that shop door and there you sat proud as you could be with that poor punk hemmed in the back of the shop. He was scared to death. How many times had you bit him? Hell, he was cut from hand to foot. That boy was damn glad to get in the sheriff's car and go. You sure taught him a lesson about breaking in and entering, didn't you boy."

The old biker continued to pat his faithful companion. Big D quietly folded his hands together and began to stare out into space once more. Reflection is a funning thing. You think about all that has cumulated. Would you change this or that. Big D laughed quietly to himself.

"You know ole dog," he whispered, "life has had some

strange twists for you and me, but somehow we always made out." "What do you think?" He asked Zeus.

"Ruff!" Zeus, the wonder dog barked to his master. "Yea, some of it was." Big D laughed back at his four legged pal. "Come on big dog, let's go for a moonlit putt. You can bark at the critters on the side of the road or howl at the moon. I don't care; let's go for a ride!"

With that, Zeus jumped up and did a burn out with all fours spinning feverishly in a circular motion, trying to get some traction on the slick concrete floor. Big D just moved out of the way as Zeus, the wonder dog jumped the last eight feet and landed square in the middle of the side car, facing his master ready to ride. "Well, I guess I don't have to ask you twice, do I ole buddy?" with a giggle.

The dog just sat patiently waiting Big D straddled the vintage '42 Knucklehead, leaned over and placed the aviator goggles snugly over the big black Rottweiler's eyes. Zeus the wonder dog turned and licked Big D across the lips with his slobber dripping tongue.

"Yuck!" the ole biker blurted out. "Thanks, knuckle head! Bet that was the same tongue you were just licking your butt with," he scolded jokingly.

Big D flipped the switch to the cat eye dash, raised his right leg up on the kick pedal and lunged the old bike to life. Smoke bellowing and the old Knuckle popping and sputtering, they bolted into the blackness of the night on yet another adventure to reflect on in years to come.

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It is a beautiful sunny afternoon. You are touring down a peaceful country road headed somewhere or maybe nowhere at all. You are experiencing that tranquil and sometimes spiritual feeling that only motorcyclists can experience on the open road. Everything is almost perfect; except, the nagging low back pain that began a few miles into the ride. It is the irritating low backache that can screw-up a great day on your bike. How can you improve your lumber condition and make your rides more enjoyable?

You can invest in a back rest, bungee a cushion onto the back seat or lean back on your ole' lady. Maybe you can down a couple of BC or Goody powders, but these are only temporary solutions. Your nagging backache is most likely due to poor muscle conditioning with in your core region. The core muscles include all the muscle groups surrounding the spine. All of the muscles support the weight of your upper body and take the stress off your spine. Poor flexibility can also be a factor spoiling a great ride as well.

To improve the condition of your torso muscles, you should do some light exercises everyday to strengthen the muscles and do muscle stretches to improve their flexibility and range of motion. For your back, lay down

on your stomach with your arms and legs extended. Lift both arms and legs straight up from the floor; as if you are Superman in training and hold this position for 8-10 seconds, then relax. Repeat this exercise 5-8 times. This will improve strength and stamina of you lumbar muscles. To tighten your stomach muscles, lay flat on your back with bent knees and feet flat on the floor. Raise your head and shoulders from the floor high enough to reach you knees with your fingertips. This is an ab curl or "Crunch." Do them slowly in the up movement as well as the down. Complete 10-15 repetitions. Attempt this exercise daily.

To improve your flexibility you can stretch the lumbar and hamstrings (back of upper thigh). Sit on the floor with legs spread about two feet apart (get it?). Reach toward your toes with both hands, legs straight and hold the stretch for at least 10 seconds. Do not bounce, but hold the stretch until you feel mild to moderate discomfort. Complete this move 3-5 times everyday. Try to sit up straight in the saddle and do not slouch. This will only cause more back discomfort.

These are some basic exercises that can improve your over all back condition. If your condition precludes you from exercise seek your doctor's advice. See an Exercise Physiologist or Physical Therapist. Do not let a weak back and stomach or tight muscles keep you from enjoying your motorcycle. Take care of your self. If you won't, who will?

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HERE'S THE RUB



For just a brief split-second in time, I really thought I found it! The mythical lost Harley-Davidson dealership that I always assumed to be just another urban legend. The rumor, if you are young enough to have never heard it, goes something like this:

Sometime, presumably during the AMF years, a new freeway was built that diverted traffic flow from a town which led to its eventual demise. In this ghost town is said to be a defunct Harley dealership that still has parts as well as several unsold new Pan and Shovelheads gathering dust on the showroom floor. The town, the dealership, as well as the road no longer appear on any modern day map, but if you could find an old enough atlas, the goldmine is just waiting for you to stake your claim.

We had just left "Ghost Town Harley-Davidson" (it's real name) in Waynesville, North Carolina. I guess it was the name that was the catalyst causing me to tell my friend Ryan the yarn about "The Forgotten Dealership," because you have got to love any story that has fueled so many late night bar conversations and fantasies.

Does anyone besides me remember the old days when they were all simply referred to as "The Shop" and never as

a "dealership?" (As in, "I'm going to swing by the bike shop and pick up some oil," or "I am not riding because the bike is in the shop.")

We were traveling Highway 74 towards Ashville. I have been a HOG member since '85 and we were using a really old HOG Road Guide to find dealerships we had never been to before. We had promised a friend we would pick up Harley shot glasses from locations along our route and we agreed to go a bit off the beaten path to find just one more. We never found the place we were looking for and having gotten lost, we turned down an unpaved road to turn around. I guess it was because I was still daydreaming about finding the mother-load, when you can only imagine what went through my mind as I spotted this sight!!!

