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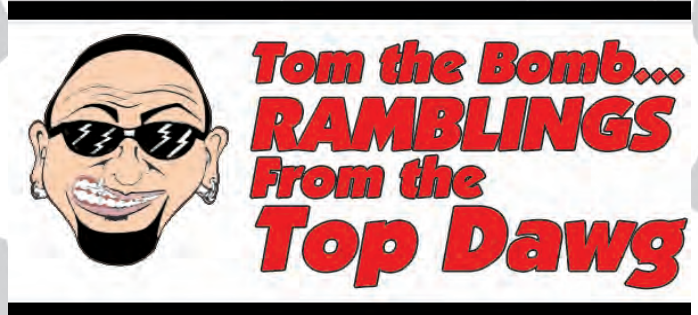
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Well, July is here, so I guess that means it's time to break out the hot dogs and fire up that grill! Just remember to be careful as you celebrate this great country's independence. I'm sure we'd all like to have a memorable time on the fourth, just make sure you don't have any scars to help remind you. Regardless of what your uncle might say, fireworks and beer do not mix. I tried it once and couldn't get the fuses lit no matter how hard I tried. It made the beer taste funny too.

I have a lot of things to be thankful for this month. Being the editor, I get the unique opportunity to read our articles before anyone else does. As I was going over Rub's article, I was reminded of what great friends I have. I don't want to spoil it for you, but Rub talks about how he wasn't able to ride for a while because his bike has been in the paint shop. I am in a similar situation right now, but because I am lucky enough to have such great friends, I've only missed a few nice summer days of riding. When Greg Board found out I was going to be without a bike for a while, he was nice enough to loan me his pride and joy; a beautiful Harley Road King. He started off offering me his bike for a weekend (he was going to be out of town), but he ended up letting me ride it for nearly a week. His bike is sweet too. So sweet that passersby would stop dead in their tracks to stare at it. Why anyone would loan me a bike that nice is beyond me – but it meant a lot to me that he trusted me so much. As soon as Greg decided he wanted to ride his Road King again (and who could blame him?), another friend of mine, "DJ Zane" Farmer asked if I wanted to ride his bike for a while (another nice one). I couldn't believe my luck! By the time you read this, I should have my Electraglide back from Tommy Sisk

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at Red Bank Customs with brand-new Holstein (black and white) custom paint.

I just wanted to take this time to say "thank you" to the people who made the transition more bearable (in case I'm too busy riding later)! I've already mentioned Greg, Zane, and Tommy but I shouldn't forget Mountain Creek Harley-Davidson's new Service Manager, Chuck Ferro either. I'll admit, he don't talk like he's "from 'round here," but he's a great guy on top of his job who really seems to care. Those kinds of people really make a difference!

There are many unwritten "biker rules." One of those is that you never ask to ride someone else's bike. Never. No matter how bad you want to. The flip side of that is, if someone offers to let you ride their bike – you should accept. A lot of bikers I know equate the relationship they have with their motorcycle with one they would have with a spouse or "significant other." So, asking someone to ride their bike is kind of like asking to sleep with their wife. You just don't do it. However... If someone trusts you enough to throw you the keys, it's kind of a slap in the face if you don't take them up on it. The only exception to that is if you are a female and want to ride on the back. In that case, begging and negotiating are completely acceptable. I won't go into being a passenger on someone else's

"ole man's" bike or riding someone else's "ole lady" around on your's. That is a completely different set of keys someone would have to toss you, and I'm running out of room here...

Another rule I try to adhere to is: No dudes on back. I know some of you are probably running to the bathroom to rifle through your stack of back issues in order to find the issue where someone must have doctored up a picture or two to make it look like I might have possibly been on the passenger seat at one time – but don't believe it. I put male passengers in the same category as trailering a bike... It's not something you should make a habit of – but you do what you have to do. That's my story anyway, and I'm sticking to it! If you know of any other "unwritten" biker rules, send them to me. Who knows, it may turn into an article in Road Rash Magazine someday.

The biggest rule I think all bikers (or "motorcyclists," if you prefer) should not ignore is to stick together and support those who support you (and your's). It should go without saying, but I see that rule broken every day from a different perspective than most of you have really thought about. I harp on supporting our advertisers all the time, but when I do so, believe me – I'm really not being selfish or egotistical (regardless of how it might be taken). I'm advocating something


I know will make a huge difference in the way all bikers are treated in this area. It's high time the average bike owner understands the power we have in our back pockets (that thing at the end of your chain). By doing something as simple as thinking about where you spend your money instead of just doing what you've always done, we can re-shape how bike riders are treated in and around the Chattanooga area. Make a special effort to know who supports you. Do business with the most bike-friendly people around (people who advertise here – in the only local motorcycle magazine), and let them know why. The people who want "our" business will make a special effort to support us. The ones who don't or won't can (and should) sink or swim without us. Right?

I hope everyone has a great, memorable and safe July. May God bless America.

Keep it twisted!

*Tom
THE
Bomb*


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ROCK'S TWO CENTS

I want to start with an email from our own Reverend Booger.

"As a contributor, reader, and supporter of the your magazine, I would like to say a great big thank you for running the letter that you ran in Tears on Black leather this

month. While my heart goes out to the family that lost a loved one, I really do think that by running that very well written and worthwhile letter you may have saved another life. It is with pride that I say that it was one of the finest pieces that has ever been in the magazine."

I felt the exact same way about the account of Ronald Callaway Jr.'s accident and death by his friend and riding companion, Chad Chambless. It was an honest and sobering eyewitness account of the tragedy. It made the hair stand up on the back of my neck. The truth was told without any attempt to sugarcoat the facts. I really appreciate Chad's candor.

As I read the story I flashed back to 2005 when I witnessed Moleman's high-speed wreck on our way to California. It's forever burned into my mind's eye. I had never seen anything like it before, and I never want to see anything like it again. Once in a lifetime is enough.

Our first day was interstate through Nashville and heading toward Arkansas. About 30 miles east of Jackson,

TN I had a flat tire (on a brand new tire). No problemo... I pulled over, pulled the nail, plugged the tire, and pumped it up. We were off and running, or so we thought. As soon as I started rolling I could tell there was a definite problem. The bike bucked like a bucking bronco. The tire looked normal, but the sidewall was collapsed on the inside. D#@it, I'd have to call the Jackson Harley dealer and get... tooowwwed.

They came got me, fixed the tire and didn't even charge me. We continued toward Memphis, crossed the Mississippi and then picked up the two lanes in Arkansas. We ended the long day in Jasper, AR right before a monsoon hit. We had planned to camp the first night, but since we were running behind schedule, we found a mom and pop motel. Luck was with us. It was a gully-washer that lasted all night.

The next day we started out in the rain, but by midday it cleared and it turned out to be a beautiful afternoon. We finished traversing Arkansas and were heading through Oklahoma. By day's end, we would be across Oklahoma and more than halfway to California. It was about three or four o'clock when tragedy struck. We were about 10 miles East of our gas stop in Enid, OK. We had been traveling on a divided four lane (75 mph. speed limit) for an hour or so when I noticed I was closing way too fast on a van. You close pretty fast when you're running 85 to 90 on a vehicle that's running maybe 50. I checked the passing lane, hit



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the throttle and flew around the guy at 90 plus. Mole was watching me and did the same thing, however, he didn't realize that the van was going so slow. When he looked back he was maybe six feet from the van. He told me later, he knew he was going to die. He ricocheted off the van as he hit right below the driver's taillight. When I looked in my mirrors to see him come around, I saw his bike sideways in the left lane and him high siding the Road King. It took me a quarter mile to get pulled over. When my feet hit the ground my legs were shaking so badly I almost hit the deck. As I was running back, calling 911 on my cell phone, all I could see was the bike and "stuff" lying in the road. I couldn't tell if he was a part of the stuff or not. As I got closer I saw him standing on the side of the road talking to the guy that was following behind him in a car. He was a freaking mess, but he was alive and walking. Oh, I forgot to mention that we were not wearing helmets and had on sleeveless shirts. Mole had bounced and/or slid a good 100 feet before he jumped up, dazed, and in disbelief. Next time you're running 85 down the interstate just imagine yourself jumping off. It's hard to imagine.



The ambulance came and carried Mole to St. Mary's hospital in Enid, OK. The doctors were amazed that he was alive. He needed six stitches in his forehead and he had the worst case of road rash that I had ever seen. His sleeves of tattoos were barely even visible. Needless to say, the bike was totaled. The emergency room doctor, Dr. Price was nice enough to give Jimmy a ride back to the motel room I had gotten us. Later that evening he called from the front desk asking how

Jimmy was. He had stopped by after having dinner with his wife. Now, that's what I call a doctor. I wrote a letter to the local newspaper about the care Jimmy received from Dr. Price. To make a long story short, I got Mole on a plane the next day and then took the long way home. I was going to complete our trip, but the joy was gone. Besides, I needed to get back home and check on my boy.

When this mag hits the street we will be down to 21 days before our trip to Yellowstone. This year we will all complete the trip unscathed.

We are planning on trying something new. I will be posting daily updates on our Web site for those of you that want to follow along. I will include pictures from our day and maybe even a short video. Hopefully, it will encourage some of you to give it a whirl. It just ain't the same when you trailer them folks.

Live To Ride - NEVER To Trailer.

Rock

PS - Shortly after finishing this article I found out that my friend Wedge Morrison was tragically killed in a motorcycle accident in Montgomery, Alabama while returning home from a two week trip to Texas with his SCV brothers. Wedge was a powerful presence and I had the utmost respect for him. He was the epitome of a southern gentleman. My sympathy goes out to his entire family. May God comfort you in your time of grief. It was an honor to have known a man like Wedge Morrison.

May you ride with Stonewall my friend.

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This column is entirely reader generated. Please send in a photo along with a poem or short paragraph about your loved one so that we can remember them here.

Douglas "Wedge" Morrison died in a motorcycle accident in Montgomery, Alabama on June 4, 2008. He was returning from Teas with three of his SCV brothers. Wedge was struck broadside by a speeding pickup truck in the right hand turn lane after being waved across by two stopped motorists. Wedge died at the scene.

We would like to thank all of the biker community of North Georgia and Chattanooga for the support and turnout for Wedge's funeral services. Wedge was a proud man, he was proud of his family, his home, his heritage, and his friends. He was a true southern patriot.

As I looked around the parking lot I recognized that most of the people there had known him a lot longer than his brothers of the SCVMC. It was a great honor to escort him and honor him in our graveside ceremony. He had, and would have done the same for any of our brothers. Rest In Peace.

A memorial fund has been set up for a headstone and expenses. Please contribute as you can. Send to: State of Dade Camp #707, PO Box 768, Trenton, Georgia 30752

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HERE'S THE RUB

"I took the one less traveled by, and that has made all the difference" – Robert Frost

There is a scene in the classic movie "Pee Wee Herman's Big Adventure" where Peewee's pride and joy (his Schwinn bicycle) is missing, and he is subjected to viewing everybody else in the world riding bicycles. I know how he felt! While it was being painted, I went twenty-eight days without my motorcycle! I am not sure there is a word to adequately describe what happens to a man when he is deprived the opportunity to ride. I am aware people up north go all winter stuck in cages, but they do it collectively. Nobody in the frozen tundra during the wintry weather months gets to ride. My dry spell came during the best spring weather and everybody (but me it seemed) was on two wheels. They do have a word for their communal malady up north. They call it "cabin fever." An entire state goes mad until it becomes too much to bear and they banish their leisure suit/white belt/white shoes crowd of snowbirds to inflict misery upon Southerners (who had the good sense to be born



in a climate that permits riding a motorcycle year-round!)

Too long without sunshine will make you depressed. Don't scoff! Scientists have termed it "Seasonal Affective Disorders" (or S.A.D.), and without getting bogged down in a dissertation on the importance of a proper balance of serotonin, or epinephrine, dopamine, and Vitamin D and its effect on the neurotransmitters – trust me, "going without," simply makes you squirrely!

I thought Motorcycle Affective Disorder (M.A.D.) might be apropos to describe my period of motorcycle abstinence. A female friend told me, "Men can only handle one emotion at a time." Simply using the word "horny" will probably get that point across... so we'll let it go at that.

Twenty-eight days is coincidentally the number of days they use to "dry out" drunks. There is no magic in the number twenty-eight. Insurance companies will only pay for a month and they didn't want people who sobered up in October to get one more day of rehab than those who went through withdrawal in September so they went with February – the shortest of months. After 28 days, I was not cured and I am happy to say I am again on the road, catching bugs in my teeth!

I had Kenny Reynolds paint my Street Glide. Kenny works best if you give him a "general idea" but do not

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try to dictate how you want the finished product to look. I also find it helps when working with artistic people not to try to corral them into real-world concepts like time or price either. Kenny doesn't really know what to charge you until the project is complete. Since he doesn't have any idea of how long it will take, he really can't give an exact price. Now, if that seems like too many unknowns to risk, trust me, Kenny's prices are a fraction of what the factory charges for the "Limited Edition" paintjobs numbered between 1 and 1,500. Kenny will only do the same work once, and getting "one of one" assures a resale value equal to the investment. Sporting a ride with a Kenny Reynolds original is essentially free to my way of thinking.

Here is the exact conversation I had with Kenny... "I like it all black but other people have done all black so I want something that is all black - but at the same time not all black. The group that I ride with has orange in their colors, but I am not crazy about orange. I am a Georgia fan, so it has to be orange - but at the same time not orange! I would like a stripe of some kind but nothing gaudy, almost like it wasn't there at all!" All this time Kenny was nodding his head in agreement, as if anything I'd said made sense. I continued, "I am looking for a bike that screams both, 'Hey, look at me!' and 'What are you looking at?' simultaneously!" Kenny said, "Yeah, I can do that!" We shook hands and parted.

A month later, I picked it up and he'd nailed it. It was solid black with a ghost-orange-ice beneath a stealth brick colored stripe that only comes out in the brightest of light... and when the sun does hit it just right, it "pops" a brilliant metallic bronze hue.

Moleman has promised that Road Rash would debut it as a featured bike of the month but I do not know if it will photograph well. In pictures, it either comes out solid black or reflects the flashbulb and all you see is a blinding light! You really have to see it in person to appreciate its beauty. I have some more customizing ideas, but like most people, I have more ideas than I do cash. Besides, I couldn't stand the down time right now. Next month I am going to write about riding - not going without!