"Holy Sh*t, I have stumbled across the Holy Grail!" I freaked. Visions of white buddy seats and trumpet horns still in the box, Schott biker jackets without the Factory branding, a "Confederate Edition" Sportster, and an un-chopped FLH competed for attention in my tiny little mind. I blinked several times trying to purge the hallucination but it was still there.

It was NOT, as I am sure you have guessed a mirage or the Nirvana-land but rather simply a shop that moved many years ago to a different location. Still, those signs would look good adorning a garage or fetch a mighty pretty penny on EBay, I am sure. So where is this oddity? Oh no, I have provided enough clues. I will not put "X marks the spot" on your treasure map. It's still out there waiting for you to discover, or better yet to tell you buddy's about tonight at the water-hole, because sometimes the stories and adventures are worth even more than the actual possessions.

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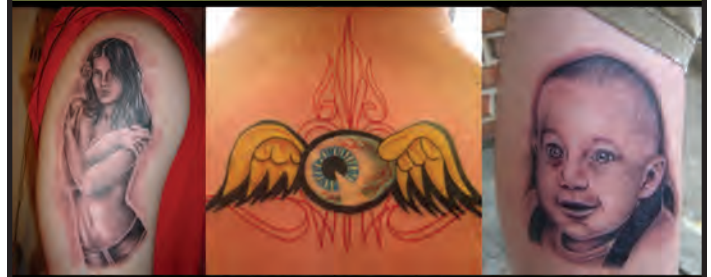
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REVERAND BOOGER'S TWO-WHEELED PULPIT



Well hello,

By the time you read this, Summer should be setting in pretty good. Yeah, the riding season (for those of you that must have a season) is upon us. I had a pretty good response to my questions in last month's article. The winner with nine out of 10 correct answers was Joey "Scooter" Stokes. Congratulations to him, and a custom chrome beer stein is heading his way. Now I think we will review so everyone knows the answers.

1) In Booger's opinion, what is proper color of a motorcycle? Black. When they invent a darker color than black I will switch, but for now black is my color. My friend Hitch put it to me simply, fire engines are red, school buses are yellow, and motorcycles are black.

2) What is the name of a hardly ridden motorcycle? Garage ornament. Looking back, I wish I had worded the question as a "seldom" ridden motorcycle, but I think most people got the point. I actually coined this term myself. It was inspired by a coworker who has a '96 Fatboy that seldom sees anything but the inside of his garage. We named his bike the "Neverglide," but to cover all those poor bikes that get bought and stuck in a garage, I figured "garage ornament" would describe them good.

3) What pest inflicts a hardly ridden motorcycle? Garage mites. I have to admit I didn't come up with this one by myself. I was in a local bike shop when a customer walked in needing a part and the proprietor asked, "What

happened," did "garage mites" get to his bike. After hearing it I got to noticing that a lot of bikes after being unfairly stuck in storage will be brought out and have problems that they didn't have when they were cruelly put in storage.

4) What is booger's name for a Harley Davidson dealer?

Boutique. This is another term I didn't come up with myself. The story goes that Hitch and a mutual friend of ours, Henry, went to the original

Steele's Harley Davidson, upon leaving Henry was asked what he thought and his answer was that it was a "nice boutique." True bike shops are getting rarer as time goes by, and at some point all of them will be sterile clones of each other. The day of walking into a shop pulling up a stool, lighting a smoke, sitting down, and talking about bikes while you read one of hundreds of bike magazines laying around will be a thing of the past.

5) What relative does Booger credit for his love of motorcycling?

His Uncle Boogie. I wrote about this encounter when I first started my articles several years ago. I will recap briefly... I was 10 or 11 he was my mom's youngest brother. In my eyes he was coolest human being on earth. He showed up at a family get together on a Honda 750, at my first glimpse of it I knew I had to ride it. After begging and conniving I finally convinced mom to let me. We took off through the Mississippi Delta and to me we might as well have been flying. This began a love affair with all things two-wheeled, and even though life kept me off motorcycles for about 10 years or so I can not envision my life without one now. On a sad note, Uncle Boogie was hit by a drunk driver several years ago and passed away. Too this day any time I get within riding distance of his grave I stop and say thanks.

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6) What is the most important thing Booger wants a person to know about his nickname?

It has nothing to do with his nose. The true story of how I got my name is sort of boring. 10 years ago I had a boss that thought I resembled the Booger character from the movie "revenge of the nerds." My main concern has always been that no one thinks I have any disgusting habits concerning my nose.

7) Name the model of Booger's two bikes?

A 2002 Dyna and 2001 Sporty.

8) What is his day job (even though it's at night)?

Electrician.

9) On the many occasions he messes up a wrenching job what does he do?

Put the parts into a bucket and head to his trusty mechanics. I really don't consider this screwing up because every time this happens it ends up being a learning experience. Also these trips have become less and less necessary, which is a good thing.

10) Fill in the blanks:

Ride safe, ride smart, and ride often. I really don't remember when I started closing my articles with this. I wanted to leave people with something that was not only different but also would make people think. Hopefully my readers will take it to heart and not only ride but ride safe and smart so they enjoy every moment they can.

With that I will say so long till next month. I hope to see you people around. Please feel free to come up and say hello if you see me out and about.

Ride safe, ride smart, and ride often.

Reverend Booger

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Our Thunder Beach Trip

by Lisa Murphy

Thirteen weeks of anticipation had come down to just one day. Time to load the luggage, all four bikes and head to Thunderbeach. Yes, we trailed as my sister in law had more shoes than all the saddle bags together would hold.... Everything was tied down and ready and the alarms were



set for 3:00 a.m. The trip down went well with nothing unexpected. We rolled into Panama City under the most beautiful blue skies and were lucky enough to enjoy that kind of weather all week. We arrived on Sunday so the first few days of our vacation were calm and

quiet for the most part but low and behold, Wednesday came and the thunder rolled into town. Time to head to Sandpiper for the kick off party. What an awesome experience. Some of the most beautiful bikes I've ever seen with some of the most beautiful people riding them. We met people from all over the United States and every one seemed to have a story to tell.

We spent Wednesday through Sunday seeing as many bikes as we could, listening to many fantastic bands and meeting the neatest people all along the



way.

At times, our journey down the strip was more like walking our bikes as if walking a dog. We didn't mind because it made it easier to see the thousands of bikes that were lining the road on each side of us. Being in the middle of that many bikes



was a definite adrenaline rush. Shuckums always had a crowd as well as Spinakers, Harpoon Harrys, Sharkys, Coyote Uglys and Ms. Newby's. There was entertainment available for whatever mood you happened to be in at the time. On Sunday morning, after an action packed week, we

headed out of Panama City surrounded by the thunder of hundreds of bikes and left the sand and salt water behind us. We had a nice trip home and spent most of the time planning our trip for the same time next year. Thanks to my husband Michael, Jeff, Missy, Jamey, Charlotte, Vickie, Ann and Dave for an awesome vacation. Can't wait until next year so we can do it again.



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'Cause Mama Said So!

Chattanooga's has a real 200 mph streetbike

By Rill E. Swift

If you haven't thrown a leg over a modern sportbike like the 2006 Suzuki GSX-R1000, you have no idea how fast these things really are. Just ask Rich Christensen from the SpeedTM TV show PINKSTM, who recently dumped one on national TV while filming an episode of the popular drag racing show. Even seasoned motorcyclists who have ridden their entire lives on touring or cruiser style bikes are shocked beyond belief when taking a bite of a motorcycle with as much power as a typical car, yet weighs 87% less. In stock form, the 2006 Gixxer makes an honest 162 rear wheel horsepower at 12,750 revolutions per minute, turns a 9.55 second quarter mile at 143 miles per hour and it has a top speed of 178 miles



per hour.

This particular bike began its life in Chattanooga where it was uncrated and prepped for street duty by a local dealer. Instead of a normal life of riding up and down Brainerd Road on one wheel (Road Rash does not condone illegal stunting, wheelies or stoppies) the owner of this bike had something else in mind. After a not so careful break-in the bike was sent to KWS Motorsports in Charleston, SC. KWS is the home of the Suzuki satellite road racing team that competes at the highest level of road racing in the USA known as the AMA-Superbike series.

As soon as the bike arrived, KWS began their process of yanking the engine, wheels, suspension, brakes and nearly everything else in between. First the engine was upgraded from the stock 998 cubic centimeter displacement to a much bigger 1143 cc design. JE-Pistons was the source of three millimeter larger bore pistons and a KWS supplied "Stroker Crankshaft" which increased the engine stroke by four millimeters. Then

a set of Carrillo H-Beam rods were used as well. Next, a set of Web camshafts were installed into the KWS ported head. A Falcon clutch basket replaced the stocker and KWS even replaced the stock oil pan with a new design that includes a pendulum style oil pick up.

Dynojet was the supplier of choice for a whole box of electronics including two power commanders. The bike was also fitted w□

Finally, a Dynojet ignition module was used to handle ignition timing changes.

After all the engine work was completed, Kevin Hunt, owner of KWS turned his attention to the frame, suspension and brakes. First, a set of Dymag carbon fiber/magnesium wheels were fitted to the bike. Pirelli Corsa tires were chosen for their performance on the track and street. The brakes were upgraded next with a set of Galfer Wave rotors, pads and brake lines as well as an AP Racing adjustable ratio master cylinder. He then trashed the stock steering damper and replaced it with an upgraded Pit-Bull brand rotary steering stabilizer. To finish the suspension, a Penske double clicker rear shock and a full Penske fork upgrade was part of the suspension package as well.

Finally a billet engine case from Vortex was added to keep the important internal engine parts off the road. KWS has their own custom designed frame sliders to also help in cost avoidance should the bike even end up on its side instead of rolling on its two wheels (or one). Then to keep the exhaust gas flowing out of the engine Leo Vince full titanium "Corsa" exhaust was installed.

In order to clean up the rear of the bike, a Hotbodies undertail and hugger was also installed in matching Suzuki Red. There are a lot of other smaller upgrades on a bike like this but frankly there are just too many to mention. Basically everything that could be done to a bike without going nitrous or turbo was done. When asked about the possibility of a hidden "Sneaky Pete" nitrous setup the owner said "No this one doesn't have any nitrous on it... no really it doesn't." He then graciously removed the rear seat and raised the gas tank to show us that this bike is really an "all-nuts and bolts engine." □



After the new engine was built, it was broken-in on the KWS dyno where it laid down an impressive 209 horsepower at the rear tire at 12,560 rpms. Considering this is an 1143 cc bike that is a huge number. Then to back up the impressive dyno numbers the bike was taken to a sanctioned top speed event (not on Cagle Mountain) in Maxton, NC. The event is held five times a year and is conducted by the East Coast Timing Association on a deserted 10,000 foot runway. At the recent land speed meet in March 2007, the bike ridden by Tennessee native, Chad Millholland of Maryville, TN, ended up with a best pass of 204.62451 mph. The owner is planning a return trip to Maxton later this year with some more modifications to the bike, including a custom aerodynamic fuel cell built locally by Custom Cycles of Chattanooga. We can't imagine why 204 mph was not enough but for some reason they want to go even faster. Good luck !!