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REVEREND BOOGER'S TWO-WHEELED PULPIT

Around the time this issue hits the newsstands, I will be heading out on my annual 1,000-mile (in 24 hours) run to Wisconsin. So I thought I would finish up on some thoughts about being a Road Captain. But first, I would like to put forth a rebuttal to Rub's comments about scoring the free piece of pie during road trips.

At every stop, I have to rely on committee members "Mr. Charm" and "Mr. Humor" (voices in my head) to try and outwit Rub for that prized free piece of pie that we both try so desperately to get. I have to admit, I have only been successful once or twice. It's harder than it seems. Maybe Mr. Charm and Mr. Humor aren't as charming or humorous as I think they are. I seem better at getting free coffee at gas stations than getting pie at restaurants, but Rub has deemed that "too easy," so I can't count that. However, the summer has just started and I will have hundreds of chances. Hopefully I will be reporting next winter how I got more free pie than Rub did this summer.

Last month when I talked about being Road Captain for my club, I concentrated on the safety aspect of the job. There are two other minor responsibilities of this position. First (because of the way we form up in a pack), I am in front and generally know where we are going and where we are stopping. The other one is (I have learned),



that the Road Captain is the person to blame for everything that happens. I have not researched this but I am sure Road Captain in Latin would be "Blameitonhim." It sure seems to help with group moral to have one central person to whine to about everything.

Now don't start thinking that I am complaining about this part of my position, it makes me proud to hear all this complaining about stuff that for

the most part I have no control over. It makes me feel like I have a reason for being there. If these people weren't complaining to me, someone else would have to hear it. A good leader takes all the criticism he can, weeds out and disregards all the non-constructive stuff, and makes changes where he can to the rest. That's what makes him a good leader. But, I would like to add that life would be a lot easier if all people could have the same attitude as my friend Hitch has. When asked about route, stops, or any other logistical details, Hitch answers, "I just follow the tire in front of me."

For the most part, the committee (the voices in my head) loves being up front as the Road Captain. "Mr. Adventure" gets to trail blaze and find interesting routes to take us where we want to go. "Mr. Worry" gets to fret about everyone behind me. "Mr. Racer" is challenged with the task of keeping us at a somewhat steady speed. "Mr. Curious" and "Mr. Humor" keep themselves entertained by coming up with little bits of wit and trivia to spring on

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everyone at next stop... All in all, it keeps most of them busy so they don't have time to cause very much trouble.

The last thing I want to mention about being Road Captain goes back to what I said about knowing the route. Some of you know how obsessed I am with roads. Finding a road I have never been on or showing someone one that I have found is one of my biggest thrills. Chances are the committee (mainly "Mr. Adventure") has given great thought to not only the route we are on but several alternate routes and homeward bound routes as well. So with this being said, if you don't like the route we are on you have two choices; Go your own way (and I will tell you about how cool my route was when we see each other again), or adopt Hitch's attitude of just following the tire in front of you.

Okay. That's about all I have to say about Road Captain duties, but I would like to close with something about rides and routes. A while back I was chatting with Hitch, and the subject of rides came up. I was going on about different routes, roads, and such. He listened for a few then reminded me about how nice the stops could be too. Regardless of whether I am with a group or alone, there always seems to be someone to talk to. I have had older men come up and tell me about their bikes they had when they were young, grandmotherly type ladies explain how much they enjoyed riding with their late husbands, and various other tales of motorcycling from various other types of people. I think sometimes people probably get the impression that I am all about miles, but I have learned that stopping, looking, and chatting is part of the enjoyment of being in the wind too.

Also I have noticed that certain places on certain routes have become automatic motorcycle stopping

places. Out of convenience, location, or for some other reason a particular store, gas station, or other stopping place will become a magnet to motorcycles. I like the camaraderie of these stopping spots. It's good to have all these different riders on different bikes from different backgrounds together in one place getting along. It's the kind of place you come in as a stranger and leave feeling like you knew everyone your whole life.

I think I will compile a list of all these local gathering spots and I invite all of you to send in your suggestions. I think that will be my summer project. Well that about wraps it up for this month.

Ya'll ride safe, ride smart, and ride often.

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Blowing Smoke



As I sit to write this article, I am once again preparing for a trip out West with my father and our church. I am very excited to be headed out for some rest and relaxation. We have been working like crazy around RT Cycles with the rising gas prices. It seems like everyone wants to be on two wheels. If you're one of the new riders, I want to welcome you and wish you safe riding. With that said, I wanted to let everyone (especially the women) know of some upcoming women's events.

July 17 is National Ride To Work Day (www.ridetowork.org). I hope you will all join me and ride your bike to work.



July 18 - July 20 is the North Dakota Ladies Motorcycle Run (www.ndladiesrun.org). It is the longest running women's motorcycle event in the US, celebrating 21 years

in 2008. The purpose of the rally is increase public awareness and to encourage women to ride and socialize with other lady riders. The organizers really put an emphasis on networking. Events include poker runs, group rides, a bike show, parade, and a special church service.

August 15-17 is the Alberta Women's Rally hosted by Women In The Wind (www.witwnorthwindriders.com). The event is only \$35 for non-members and includes rides through the beautiful countryside of Alberta, and of course, a motorcycle show.

August 22 - 24 is the third annual Women's Sportbike Rally in the Great Smoky Mountains. Rally headquarters will again be located at Fontana Village Resort in Fontana Dam, North Carolina.



There is a three-day event called "Femmoto" at the Las Vegas Motor Speedway in Nevada in October (www.femmoto.com). On **October 3**, the track is open to women or men, and you are not required to own the bike you ride - but you are during the other two days (October 4 and 5). There are \$25 street demos for men and women available all three days. The last two days, they offer an on-track demo (for women only) that cost \$135. All the proceeds go to the Susan G. Komen Breast Cancer



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Many of you remember (and some of you may have attended) the conference in Athens in 2006. The best women's motorcycling event is heading west in 2009 to one of the best riding areas in the United States.



The American Motorcyclist Association has announced that its Fifth International Women & Motorcycling Conference will take place

at the Keystone Resort & Conference Center in Keystone, Colorado, August 19 through 22, 2009 (www.womenandmotorcycling.com). Located approximately 90 minutes west of Denver, Keystone's amenities and infrastructure, as well as its proximity to world-class motorcycling destinations within Colorado's Rocky Mountain region, are expected to substantially increase the stature of what has become known internationally as the premier women's motorcycling event. I will be trying to make plans to head out for this one and I'm sure it's one event you will not want to miss.

Next month I'll be back to share my adventures out west, so be sure and check back. Until then stay safe and enjoy the ride

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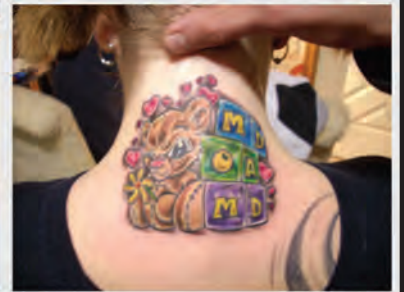
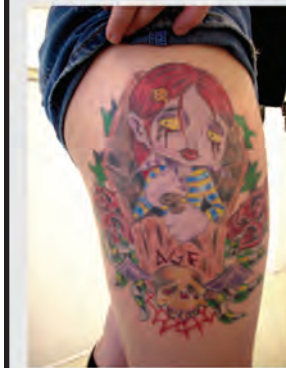
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MCIC NEWS

NEXT MEETING:

July 3, 2008

@ 7pm @ Fireside Lounge

Last month's Motorcycle Clubs In Chattanooga (MCIC) meeting took place June 5 at Fireside Lounge on Hixson Pike (one of Road Rash Magazine's bike-friendly advertisers). Turn out was good and everyone seemed to enjoy themselves, the facilities and the fellowship between clubs while there. Lobo (Outlaws MC) officiated.