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JUNE 9-17

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JUNE 21-24

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JUNE 22

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JUNE 29

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Ultimate Cycle & Scooter
Every Friday - 5 -9 p.m.
423-634-8151 or ultimatecyclescooter.com

JUNE 30

Dalton, GA
MOUNTAIN CREEK BATTLE OF THE BANDS
Mountain Creek H-D - 12 - 7 p.m.
706-370-7433 or www.mountaincreekharley.com

JUNE '07 Road Rash Biker Chicks Misty & Tabby



THE LOW DOWN:

Make/Model: 2007 Suzuki Boulevard

Engine: 50 cubic inch Suzuki V-twin

Paint: Two-Tone Red and Black

Owner: Terrell Welborn - Fort Olgethorpe

Photos: Ronnie Miller - Tunnel Hill, GA

This month, we decided to give you a little extra. You not only get two Biker Chicks, but also an extra wheel and tire on the featured bike! Terrel Welborn is the proud owner of this Suzuki Boulevard three-wheeler. Besides the obvious addition of the trike kit and two-tone paint scheme, there are tons of other add-ons and customizing touches that distinguish it as a labor of love. If you like what you see here, you can go by and see Terrel at RT Cycles in Fort Olgethorpe, Georgia and he can hook you up with one as well. Three wheels or two – the wind feels the same!

Misty and Tabby (both local girls) are our two featured models this month. When not making up the perfect little modeling duo - Misty, (the daughter of our very own "Moleman") works in the medical field, and Tabby is one of the Chattanooga Hooters girls. They are the best of friends, and have a good time wherever they are.

Our featured guest photographer (for the second month in a row) is Ronnie Miller from Tunnel Hill, Georgia. His lovely wife Angie took on the task of photostyling for this shoot. Throughout a lot of initial confusion, everyone worked together to bring you a beautiful shoot with some amazing photos. Please check out roadrashmag.com for a ton of other great shots. Thanks Ronnie!



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Arab Trailer Sales - pg 39

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Aunt Sue's K-9 Bakery- pg 35

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AutoCycle Powder Coating - pg 36

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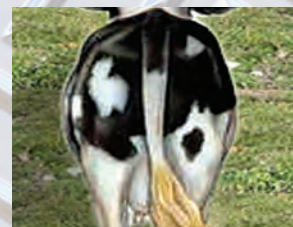
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From Behind The Handlebars



The temperature was a balmy 26 degrees when I rolled out of my garage and turned up the street. I'm sure some of my neighbors thought "there goes that nut job on that motorcycle. Doesn't he know how cold it is?" It was the morning for the annual "Blessing of the Bikes" and it was time for me to head to the River Park to help set up for the event. I questioned myself if we were doing the right thing in not canceling the event since the temperature wasn't supposed to get above 45 all day and the cold was a record low. After much prayer and discussion, we decided to go forward with the "Blessing" and let the Lord take care of the rest.

We were set up and ready by 9 a.m. A trickle of bikes began to arrive all morning, and by noon, we had a lot full of motorcycles despite to cold weather and scary weather reports of possible snow flurries. Everyone enjoyed the barbeque chicken cooked by our Road Captain, Gary Scuggs, and we certainly went had no shortage of bikers wanting coffee and hot chocolate all day.

We blessed somewhere between 250 and 300 bikes that day. That was far short of the 750 we did in 2006, but the cold weather kept many (including the groups who come from all over the southeast) at home. It wasn't the warmest day but it was beautiful and I hope all of you who were able to attend had an enjoyable day.

Now to answer the question I have been asked repeatedly ever since: What happens if you couldn't make it to "Blessing of the Bikes?" Here is the straight scoop right from the top. If you would like your bike blessed or you belong to a club/ride group/ride club/etc. and would like your bikes blessed, contact me and we will set it up at a time that will work for your group. Or if you see CMA members at an event, ask them to bless your motorcycle right then and there. We all carry "Bike Blessing" packs with us all the time. The CMA will be at Nightfall, Sundown and as many events as we can this year and we can bless your ride there too!

We have a few great rides we want to invite you to join us on this year. The four rides listed below all leave from the Sportsman's Warehouse in Chattanooga (at Highway 153 and Lee Highway):

June 16 "Get Lost at Sea" Ride (Ride to the Lost Sea) leaves 10 a.m.

June 30 "Pull the Dragon's Tail" (Ride to the US 129 Tail of the Dragon) leaves 8 a.m.

July 21 "Field in the Wood" Ride Day leaves 10 a.m.

August 18 "Ultimate Ice Cream Ride IV" leaves 10 a.m.

If you have questions contact our Road Captain at roadcaptain@cmachattanooga.com or call Gary at 423-991-0962.

Whether you have your bike blessed or not, the best way to insure your future is to ride with the Prince of Peace, Jesus Christ. If you don't have a personal relationship with him, please remember the door is open and all you have to do is ask!

See you on the streets,

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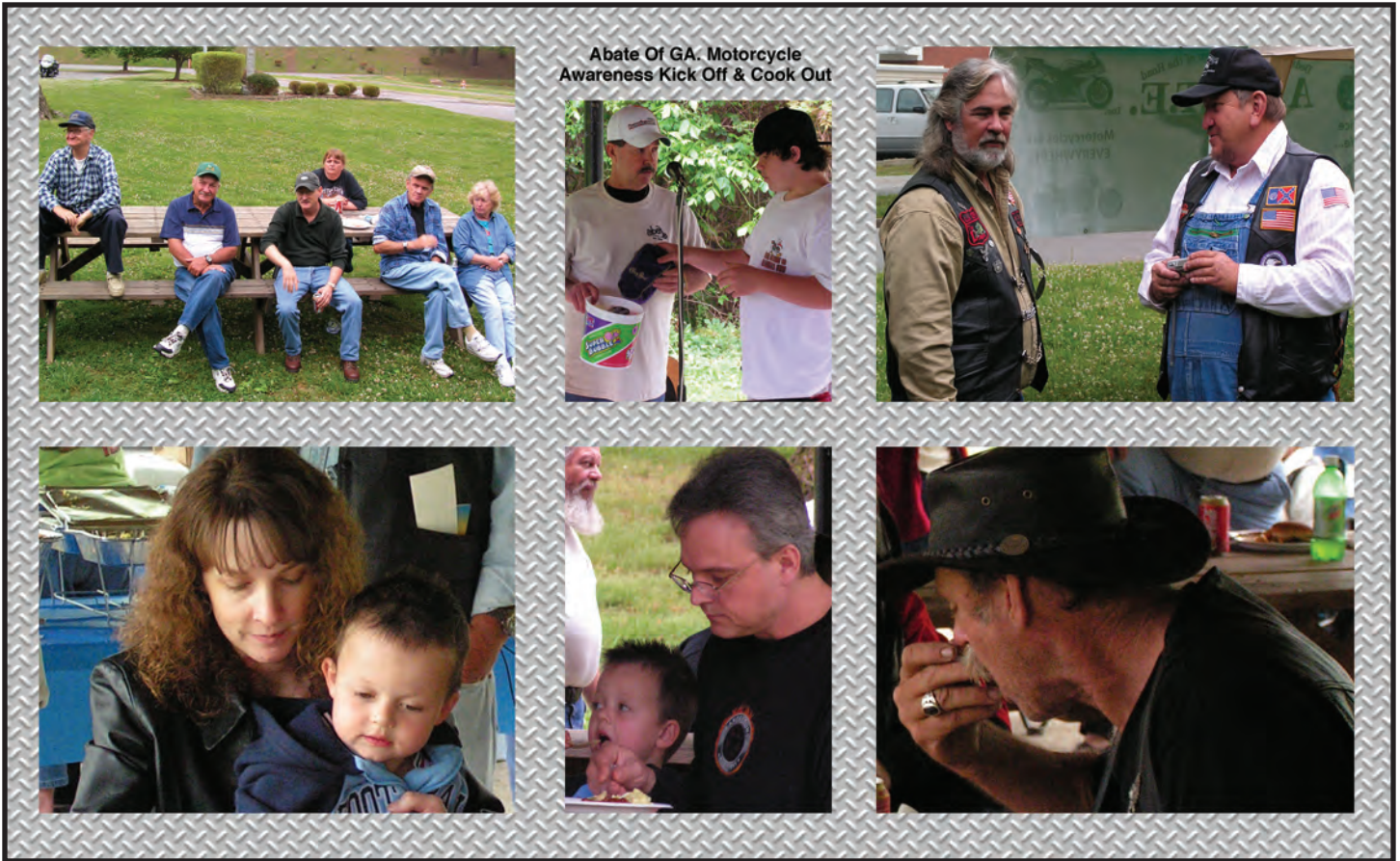


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With Cinco de Mayo falling on a Saturday this year, there were parties all over town. But how many parties had a Jalapeno Eating Contest? How about a Tortilla Toss Game and a Limbo Contest? These were just some of the festivities at Mountain Creek Harley-Davidson's Cinco de Mayo and 4th Anniversary Party. Though Mountain Creek Harley-Davidson has an anniversary party each year, this year's party had a Mexican flair and Cinco de Mayo twist—adding a little heat to the event.

The Cinco de Mayo and 4th Anniversary Party was held Saturday, May 5th at Mountain Creek Harley-Davidson (MCHD) in Dalton. Tommy Crain and The Cross Town All Stars rocked The Creek with live music and Outback



Steakhouse provided great food and cold beverages. Bikes and cages filled the parking lot at Mountain Creek H-D bringing people of all ages to this free event. Employees were dressed the part wearing sombreros and Cinco de Mayo event shirts, and the dealership was adorned with piñatas, sombreros,

and Mexican blankets making for a festive environment.

Adding a little heat to the party was a Jalapeno Eating Contest. Five contestants stuffed their mouths with the fiery peppers in pursuit of a \$100 MCHD gift certificate. The winner of the eating contest devoured five large jalapenos in only two minutes. The Limbo Contest was also fun for all who participated and the winner received a \$25 MCHD gift certificate.



What's a Cinco de Mayo Party without a Tortilla Toss? Tortillas flew through the air at Mountain Creek Harley during the Tortilla Toss Game. People lined up in an attempt to toss flour tortillas into a bucket a few yards away. You'd be surprised—it's a little more difficult than it appears. The winner, and the only person to land a tortilla in the bucket, took home a \$50 MCHD gift certificate. Everyone in attendance at the Mountain Creek Harley Cinco de Mayo and Anniversary Party enjoyed the games, music, food, and party.