As always, we went over old business, new business, and held an open discussion. Derrick Pendergrass from Steel Brothers MC held the floor for a few minutes publicizing the Big Hearts For Little Hands Motorcycle Rally they have planned for August 2 to benefit T.C. Thompson Children's Hospital NICU. It leaves Thunder Creek Harley-Davidson at 10 a.m. Joe "Jo-Jo" Guffy from Freedom Riders MC held the group's attention while he explained and invited everyone to their June 21 ride benefiting the Make A Wish foundation. Taylor from the Southeastern Woodland Indian Chapter of the American Indian Bikers Alliance MC reminded everyone of the intertribal Chattanooga Indian Festival and Pow Wow to

be held September 13 and 14 at Camp Jordan Park in East Ridge, TN. The Outlaws MC invited everyone to a party at their clubhouse, and the Black Pistons MC invited everyone to a party at their new clubhouse on Rossville Boulevard. Everyone was reminded to check the MCIC MySpace account for current updates and breaking news pertaining to local clubs and their members and to use Road Rash Magazine's Web site when planning an event and to publicize it – as well as when deciding which event to participate in. Our discussion touched on Eddie Rahm's fairly new position as liaison between the city government and the biking community and how we can now better communicate with "the powers that be." We discussed supporting each other and businesses that go out of their way to make bikers feel comfortable and welcome as opposed to spending money with people who don't like or appreciate us and the impact that has on the community around us. We briefly went over some of the upcoming events, reminded everyone once again of the clubhouse parties held by the Outlaws MC and Black Pistons MC, and adjourned.

The next meeting will be Thursday, July 3 at 7 o'clock at the same location (Fireside Lounge). These meetings are open to the general public. Anyone and everyone who is interested in promoting or learning about the local motorcycling community is encouraged to attend. Whether you are looking for a club or organization to join, wanting to promote a ride, run, benefit, or rally, have questions, suggestions, compliments or complaints about local motorcycling issues, or would just like to meet a lot of nice folks who ride motorcycles – please come!

Tom the Bomb

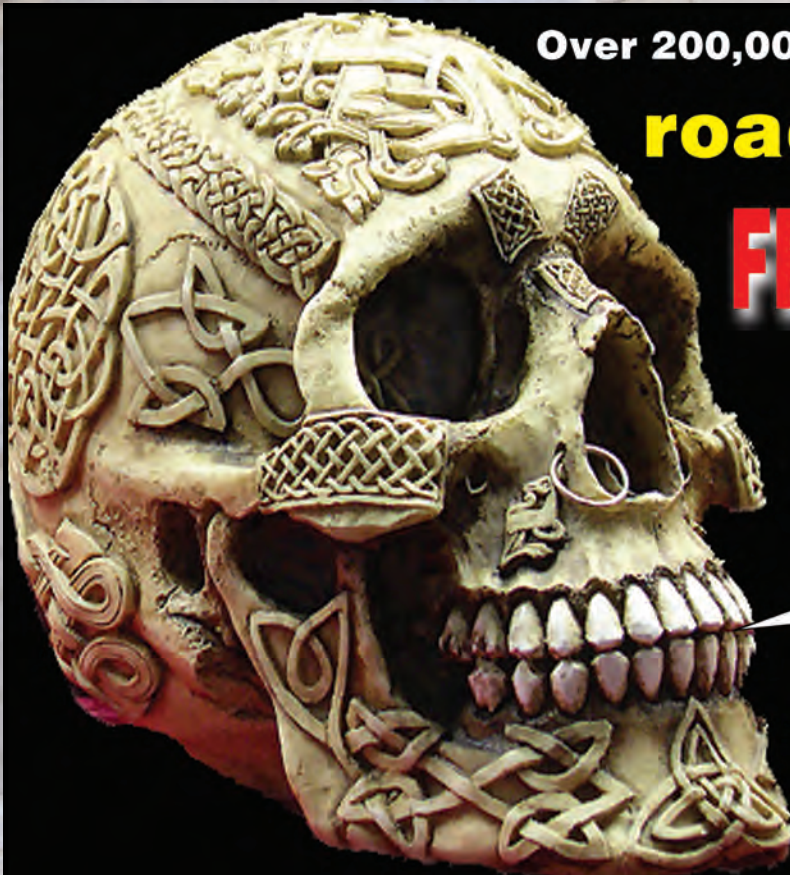
Clubs/organizations present at the last meeting:

- Outlaws
- Black Pistons
- Southern Journeymen
- Freedom Riders
- Steel Brothers
- Women On Wheels
- Aggressive Behavior SBC
- Unwanted
- Black Angels
- Christian Motorcycle Association
- Sons Of God
- Christ's Chosen Few
- The Foundation
- American Indian Bikers Alliance MC
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Swampy: 770-548-1529 or theswampthang@aol.com

Cedartown, GA
ABATE DIST 3 SUMMER BLAST PARTY
1560 Piedmont Hwy on 278 - 10 a.m.
Bug: 770-846-6742 or Jason: 770-880-7146

JULY 4

Covington, GA
FREEDOM CELEBRATION POKER RUN
GG's Restaurant (corner of 278 & 142) - LBO 2 p.m.
770-385-5974, 678-342-2601 or www.tcac.us/poker

Lawrenceville, GA
CHARITY POKER RUN
Sportsline Bar and Grill
www.sportslinebar.com or www.myspace.com/sportslinebar

JULY 5-7

Maryville, TN
TENNESSEE STATE H.O.G. RALLY
(Register by April 17) www.tnstatehogrally.com

JULY 5

Dahlonega, GA
RIDE FOR AMERICAN CANCER SOCIETY
Gold City Cycles 706-864-9099

JULY 12

Chattanooga, TN.
BIKE AND HOT ROD HONKYTONK SATURDAYS
Ultimate Cycle (1604 Market Street) - 2 p.m.-6 p.m.
423-634-8151 or ultimatecyclescooter.com

Chattanooga, TN
A BEAUTIFUL RIDE TO THE BEAUTIFUL FALLS
Sportman's Warehouse (Hwy 153 & Lee Hwy) - 10 a.m.
Wayne Polk: 423-309-4226, roadcaptain@cmachattanooga.com , or cmachattanooga.com

Prattville, AL
JAMES "MAN" IVEY OUTDOOR BENEFIT CONCERT
Safe Harbor - 3-6 p.m.
334-365-4108

JULY 13

Stone Mountain, GA
WILL HENRY'S BIKER BASH SUNDAY
Will Henry's Tavern (1228 Rockbridge Rd.)
770-279-9098

JULY 16
NATIONAL RIDE TO WORK DAY

JULY 17-19
Old Shawneetown, IL
OLD SHAWNEETOWN STREET RALLY
hogrock.com/ot.htm

JULY 17- 20
Little Sturgis, KY
LITTLE STURGIS RALLY
270-333-9316 or www.littlesturgisrally.net

JULY 18-20
Rome, GA
FREEDOM SEEKERS MC ANNIVERSARY PARTY
The Clubhouse (400 Bryant Road)
706-290-0088 or www.freedomseekersmc.org

JULY 19
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www.cvilleusmvmc.us

Cartersville, GA
SCRC STATE RALLY & DICE RUN
America's Best Inn (35 Carson Loop) - FBO 8:30 a.m.
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Cedartown, GA
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Montgomery, AL.
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Harley Davidson of Montgomery - FBO 12 midnight
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JULY 20

Chattanooga, TN
CMT/ABATE LEGISLATIVE POKER RUN
Thunder Creek HD - noon
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JULY 21

Knoxville, TN
RIDE FOR KIDS
Chilhowee Park (3301 Magnolia Avenue) - FBO - 7 a.m. LBO - 8:45
800-253-6530 or www.rideforkids.org

JULY 24-26

Crossville, TN
NORTH AMERICAN NUDE BIKERS RALLY
Cherokee Lodge and Resort
cherokee-lodge.com

JULY 25-27

Kingston, TN
LAUREL BLUFF BASH
Reed's Place
865-376-2201

JULY 26

Cleveland, TN
DIXIE DOGS & CATS POKER RUN
Pokey's - FBO 11
Betti Gravelle: 423-618-2101, bettigravelle@bellsouth.net , or www.dixiedogsandcats.org

Murfreesboro, TN
RIDE TO REMEMBER
Boulevard Terrace - FBO 10 a.m.
Rich Peoples: 615-337-8456

Conyers, GA
BILL GRACE MEMORIAL TEDDY BEAR RIDE
Walmart (I-20 & Hwy 138) - 8:30 a.m.
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July 2008 Road Rash Biker Chick

April



MOUNTAIN CREEK HARLEY-DAVIDSON

The Low Down:

Make/Model: 2008 H-D FLHX Street Glide

Engine: 96 cubic inch HD

Paint: Kenny Reynolds – Chatt., TN

Owner: Mountain Creek HD – Dalton, GA



We rolled this brand-spanking new Street Glide right off the showroom floor at Mountain Creek Harley-Davidson in Dalton, Georgia. The Street Glide comes straight from the factory with some pretty cool features a lot of riders have come to appreciate without a lot of the "grandpa crap" many riders who are "younger at heart" have been avoiding. Although this bike is basically the same as an Ultra Classic ElectraGlide under the surface, you'll notice it has a lot of the bells and whistles shaved off for the sake of aesthetics. Some of you hard-core Harley buffs might be frantically thumbing through the 2008 catalogs about now trying to place which "Limited Edition" paint scheme is shown here. Save the trouble boys. It's another great paint job from Kenny Reynolds Originals. Pictures really don't do this bike justice – you should go by Mountain Creek and see it in person!

Our lovely Biker Chick this month can also be found at Mountain Creek. April is the Motorclothes Manager there. On the rare occasion when she isn't knee-deep in Harley-Davidson apparel or the paperwork/hassles involved, she works out regularly, rides her own bike, and is an avid motorcycle racing fan. I'm not sure where else you could find a girl that rides, looks this incredible, likes to drink an occasional beer, knows all about flat track racing AND gets an employee discount on Harley-Davidson stuff! When you stop by to see that eye-poppin' Kenny Reynolds paint job on our cover bike, make sure to ask April to sign your copy of Road Rash Magazine. I doubt she'd slip you a free leather jacket, but I'm positive she could tell you where to get some great gelato...



Thanks goes out to April for spending her day off at work anyway, and for being such a sweetheart throughout this shoot. Special thanks also goes out to Keith Morrison and the rest of the staff at Mountain Creek for providing the cover bike and studio space. "Tom the Bomb" performed photographic duties. To check out many more pictures of this beautiful bike and hot Biker Chick (including some bikini shots – no kiddin'!), go to www.roadrashmag.com!



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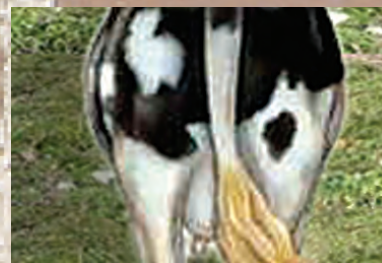
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Chef Fatboy



Happy 4th of July and welcome back to Road Rash Café where there's always something good cooking! I am Chef FatBoy and I need to tell ya, I am happy guy! Because! This is the place! Where Bikers share their favorite Biker food recipes and we add a few of our own. We receive Biker recipes from all over the world and bring them to you to try out and in turn we'll post yours. Happy 4th of July and many thanks to everyone for all your awesome recipes, this Month our hats are off to The Tank for his awesome Rib recipe, and we want to wish Melody a very Happy Birthday, so Happy Birthday Babe you're awesome too! I hope you enjoy these recipes and have a very safe 4th of July!

Tank's Barbecue Beer Ribs

Submitted by: Bill "The Tank" Meade, TN.

Ingredients:

- 1/2 (12 ounce) can beer
- 1 1/2 cups spicy tomato juice cocktail
- 1 cup honey barbecue sauce
- 8 (6 ounce) boneless country-style pork ribs, fat trimmed

Directions: Add all the ingredients into a zip-type bag. Refrigerate for 2 hours or overnight. Throw the ribs on the grill for 15 minutes. Makes 8 servings.

Desserts from Melody:

Road Rash's Lime Delicious Cheesecake

Ingredients:

- 1 1/4 cups Zwieback Toast Crumbs
- 1/3 cup Margarine, Melted
- 1/4 cup Cold Water
- 3 each Large Eggs, Separated
- 1 1/2 teaspoons Lime peel, Grated
- 2 cups Whipped topping, Thawed
- 2 tablespoons Sugar
- 1 envelope Unflavored Gelatin
- 1/4 cup Lime Juice
- 1/2 cup Sugar
- 16 ounces Neufchatel cheese, Softened

Directions: Combine crumbs, sugar and margarine; press onto bottom of 9-inch spring- form pan. Bake at 325 degrees F., 10 minutes. Cool. Soften gelatin in water, stir over low heat until dissolved. Add juice, egg yolks, 1/4 c sugar and peel; cook, stirring constantly, over medium heat 5 minutes. Cool. Gradually add gelatin mixture to the softened Light Neufchatel cheese, mixing at medium speed on electric mixer, until well blended. Stir in a few drops of green food coloring, if desired. Beat egg whites until foamy; gradually add remaining sugar, beating until stiff peaks form. Fold egg whites and whipped topping into Neufchatel cheese mixture, pour over crust. Chill until firm. Garnish with additional lime peel, if desired.

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ROAD RASH MAGAZINE - CHATTANOOGA AREA MOTORCYCLE EVENTS



Editor's Note: Eddie's article from last month is being reprinted due to an omission last month. Sorry for our error.

As residents and visitors walk the sidewalks of re-vitalized and always active downtown Chattanooga, few realize there is a dark side hidden beneath their feet. The bricked over knee high window arches visible from alleys and sidewalks and stairwells that descend below grade to blank walls are some of the strange scenes visible when exploring downtown. From appearance a person might be led to the conclusion that either the downtown buildings are sinking or there is another building level below ground. Well, the buildings are not sinking! It's a fragment of the past that even those of us that grew up in this area have been totally oblivious to for most of our lives.