The fun will continue throughout the summer at

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Mountain Creek Harley-Davidson. The summer series, Twin Cam Jam, will be held the first and third Saturday of each month through September from 7:00-9:00pm. Come to The Creek for live music, food and beverages from Outback, store specials, and more. Admission is free and all ages and bikers are welcome.

Mountain Creek Harley-Davidson is located in Dalton, Georgia just off I-75, exit #333. For more information, visit www.mountaincreekharley.com or call 706-370-7433.

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Cruisers, Sportbikes, Metrics, Harley's, BMW's... I've ridden with a little bit of every body here lately and have enjoyed meeting and riding with all of you. Here lately, I've been riding in the evenings more with my brother and a friend of mine, Cindy. She just got on two wheels in March and (with some help from a few others and me) she's doing great! We've ridden all over the Chattanooga area including Lookout Mountain, Mountain Cove Farms, Suck Creek Mountain, Missionary Ridge, and everywhere in between. Don't fool yourself, just because you live in this area and may have driven some of these roads hundreds of times doesn't mean that these aren't great places to ride on a sunny afternoon! You never know what you might find or see, or whom you might meet!

Many of you have been asking when I am going to hold the Accident Scene Management, Inc. (ASMI) class. It will be Saturday July 28, 2007. I'm still ironing out the location, but if you'd like to take the course please contact me. The cost will be approximately \$45, and I need 30 to 50 participants. The class will run from 10 a.m. until 5:30 p.m. with two short breaks and a lunch break. Just to refresh your memory, the ASMI Bystander Assistance Program is an intense course that teaches a fellow rider or bystander

what to do in the case of a motorcycle accident until medical help arrives. I hope many of you will decide to take advantage of the class because what you will learn could someday mean life or death to a fellow rider. Just email or call me with your information to sign up (my contact info is at the end of this article)!

Every summer brings with it rallies, and being that I am a female rider I was curious what kind of women's events might be taking place this summer. There are many, but here are three that stuck out to me.

First, is the Second Annual Women's Motorcycle Expo in Auburn, California June 2 and 3. This expo welcomes all bikes and all riders. The events, activities and workshops at the Expo were derived from the many ideas provided by both men and women in a quest to provide an event that caters to all riders including women. The organizers selected vendors that cater to all riders, but made sure women were well represented. The Expo also sponsors workshops that provide information to help any rider choose a bike, ride safely and know how to customize their bike. Some of the events include a motorcycle show, stunt show, biker games (including a battle of the sexes), swap meets, and demo rides. Yeah, it's the other side of the country – but it sounds like a lot of fun... and it is California. Check out www.realwomenride.com.

Next, is the Biker Ally Rally located in Galena, Illinois (June 22 through 24). Biker Ally is a quarterly women's motorcyclist magazine. This is the first rally for the magazine and will take place at the Chestnut Mountain Resort on the Mississippi River. Events include a BBQ, guided rides throughout the area, as well as technical and safety seminars. Now, if you're wondering, that's about a 12-hour

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ride from Chattanooga, but hey, it sounds like a great long weekend getaway and I'm sure there'll be great stories and memories that come from this historic event. For more information visit, www.bikerallymag.com.

And finally, a little closer to home, is the Second Annual Women's Sportbike Rally at Deal's Gap on August 24 and 25. This rally "simply brings together those women who are typically just one-of-the-guys to become one-of-the-girls for a weekend." The Fontana Village Resort is the headquarters for the rally. If you haven't been to the Fontana Resort, it is located right off Highway 28, known as Hellbender 28 (another good curvy road). Sponsors include Schampa, Cobra, Yamaha, Ducati, Joe Rocket, Fenmoto, and PowerTrip among others. Through the rally, its organizers hope to raise awareness about Melanoma, a deadly form of skin cancer. The rally coordinator, Stephani McIntyre, was diagnosed in 2003 with Melanoma. She caught it early enough to have it successfully removed, however, Tiffany Weirbach was not so lucky. Tiffany was diagnosed at 21 with Melanoma. She used her website www.sportbikegirl.com to share with the world her fight against cancer and to raise awareness. "Sportbikegirl" fought the disease for two and a half years before losing the battle in October 2001. Proceeds raised at the rally will go to support "Tiffany's Melanoma Foundation." The Foundation helps raise awareness and provide financial support to victims of the deadly disease. Melanoma is the most common cancer found in adults ages 20 to 30, and is the number two cause of death in women 30 to 35. For more information go to www.womenssportbikerally.com, or www.tiffanysmelanomafoundations.org. Also, check out sportbikegirl.com for lots of useful information both about riding and Melanoma.

I plan on riding up for the Deal's Gap Rally, but the others I'll leave it up to you to tell me about. My big trip this

summer will be a ride out to Vegas (and beyond) at the end of June with my dad. He makes the trip every year but this will be my first, so wish me luck. I'll share all the details with you in the coming months. It ought to be fun and interesting! In the meantime, take advantage of the great riding areas all around us. I hope to see you out there!

Teri Welborn

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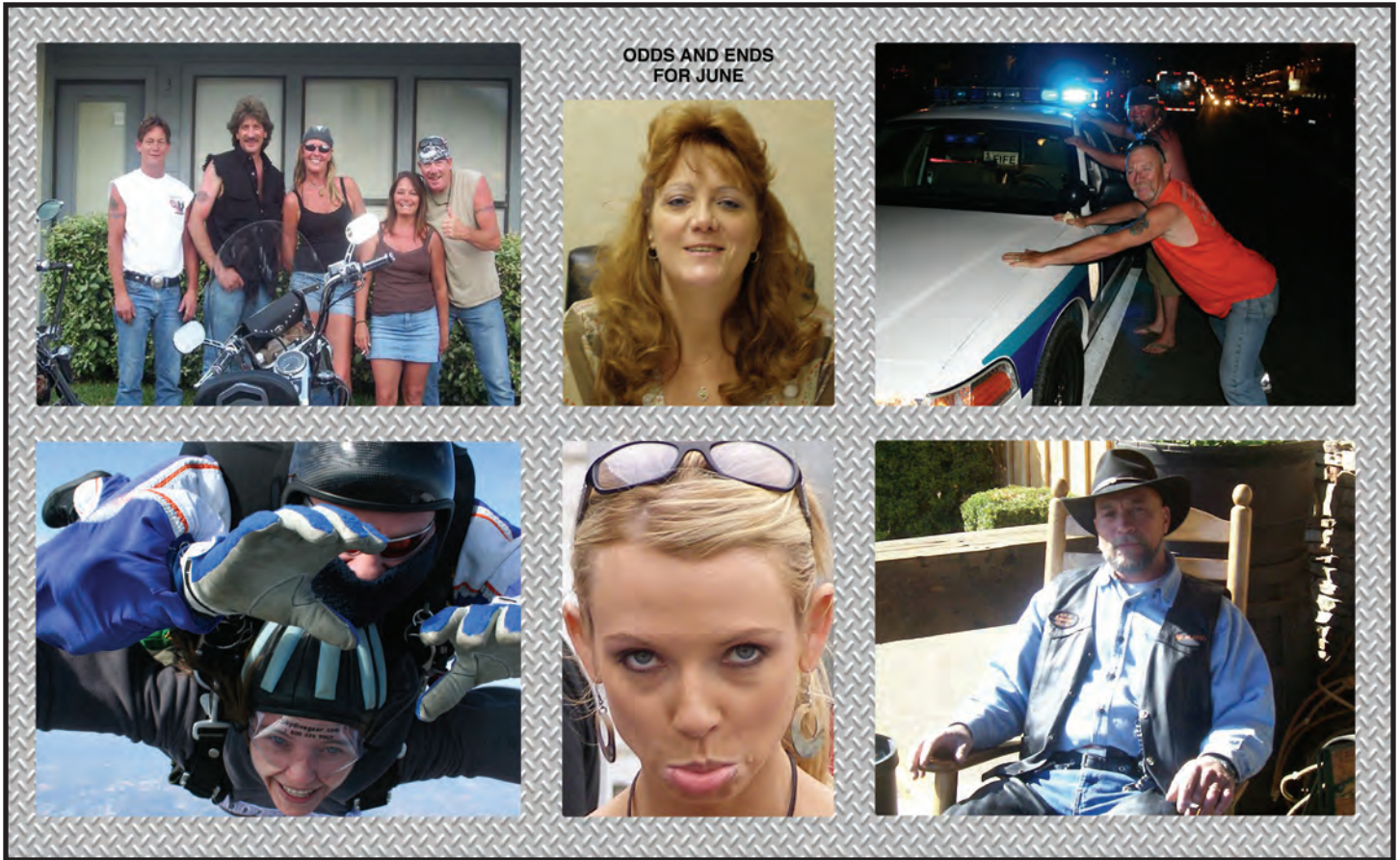
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This month, we kidnapped Karen Coker, (a cheerful female motorcyclist from Dalton, Georgia), strapped her into "The Hot Seat," and grilled her about her involvement in the world of motorcycles. She's ridden all kinds of bikes but bought her first Harley, a 2005, 883L last year. She says she rides everyday it doesn't rain.

"The coldest day I rode was 20 degrees," she said. "Late last summer our riding group was in the mountains of North Carolina and I spotted an orange Harley 1200, 50th Anniversary Sportster at a dealership in Swannanoa. The stitching on the original seat said, 'Sportster, since 1957.' Well, since I was born in 1957, it was a must have. We were both 50 and born the same year! Plus, orange is my favorite color. When I got back home, I took sketches of a solo seat that I designed to Stephen Smith of Smith Seats in Rocky Face, Ga. The seat is made of black leather with a Harley orange sting-ray inlay (the sting ray hide came from England). Because Harley had installed a computer component behind the 2007 seat, my 883 solo seat was too short. So, my husband had the grand idea of extending the seat to include a sunglasses compartment. This then served a dual purpose: to cover the component and hold my sunglasses. I added the words that were on the original seat. Improving the looks of the bike is, of course a never-ending passion. Now, my motto is, 'Will work for chrome.'"

Kathy works as a sign language interpreter for a deaf student at Dalton High School. Her husband Sandy Coker and her have a seventeen-year-old son, Denver, a daughter, Hannah, who is 13, two Jack Russell terriers (one of which is deaf and obeys hand signals), and two cats.

Let's see how she does with our infamous Hot Seat questions:

1) Do you have any nicknames, and if so, how did you get them?
Nope. No nicknames (at least not to my face anyway).

2) When did you first start riding motorcycles, and what was your first bike?
I started riding dirt bikes, three and four wheelers in 1985.