In the 1800's Chattanooga was plagued by a series of devastating floods, the worst being the flood of 1867, which put downtown Chattanooga under five feet of water, and pretty much completely destroyed the city. Twenty years later, following the flood of 1887, it was decided by a group of industrious business owners and city leaders that rather than build a levee around the city the best option was to build the downtown level up. It was a massive project involving removing soil from the upper areas (County Courthouse, etc) and depositing the soil, along with local foundry wastes, in the lower areas (Market Street, Broad Street, etc). The new elevation was raised to what was previously the bottom of the second floor. As part of the project the original doors and windows were bricked over and the second floors were then converted to serve as the new entrances at street level.

Today, numerous downtown buildings have very interesting basements offering a glimpse of the day they hosted daily pedestrian traffic while serving as the main entrances. There are underground passageways connecting some of the buildings downtown that were once hallways and alleys connecting many of the downtown businesses above ground.

Some of the monuments to the past that can be viewed from outside buildings are the almost buried window arches located next to the 7th Street sidewalk at the United Way Building and also buried window arches in the alleyway behind the old Krystal on Cherry Street. This project, which was a massive earth moving and logistical undertaking, has amazed local historians today in regards to the lack of coverage by the news media of that day. There was very little information documenting the transformation other than a few articles in the local paper. Today about all there is to read on the subject is one folder in the Local History section of the Bicentennial Library. This unusual part of the past was forgotten over the



years until the discovery by UTC professor Dr. Brown almost a century after the original project was completed. Dr. Brown's discovery was brought about as a result of his conversations with local utility workers who reported sightings of buildings underground. Employees of Blue Cross daily use a tunnel beneath Broad Street as a means of going from one side of Broad Street to the other. This passageway was once the street level where people walked about shopping and going

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about their daily business. There is much still unknown about the series of chambers, tunnels, and large cave-like rooms crisscrossing under our feet, and some details we'll never know.

Sometimes what we don't know can't hurt us, other times it can. There are many critical systems on our bikes that we don't see, but neglecting them could result in disastrous consequences. The wise rider always spends the effort and funds to periodically care for such important things as chain tension, cable condition, valve adjustment, air pressure, fork oil and brake fluid condition/level, cam chain tension, and other critical maintenance items. These systems properly maintained keep us running safely without an unexpected stop on the roadside, or worse a rear wheel lockup at 70 mph. on the Interstate. If you are not mechanically inclined, take your two-wheel buddy to your favorite shop and let them check him out for those hidden things that will directly impact your safety and peace of mind.

Just as there are hidden things around us such as underground passageways and bike maintenance issues, there are also hidden issues in people's lives that may be even more in need of professional help. Many around us suffer from the very difficult and frustrating illness of depression and to them life is tough. Depression may be caused from a death of a loved one, physical defects, body chemical imbalances, psychological issues, normal prescription medications, etc. Most of us do not hesitate to see a doctor when we have some type of physical abnormality but many hesitate to seek professional help for mental related problems such as depression. Sometimes when we are going through tough times our close friends or pastors are all we need to get us over the hump, but serious depression may need additional help. The remedy may be as simple as a mild

prescription, words of advice, or both, but also may require a short hospital stay in more severe cases. If you personally struggle with this frustrating problem I would



encourage you to seek help, you're not alone, there are many folks who share your pain. If find yourself often depressed, my prayer is that you will soon be well and will be encouraging others through your personal experience.

Now lets go out and enjoying "playing in the streets" (above ground)!

Under his wings,
Eddie Rahm
edtennga@bellsouth.net

P.S. Next month (in part 2), we'll go underground and see what is behind those walls and in the basements of Chattanooga underground.

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Views & News from the Dragon & Skyway

What a wonderful weekend we had for riding - this being the day after Memorial Day weekend (as I type). I wrote my views early this month, as

next week I will make my annual trek to my other beloved mountains (the Adirondacks of New York) for Americade.

This past month's riding news starts the Wednesday before the start of the official long holiday weekend. I found myself at the Dragon store and pleasantly surprised at the nice crowd of bikers already here for the weekend. As the weekend went on I realized why the crowds started early. By Saturday, the Dragon was a mob scene with virtually every piece of asphalt filled with a motorcycle. Having the privilege of living near this famous piece of asphalt, I can ride it anytime I get the urge. Saturday I met some friends from a nearby HOG chapter at the Dragon. When I arrived, the store was filled with two different lines of people either waiting in line to pay for their Dragon souvenirs or waiting for a cheeseburger. This place was packed and that made me think of how un-fun it would be trying to "Slay the Dragon" that day. I wanted to speak with Ben the keeper of the Deals Gap Blog, but he was buried behind the counter helping customers. He was able to give me a wave when he saw me, but looked like he was being crushed by the crowd of customers. Yup. He was that busy! By the way, check out Ben's blog at www.dealsgap.com and scroll down to the daily updates. Ben does a great job of keeping us all up-to-date with the daily goings on at the Dragon.

My Dragon run that day consisted of riding through at 30 miles per hour with a group of HOG's. It reminded me of my first trip to the Dragon back in 2002. Boy, how my riding skills have improved since then. With lots of practice over the years, my Geezer Glide and I can really run that road with the best of them. This brings me to my next realization; that there sure were a lot of police on the Tennessee side of the Dragon. There were none on the North Carolina side and none on the Skyway on either side. Keep that in mind when you are picking a place to stay and spend money when you come visit our neck of the woods!

I stopped in to see Ken Wheeler of Wheelers 129 Performance. Ken became a little bit of a TV star last summer when Jason and the gang from Super Bikes on Speed Channel visited and ran a story. Ken is the nearest wrench to the Dragon and a savior to many riders that would be stranded in motorcycle heaven with a broken scooter without him.

Oh yeah... I do have a job and the phone rang several times with requests from riders looking for a place to stay. All of the places were sold out and people had to stay farther away to visit our area. I have the solution for that for our regular visitors... Why not buy your own vacation home in the area? With the Real Estate market so depressed right now, there are many bargains here. You and your riding pals can visit more often and always have a place to stay and rent it out to all the other riders when your not here. I specialize in motorcycle-friendly vacation properties surrounding this world famous biker destination. Licensed in North Carolina, Tennessee and Georgia, I can help you find that perfect "man cave" here in motorcycle heaven! When you finally have that place of your own you can join me on a Tuesday for a lesson and tour of the area when we have the roads all to ourselves and we can really ride it. Or, as I like to say, "stretch our legs!"

My journey North will take me end-to-end on the Blue Ride Parkway and Skyline Drive. I ride it on Monday every year and try to run at Mach 1... Who needs scenery when you have mountain curves?

Until next month, keep your head and eyes up and twist the throttle!

Mike Ginocchi,

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COMMENTS FROM READERS

Tom,

I just wanted to let you know that Road Rash is our favorite magazine here at work as well as at home. We try our best to support all the advertisers, and can't wait from one month to the next for the newest edition. The writers, pictures and sections are great! I think it is too easy to forget what a beautiful area we live in here in the southeastern United States, particularly the eastern Tennessee area.

I just wanted to drop you a couple of pictures of my bike, as I seldom see any of these bikes featured or mentioned in any magazines. I love all types of bikes, and have ridden since I was 5...on a Honda Mini-Trail 50. That was 42 years ago! Many times we see the past as memories, and it is up to us to make our own memories for tomorrow...every day we are blessed with today.

Here are a couple of pictures of our recent Key West ride. We ride this ride every spring, and call it our "cabin fever" spring ride for our sanity!

Mike Ingram
Etowah, Tennessee

V8bikerider@comcast.net
mgingram@archchemicals.com

Dear Tom, Rock, and Moleman

As a contributor, reader, and supporter of your magazine, I would like to say a great big thank you for running the letter that you ran in Tears on Black leather this month. While my heart goes out to the family that lost a loved one, I really do think that by running that very well written and worthwhile letter you may have saved another life. It is with pride that I say that it was one of the finest pieces that has ever been in the magazine

Yours truly

Reverend David "Booger" Pittman



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Joe Cool's Biker Health

If you wanted to improve the performance or appearance of your motorcycle, would you trust just anyone to use a wrench or airbrush on something as important to you as your scooter?

Of course not, you would want the best-qualified mechanic or custom specialist you can find. So when it comes to getting help for improved performance and appearance of your body, you should find the best-qualified personal trainer available.

I am an Exercise Physiologist. I teach exercise sciences at two colleges. Some of the classes I teach are for trainers who wish to improve their training techniques. I am a trainer myself and I specialize in people with metabolic or physiological issues. Most of the people I train have suffered physical set backs due to illness or injuries. So it is important that I have an excellent understanding of the effect of exercise in relationship to their condition. I have achieved this valuable knowledge through education, training, certifications and years of experience.

To assure your absolute satisfaction in your selection of a fitness professional, you must ask your potential



trainer to provide you with information about their education, training, certifications and experience. A college degree in exercise sciences should be the standard, but it is not. Ask to see the trainer's credentials. Do not just take their word for it, relating to their trainer's certification. There are many certifying bodies such as IFPA, NSCA, NESTA, and ACSM. These are just a few certifying acronyms available for any one who wishes to hang a shingle as a personal trainer. The American College of Sports Medicine (ACSM) is one of the top accrediting bodies in the world. Over the years I have attended many ACSM training courses and earned at least five professional certifications with them.

To keep my certifications current, I must continue to enhance my education by attending courses, seminars, and training sessions. Many certifications out there do not require a trainer to keep up with his or her education. Some of the local fitness facilities give their own certification. They do not require a potential trainer to have any education or experience at all. The facility will simply require that they complete an 8-16 hour course on very basic exercise concepts that is only valid in their gym. Then these people are let loose to do as they will with uninformed clients. If this easily attained certification is not good enough for other fitness facilities, why would it be good enough for you?

Personal trainers are everywhere. There are no organizations that regulate personal trainers. So, anyone can claim to be a personal trainer. If you make

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the decision to give your hard-earned money to a trainer, make sure they are qualified to work on your most prized possession; your body. Whether you go to a mainstream fitness facility, a personal training studio, or if a trainer comes to your home, you need to get all the information you can about the trainer before beginning this important relationship.

I have just scratched the surface on what you should look for in a good personal trainer. It starts with a well-educated, well-trained and experienced professional. Not just a person who looks good in spandex. Just because this person can train his or herself does not mean they have the capacity to safely and successfully train others.

Next month, I will discuss the aspects of your personal expectations of your trainer based on your goals and desires in your training program. Remember to take care of yourself, because if you won't, who will? A personal trainer, perhaps?

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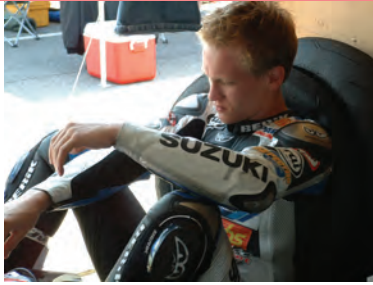
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Kris Turner Update

My name is Kris Turner. I have been living in the East Brainerd area for 10 years. The only difference between myself and the rest of the neighborhood kids is, I put my life and career on the line almost every weekend professionally racing motorcycles. It all started a week before I turned four, when my little Suzuki 50 four wheeler was stolen out of the garage. My dad bought a Suzuki JR 50 to replace it. I started to race motocross (under my former identity of Kris Hardy) and raced all the way up to 2004, winning many Southern All Star races, Mega series and Ultra series races. I also won some Victory Sports indoor races during the winter. In 2005, I was getting a bit tired of all the injuries and decided to put 17-inch wheels and slicks on my YZ 85 and race SEMRA. Through the year I gradually got better and won the GP 85 Championship. In '06, I moved up to a Honda RS 125 in WERA and was plagued



the first half of the year with bike problems (being on an older '93 bike). In June a little trading went on and I got a newer '96 bike with new updates, and I started winning races. At the end of '06, I flew to Valencia, Spain with my dad after being selected for the Red Bull Rookies Cup Selection.

Out of 26 Americans and 200 kids worldwide (that were also selected to attend the try outs) I was picked along with three Americans (both from the left coast) and 20 Europeans to race in the Red Bull MotoGP Rookies Cup. The season didn't go as well as planned, going through two DNFs due to mechanical problems and one with me crashing while passing for second. I did finish on the podium in third in a rainy wet Mugello race in Italy and came on top in Assen, Holland with up to ten bikes battling for the lead at one point. But those of you who saw the Colin Edwards and Nicky Hayden finish there in '06 know how "entertaining" the last chicane can be. I lead into the last set of turns after passing Cameron Beubier earlier in the lap. Luis Salom stuffed up the inside while I was entering the chicane and pushed the front tire until it hit my bike, sitting me up and sending me across the astro turf just as Edwards did. I crossed the line first, but was penalized five seconds. Because of that, I was placed in third.

This is a new year... 2008. Writing articles for Road Racing World and having my results when I did have them earned me a chance with the M4/Emgo Suzuki team. John Ulrich and his team gave me a bike and team leathers to race this year in the WERA Nationals and Regionals and some CCS/ASRA... and maybe (with some luck) AMA near the end of the year. I am really happy to be given this chance and continue to progress every time I'm on the bike, understanding how the bike works and getting a feel for it. I am real excited with how this year has been

going so far and I know John and his team are too. Not to mention my parents!

I was excited to get to ride the new Suzuki 600 that M4/Emgo Suzuki provided me at Barber Motorsports Park, a more professional track than I have been on. When we showed up Friday, we got everything out of the trailer and headed out for the first session. On the first few sessions I wasn't exactly as fast as I would have liked, but after a nap at lunch I picked up the pace a little and made some suspension adjustments to get the cobwebs out. When we got to the hotel that night the clouds busted loose and the rain started to come down. It rained all night, so in the morning it was too wet for me to go out. I figured there was no point in it since I didn't plan on racing in the rain and it was supposed to dry up before the races. The first and only race for me on Saturday was the Medium Weight Solo 16, a 16-lap race that started with a bit of water still on the track. The straights were dry and about half the turns were. I got to the lead at the start. When we got to "the roller coaster," an off-camber downhill turn that was wet, I started sliding around. The guy behind me (on rain tires) slipped up the inside and was in my way after that. I was not able to get past him. Tim Vosnick came from behind, passed myself then the leader, and started to open a little gap. I got a little inspired and worked by the slower rider. I just rode at a comfortable pace in second until we got the halfway flags. I realized that there was a dry line carving through the rain all the way around the track. I decided to try to reel in Vosnick in the lead and attempt to work by him. I put in a few good laps and was within a second of him when the bike began to surge on me and finally bogged down. I came into the pits to see the leader getting the white flag and was told by my dad that the tank was dry. I was kind of upset about pushing it a little, being within striking range of the leader and then running out of gas with just a lap left.