3) What was your longest road trip on a bike, and did anything interesting happen?
The longest road trip was a Friday to Sunday weekend last year with a group of friends to Lynchburg, Tennessee. But the longest trip in one day was yesterday. I rode the Dragon's Tail in Deal's Gap and the Cherokee Skyway with eighteen employees and friends from Mountain Creek Harley-Davidson. We left the dealership at 9 a.m., and didn't get back until 7 p.m. The Dragon's Tail was everything and more that I had heard. Since it was my first time to ride the Dragon, we had a little "ceremony" in the parking lot when I applied the dragon sticker on my helmet...

4) Do any other members of your family participate in motorcycling?
Yes, my husband Sandy races a KTM. He also rides a 2007 Ultra Classic. Both our kids ride dirt bikes and my parents travel on a Gold Wing.

5) Have you ever had any serious wrecks?
The worst wreck I had was on a three-wheeler. I slid off the side of a mountain and the





bike's muffler landed on my right arm. I sustained a third degree burn with infection and now have a glorious battle scar to show-off.

6) Have you ever been discriminated against because you ride a motorcycle? No. Most everybody thinks it's really cool that an old woman like me has guts enough to ride. The students at Dalton High enjoy seeing me pull out of the parking lot, and my kids think I'm nuts.

7) Have you enjoyed special benefits because you ride a motorcycle? Just lots of attention - the good kind. Although a 50 year-old Bowflex woman may look good, I think a 50 year-old woman on a Harley looks better!

8) What is your favorite type of riding and what is your favorite local route (within 100 miles)? I enjoy the curvy mountain roads the best, and anywhere in North Ga. or Southeast Tn. is gorgeous riding.

9) On average, how many miles do you ride each year? I've put 4500 miles on my 1200 since August.

10) If you could change one thing about the motorcycling community, what would it be? I've never met anyone on a bike that has been rude or mean to me in any way. I guess I wouldn't change anything about the bike community. I would just change the rest of the world to be more like the bikers I've met.

Kathy shouldn't be hard to pick out of the crowd. If you miss her friendly smile and perky disposition, you can always look for a license plate that says "FUN2GO" or someone with a long dark brown ponytail attached to the back of her helmet. If you do see Kathy on the road, ask her to sign your copy of Road Rash Magazine. If you do, you're sure to meet a very nice lady and make a good friend.

Thanks Kathy!

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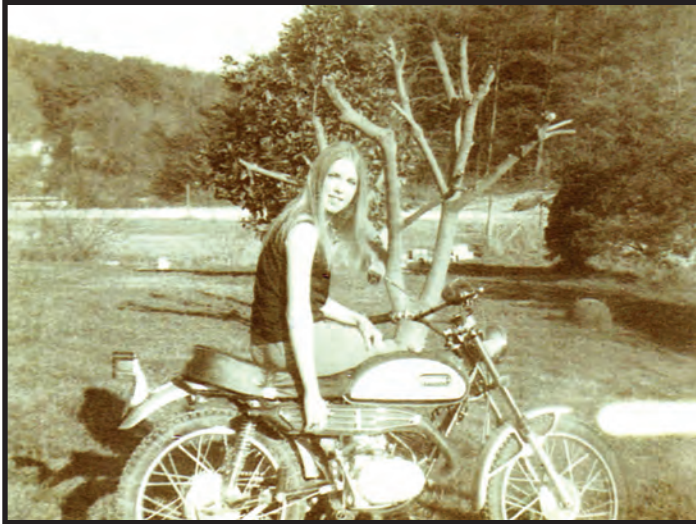
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CONFEDERATE MEMORIAL DAY OBSERVATION at the Georgia Monument Chickamauga-Chattanooga National Military Park by Ramond Evans

On the last Sunday in April, local Sons of Confederate Veterans celebrated Confederate Memorial Day at the Georgia Monument on the Chickamauga Battlefield. This event has a long tradition. After the war, there was a Confederate widow who regularly visited the grave of her husband to keep it clean. Her young daughter came with her, and while the mother spent time at the grave of her husband, the little girl cleaned up the unmarked Confederate graves nearby. She told the mother that those were "her soldiers." The child died, and the mother had to come to the cemetery alone. Whenever she was there, she remembered the graves that her daughter and tried to keep clean and took care of them also. Members of the Daughters of the Confederacy learned of her good work and began to help her. This custom spread all over the south. Every spring, citizens would come out to the local cemeteries for an event called "Decoration Day," on which they would bring flowers and clean the graves of Confederate soldiers. As an outgrowth of this, local governments began to designate the month of April as Confederate Memorial month. April was chosen because that was the month when the war started and also the month in which it ended. We are proud to continue the tradition to this day. Eight years ago, Freddie Parris, Jr. and Doug Coleman were conducting a living history event at Chickamauga and Chattanooga National Military Park. They discussed the old custom of having a memorial day to remember the Confederate soldiers, and concluded that the Georgia Monument, the tallest monument in the park, would be an ideal place to come together to honor the Confederate soldiers of Georgia. The first event was a great success, and it has been repeated every year up to the present. Our event remains the only such activity on a National Park anywhere in the country. We hope that all who attended the event were moved by the ceremony, and will be with us here again next year.



Vintage Photos



Delane (Burrows) Hill - May 1972
sitting on Tony Burrows (her brother)
1979 Yamaha Enduro
Submitted by Clyde "Chilli Willi" Hill



This is a pic is of my wife's grandfather George Zeiger, now 83 years old. This pic was taken around 1940 on his 1934 Harley. This pic was taken just before he entered service and World War II . Thank you, Buster Miller

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