The next day, Sunday, I was determined to go faster and get into the low 30's. In the first practice, I burned some laps and did the same for the second session. For the first race, "750 Superbike," I knew I had a good shot at winning, even though I was starting in the seventh row. A good start put me in fourth by the first turn (yeah I was proud of that start) and I quickly passed into third. I got by second and started to reel in Tim Hunt who was on a 750. I worked by him with just a couple of laps to go in this six-lap race and stayed in the lead to the finish. I was so happy to finally get a win on the 600. After a side-by-side wheelie with Hunt on the backstretch,

I rode to the trailer, changed out wheels with new tires and gridded up for the next race, "600 Superstock." I was starting on the second row in this one and got another good start. I led the whole race to the finish. I had two race wins back-to-back!

The last race of the day was "750 Superstock," with the competition being the same as the other 750 race plus

Mr. Opie Caylor. Opie got a killer start, and I didn't, so by time I got by the people in front of me, he was too far ahead to run down. I rode away to second, which I was still happy with. At the end of the day, how could I be mad with two wins and one second place?

Kris



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A Letter To Ann

By Tony Thomas

From time to time in our lives we come across someone who stands out, leaves an impression, and makes us really stop and think of how truly blessed we are to be a part of that experience and that moment. I was lucky enough to meet a woman who did just that to me. The chance encounter was a defining moment in my life. I was working a job that required me to go inside people's homes for service and inspections. I knocked on the door and when it opened an elderly lady who looked to be in her late 60's greeted me. She had a warm and welcoming smile. She invited me in so I could do my job. She showed me around her home and I started my inspection. We came to the final area of inspection of her home, which ended up in the garage. I noticed two 1978 HD Heritages (I think). They were black and white with all the bells and whistles. They were nice! I complimented her on the bikes and was shocked to find out they belonged to her and her late husband who had passed away only one year earlier. She began to tell me stories of their adventures, people they'd met and places where they had been. I listened to her stories for a good 30 minutes and saw the excitement in her eyes and watched her spirit revive when she made mention of her husband. After a brief moment she hung her head and began to cry. She looked at me and told me if I ever found my true life companion to do everything I could to hang to her as long as possible. She undoubtedly missed her husband greatly. I hugged her and thanked for sharing her personal experiences with me and I apologized for having to leave her in such a sad state, then I left. Every time I ride I think of my wife and children and I remember the lady who brought my life in to perspective for me that day. Ann, I hope you well and I hope this letter finds you in good spirits and happiness. May all your roads lead you back to your lifelong love - your husband. Thank you for the experience.

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Spotted Around Town

pics by Tom the Bomb

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SPOTTED AROUND

Thunder On The Rock Pics by Tom the Bomb





I met this month's Hot Seat feature Tommy Sisk, owner of Red Bank Customs, years ago through mutual friends. He has a big personality, knows how to tell a story, always has a joke, and is constantly the life of the party. In his own words, "Everyone knows me. They either love me or hate me!" Tommy was working his fingers to the bone trying to get my Electraglide custom painted (cow print, of course) and I went by his shop to see how things were progressing. That's when I realized he was distracted enough I could sneak up on him without too much trouble. Minutes later, I had him strapped down to a seat in the corner, grilling him with our 10 infamous Hot Seat questions. Let's see how he did...

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

A long time ago, everyone started calling me "Cowboy" because I wore western boots all of the time. More recently, I was probating for a club and got the nickname "Orville" because of what happened in Panama City Beach at bike week. We were at a club that had a popcorn machine and someone sent me to get some. I thought that everyone would want popcorn, so I got a huge tray from the waitress and started loading up all of the popcorn in the machine.



I walked back through the door with a tray full of popcorn (stacked 3 or 4 high) and said, "Who do I look like, Orville Redenbacher?" That's when they said, "That's your nickname – Orville!"

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

I started in 1972 on a mini bike with a Briggs and Stratton engine.

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

I rode to Myrtle Beach in 2006, and "Jager Dave" lost his lunch.

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

Not anymore. My dad rode in his younger years.

5) Have you ever had any serious wrecks?

No, but I've come close a few times.

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

Not really. Sometimes, when my friend and I go somewhere on our bikes, mom and pop will look at us funny. You know.

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

Yes. I like going to special events where I can meet and spend time with other bikers that like the same things I do.

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

I have a great time bar hopping with my friends 2-Tall, Moe Moe, and Greg (aka "Quaid" Board). I also like riding up Lookout Mountain to clear my head.

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

I ride around 5,000 miles a year. I have a 2002 Softail with 27,000 miles on it.



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

Everyone should realize we are not that different. We all put helmets on and ride. We need to realize that together we can get \$#!^ done. Apart, we are just motorcycle people. If anyone needs anything, just ask!

Cowboy has been called a lot of things by a lot of folks. It's been told he was even "black-balled" by a couple of people, but I'm proud to call him my friend. So far, he's really gone above and beyond living up to that one. Go by and see Tommy at Red Bank Customs. He's almost always there and from what I can tell has never met a stranger. Like I said before – there's at least a 50/50 chance you'll really like him! You can ask him to sign your copy of Road Rash Magazine; just don't ask him to bring you any popcorn!

If you know of anyone you'd like to see featured here, let me know! Contact information is on page 5!

Tom the Bomb



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TWO OF OUR OWN



I am James Hays Jr. AKA "Lightning Jr.," a 21-year-old that lives in Rossville, Georgia. This is the history of my first bike, an orange and black 1973 CB750 Honda. I'm the third generation in my family to ride it.

The bike was originally bought at Honda of Chattanooga in 1973. Then my grandpa, Earnest T. Hays bought it from one of his Shriner brothers at the Red Bank Shriners Lodge when it had 3,500 miles on it. Afterwards, he took it to Jam-Up Cycles to have a 16-inch Harley-Davidson laced rear wheel installed. That was to gear it down so he and my grandmother could ride in Shriner Parades. She was also in an organization called the



"Eastern Stars."

My grandfather had many things done to it like installing a windshield, backrest, box, and putting Shriner symbols on it. He also installed a four-in-one header and jetted the carbs. He had the "hang two" seat put on for my grandmother's comfort. He also added a chrome "twisted" crash bar to give it that mean look.

My grandfather passed away October 14, 1987, when I was nine months old. My parents bought the Honda (for me) from my grandmother. At that time it had 12,500 miles on it. It was seldom ridden and stored in a garage (my dad and mom bought another bike to ride).

It was my first bike. I received it in 2007 with 20,173 miles on it. Since I've owned the bike, I've installed leather saddlebags and a chrome headlight visor. Today it has 26,769 original miles - and it's still kickin'!

I ride it everyday - rain or shine. Thanks to my family, I can hand down a classic bike to the fourth generation and keep the tradition going.

I would like to thank Road Rash Magazine and their sponsors for giving me the honor and opportunity of sharing my story with the community.

Thanks again, and live to ride...

James Hays Jr.





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